

# **INDUSTRY AND BUSINESS**

## **ECONOMIC DEVELOPMENT AND PROVISION OF LAND**

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## **LAND USES IN INDUSTRY AND BUSINESS AREAS**

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# Industry and Business

The Sheffield economy has seen major changes in the last two decades and a huge loss in manufacturing jobs has been only partly compensated for by a growth in service employment. The Council therefore acknowledges the need to be flexible in dealing with the use of industrial and business land and buildings, especially where this will result in real investment in industry.

Services now provide most jobs, with manufacturing still a major employer, but on a reduced scale. The construction sector is also significant but subject to fluctuation.

Unemployment remains a problem, higher than the national average but with significant variations between different parts of the City. The number of unemployed people per vacancy is generally higher than elsewhere, as is long-term unemployment.

Job opportunities are inevitably spread widely but the major employers tend to be concentrated in certain areas. These are: the City Centre, with its diverse uses such as industry, business, offices, shopping, entertainment and tourism; the Lower Don Valley, despite being most affected by the restructuring of industry; the Upper Don and Sheaf Valleys; parts of Chapel Green and Stocksbridge and the Holbrook area of Mosborough. These areas are well established and served by public transport. Locating new industry and business in these areas, which are near to where people live, reduces the need for travel and pressure on Green Belt.

These changes have left many sites, of varying sizes, available for industrial development. By the start of 1998 there were 383 hectares of vacant industry and business land. However, the position is not static. 208 hectares were developed between 1989 and 1997 but the supply of vacant industrial land has not decreased greatly due to the closure of firms and the demolition of their buildings.

Sheffield's economy is not self-contained. Many people who live outside the City boundaries work within them and vice versa. The health of the local economy is closely linked to regional, national and international performance. The City Council's efforts to regenerate the economy need to be set in the context of Government policy and private sector investment decisions.

To deal with these issues, the City Council is committed to a regeneration strategy for the whole Plan area which will:

- consolidate existing economic activities;
- develop activity through growth and diversification; and
- attract new investment.

Both the Unitary Development Plan (UDP) and the Economic Development Plan (EDP) (see page 319) set out ways of achieving these objectives. The UDP also has an important role in balancing the demands of economic regeneration against social and environmental aims (see Strategy, pages 9-12).

The Policies in this chapter reflect the following themes from the Government's strategic planning guidance:

- the need to foster growth in the urban and rural economy, based on existing businesses as well as new and relocated ones;
- the importance of ensuring an adequate supply of industrial land;
- recycling vacant and derelict land, releasing previously undeveloped land only where adequate supplies of recycled land cannot be made available in a reasonable timescale;
- concentrating most new development in existing built-up areas, particularly the Inner City; and
- recognising the important role of the public sector in encouraging investment by providing financial

and other help.

The Policies also reflect Government advice in Planning Policy Guidance Note PPG13, Transport:

- employment should be located where the best use can be made of public transport, reducing dependence on the private car;
- people should be able to live near to where they work; and
- travel-intensive uses such as large office development should be in areas which are either well served by public transport or have the potential to be so.

## ECONOMIC DEVELOPMENT AND PROVISION OF LAND

The following Policies describe the overall direction of the Council's objectives and indicate the main locations where major industrial and business development will occur.

### IB1 EMPLOYMENT AND ECONOMIC DEVELOPMENT

**Employment and economic development will be promoted by:**

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

#### Reasons for the Policy

The Council is committed to helping to rebuild Sheffield's economy and promote change and growth.

Unemployment in Sheffield remains high. So it is important to ensure that new opportunities for jobs are created.

Two of the main objectives of the Government's strategic guidance are to foster economic growth and to revitalise the built-up areas.

Land is needed both to attract investment to the City and to allow existing firms in Sheffield to relocate and expand.

Sheffield must become less dependant on a small range of traditional industries. So the City needs to encourage firms developing and using new technologies in electronics, biochemistry and engineering. These can provide a base from which the local economy can grow.

Improvements to existing buildings and areas are necessary for

#### Definition

'Suitable areas of the City' - see Policies IB2, IB3 and IB5 to IB8, pages 124-126 and 128-134.

#### 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 2.

See also, *Industrial Land in Sheffield: Demand and Supply*, UDP Policy Background Paper No. 6, Department of Land and Planning, Sheffield City Council, 1993.

For the Government's national planning guidance, see Planning Policy Guidance Note PPG4, *Industrial and Commercial Development and Small Firms*, Department of the Environment, 1988.

**Other information**

For design, see Policies BE5 to BE9, pages 64-70.

**Other Information**

For Strategic Roads, see Policies T15 and T17, pages 269 and 271, and Map 25, facing page 270. For other aspects of transport and its relationship to economic regeneration, see Policies IB15 and IB16 pages 140-141, and T26 and T27, pages 282-285.

For areas where industry will be preferred, see Policies IB5 and IB6, pages 125-131. The locations of Industry and Business Areas are shown on Map 7, facing page 128.

For other areas where industry may be acceptable, see Policies MU8 and MU9, pages 213-215.

established industry and business to modernise and grow. Co-ordinated treatment in the City's former Industrial and Commercial Improvement Areas has already helped to halt spiralling decline, create jobs and bring renewed confidence and investment.

A good environment is important to promote a positive image of the City, help attract the new industries and business and further enhance Sheffield's competitive position.

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

Reclaiming and releasing land for industry and business.

Promoting projects which aim to encourage innovative industry, such as the Science Park.

Promoting partnership agreements with developers, central government and academic institutions.

Providing grants and supporting applications for grant aid from both national and European sources.

Publicising opportunities in Sheffield through the Sheffield Investment and Development Agency.

Encouraging a high standard of landscape and design in industrial areas.

Confining development which may cause pollution or noise to suitable areas.

**IB2 LOCATIONS FOR INDUSTRIAL DEVELOPMENT**

**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.**

**Reasons for the Policy**

The City Council considers it important to provide for a wide range of job-creating activities in Sheffield.

Much modern industry prefers to locate close to transport networks. The main industrial locations have good existing or potential road and rail links with the rest of the country. Some will benefit from the closeness of the airport.

Industry should be located where the best potential exists for the use of public transport by employees which will mainly be in the established industrial areas. This will reduce dependence on the private car.

Many of the locations are within the City's traditional inner industrial areas where there are many opportunities to redevelop vacant or derelict sites.

The Government's strategic guidance states that regeneration should concentrate on the major urban areas of South Yorkshire and, in particular, on their older inner zones. But regeneration is also needed in smaller towns and villages.

Industrial development in these areas will be in keeping with their existing character and appearance.

### **How it will be put into practice**

#### **By:**

Granting planning permission for appropriate development.

Refusing planning permission for proposals which would lead to a concentration of uses prejudicing the dominance of industry in the area, or would cause the loss of important industrial sites (see Policy IB9, page 134).

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

Continuing promotion and investment by the City Council.

## **IB3 LOCATIONS FOR BUSINESS DEVELOPMENT**

**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.**

#### **Reasons for the Policy**

The City Centre is already important as a regional office centre with good communications to the rest of the City and the wider region. There are

#### **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 3.*

#### **Other Information**

*For defined Business Areas, see Policy IB7, page 132. For other areas where business uses will be preferred, see Policy IB6, page 130, and MU3, MU4, MU7 and MU9, pages 206, 207, 212 and 214. The locations of Industry and Business Areas are shown on Map 7 (facing page 128).*

*For other areas where business uses may be acceptable, see Policies IB5, page 128, H10, page 154, CF6 and CF7, pages 176-178, S3, S7 and S8, pages 187, 194 and 196. ➤*

MU2, MU5, MU6, MU8 and MU10, pages 205, 209, 210, 213 and 216 and LR3, page 223.

further opportunities for new development on vacant City Centre sites.

The City Centre is not able to provide for all the types of office and business developments which Sheffield could attract. A wide variety of sites are necessary to attract development to the City and some have located near to Meadowhall, for example, with its close access to the M1 Motorway.

Business development should be located where the best potential exists for the use of public transport by employees, especially if it is intensive. This will tend to be on established public transport routes and should reduce dependence on the private car. In addition, less intensive development can be provided near to where people live to enable them to work closer to home.

Areas on the edge of the City Centre have now proved attractive for business development and provide similar benefits on less expensive sites.

Business uses will continue to be a major provider of jobs for people in the City. Small developments can provide work locally without harming living conditions. Defined Business Areas outside the City Centre and Meadowhall also provide for local employment and increase the choice of areas for potential investors.

### **How it will be put into practice**

#### **By:**

Granting planning permission for appropriate development.

Refusing planning permission for proposals which would lead to a concentration of uses prejudicing the dominance of business in the area, or would cause the loss of important business sites.

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

Continuing promotion and investment by the City Council.

## **IB4 LAND FOR INDUSTRY AND BUSINESS**

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**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.**

#### **Definition**

**'Enough land for the next five years'** - comprises sites which are available for development already or which will be made available in time to complete development within five years.

#### **Other information**

For industrial sites, see Policy IB8, page 133, and the most recent edition of the City >

*Council's Industry and Business Land Survey.*

*For other aspects of contaminated land and land reclamation, see Policies GE23, page 112, and MW8 and MW9, pages 246-248.*

*For the five-year requirement for land for industry and business, see Industrial Land in Sheffield: Demand and Supply, UDP Policy Background Paper No 6, Department of Land and Planning, Sheffield City Council, 1993.*

*For the Government's strategic guidance, see Regional Planning Guidance Note RPG5, Strategic Guidance for South Yorkshire, Department of the Environment, 1989, paragraphs 4 and 6.*

*For the Government's national planning guidance, see Planning Policy Guidance Note PPG4, Industrial and Commercial Development and Small Firms, Department of the Environment, 1992, paragraph 6.*

## Reasons for the Policy

The Government's national planning guidance states that local authorities should aim to ensure that there is sufficient land available which is readily capable of development and well served by infrastructure to meet the needs of business. To achieve this, the City Council will maintain a five-year supply of industrial and business land at all times to help to ensure that development is not hampered by lack of land.

The minimum five-year requirement will be calculated from the take-up of land for industry and business over the previous five years. A further margin may be added if there is evidence of an upturn in demand or the prospect of specific major developments occurring. The current five-year requirement is 180 hectares (see UDP Policy Background Paper No. 6).

Allocated strategic sites (see Policy IB8, page 133) could meet 80% of the five-year requirement. Smaller sites identified in the Industry and Business Land Survey would meet the rest of the requirement.

The Council will seek to protect sufficient land in Industry and Business Areas from development for non-industrial and business uses in order to help achieve a wide range and geographical distribution of sites for industry and business uses (see Policy IB9, page 134).

Many redevelopment sites need to be treated to remove dereliction or contamination caused by previous uses before new development can proceed. The Government's strategic guidance states that the recycling of vacant and derelict land for industrial and other purposes should be given a high priority.

Development sites need to be provided with vehicle access and services such as drainage, electricity, gas and water.

## How it will be put into practice

### By:

Monitoring annually the supply of land suitable for industrial development and comparing this to the probable take-up of sites over the next five years (see Map 8, facing page 134).

Preparing action plans for sites of City-wide or regional importance.

Purchasing or helping others to purchase land.

Operating a programme of land reclamation.

Operating a programme of site servicing.

Negotiating with developers and entering into legal agreements to provide access and services (see Policy CF5, page 173).

Acquiring land and helping to provide services where it is not possible or appropriate for private developers to do so.

Negotiating appropriate partnership arrangements.

Supporting, where appropriate, applications for grant aid.

## LAND USES IN INDUSTRY AND BUSINESS AREAS

The three types of area where most industrial and business development will occur (see Map 8 opposite) are:

- *General Industry Areas* - where general industry and warehouses will be the main land uses. In some of these areas, open storage and uses like scrapyards will also be allowed (see Policy IB5, page 128).
- *Fringe Industry and Business Areas* - where general industry, warehouses and business uses are allowed but the mix of acceptable uses takes into account that they are often next to Housing Areas (see Policy IB6, page 130).
- *Business Areas* - mainly for business uses and not suitable for general industry (see Policy IB7, page 132).

Policy IB8 (page 133) reserves certain sites solely for industry and business.

Policies IB9 to IB14 (pages 134-140) give further conditions that must be met before developments receive planning permission.

Policies IB15 and IB16 (pages 140-141) deal with transport facilities needed to service these areas.

### IB5 DEVELOPMENT IN GENERAL INDUSTRY AREAS

In General Industry Areas, the following uses will be:

#### Preferred

**General industry (B2)**

**Warehouses (B8 excluding open storage)**

#### Acceptable

In those General Industry Areas shown 'A' on the Proposals Map:

**Open storage (B8)**

**Scrapyards**

In all General Industry Areas, shown 'A' or 'B' on the Proposals Map:

**Small shops (A1)**

**Offices used by the public (A2)**

**Food and drink outlets (A3)**

**Business (B1)**

**Hotels (C1)**

**Community facilities and institutions (D1)**

**Leisure and recreation facilities (D2)**

**Hostels**

**Lorry parks**

#### Other Information





The code in brackets in the Policy, for example (A1), tells you which class each land use belongs to. For more information, see Appendix 2.

#### Definition

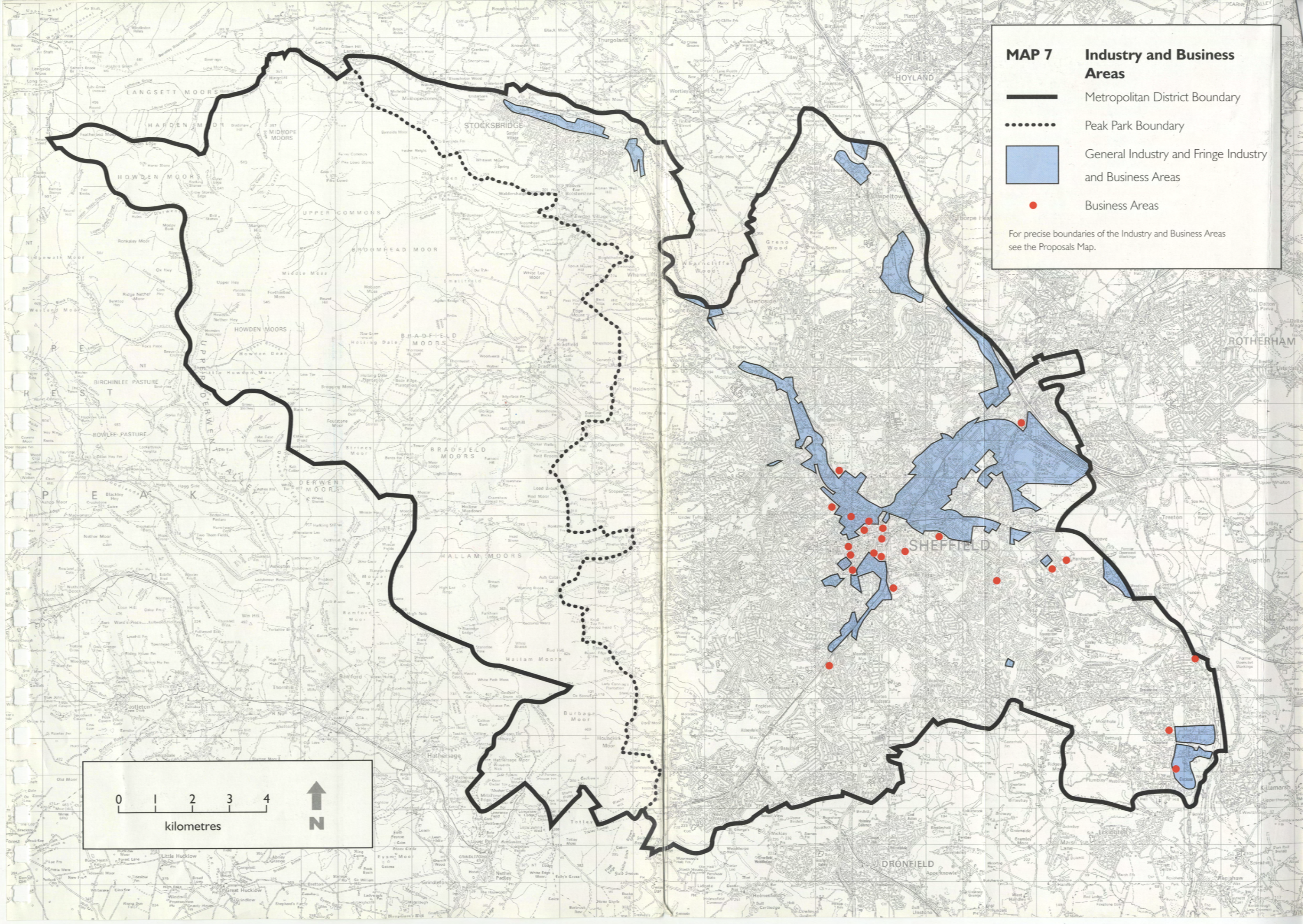
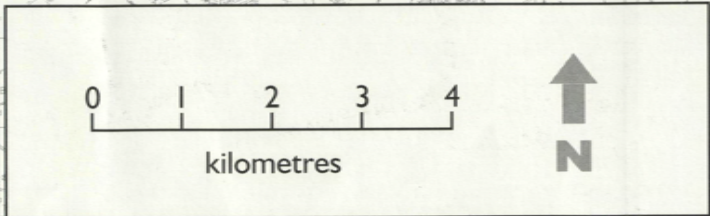
'Small shops' - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the Area.



**MAP 7 Industry and Business Areas**

-  Metropolitan District Boundary
-  Peak Park Boundary
-  General Industry and Fringe Industry and Business Areas
-  Business Areas

For precise boundaries of the Industry and Business Areas see the Proposals Map.



## Open space

### **Unacceptable**

**In those General Industry Areas shown 'B' on the Proposals Map:**

**Open storage (B8)  
Scrapyards**

**In all General Industry Areas, shown 'A' or 'B' on the Proposals Map:**

**Other shops (A1) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre**

**Residential institutions (C2)**

**Housing (C3)**

**Development proposals for uses not listed will be decided on their individual merits.**

**All new development must also comply with Policies IB8 to IB14 and S5 as appropriate.**

### **Reasons for the Policy**

General Industry Areas lie mainly in the major industrial locations identified in Policy IB2, page 124.

They are typically those parts of Sheffield where large sites for industrial development already exist or could be created. Often, they have good access to the major road and rail networks. So they are particularly appropriate for general industry and warehousing development.

It is essential to have an adequate range of industrial land and buildings to bring about a balanced regeneration of Sheffield's economy. The uses permitted in these Areas would cater both for existing firms wishing to expand and for those wanting to locate in Sheffield for the first time.

These Areas need to be kept primarily for general industry to ensure balanced economic growth in Sheffield. So, any major scheme must contain general industry. Offices and light industry are more restricted but some space for these uses could help the viability, marketing or layout of a major development scheme.

Open storage and related uses are not allowed in areas shown 'B' on the Proposals Map because of the environmental problems they can create for other firms. In the Areas shown 'A' this is less of a problem.

There is some scope for other uses in these Areas, like small shops, banks, pubs, cafes, take-aways and local open spaces. These would meet the needs of workers and businesses. But large shops would take too much industrial land or undermine the UDP's shopping policies.

Uses like sports facilities, open space and training centres help to meet the needs of workers. Community facilities may provide for people living nearby.

Hotels and hostels might exceptionally be appropriate to meet the needs

### **Other information**

*For Policies IB8 to IB14 and S5, see pages 133-140 and 191.*

*For the general location of Industry and Business Areas, see Map 7, facing page 128.*

of visitors or workers at firms in the Area. Residential institutions and houses are not allowed as living conditions would generally not be satisfactory for living there permanently.

Some industrial areas contain a few houses which existed before the introduction of effective planning control. It is accepted that some of the developments allowed by the Policy may result in living conditions in or near the Areas not being as good as in the Housing Areas. But it is important to ensure that they are still satisfactory for people living there.

### **How it will be put into practice**

#### **By:**

Deciding planning applications.

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

Identifying and promoting sites suitable for development, and where possible, investing in them.

Advising developers about other areas of the City where development which is unacceptable in General Industry Areas might be permitted.

## **IB6 DEVELOPMENT IN FRINGE INDUSTRY AND BUSINESS AREAS**

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**In Fringe Industry and Business Areas, the following uses will be:**

### **Preferred**

**Business (B1)**

**General industry (B2)**

**Warehouses (B8 excluding open storage)**

### **Acceptable**

**Small shops (A1)**

**Offices used by the public (A2)**

**Food and drink outlets (A3)**

**Hotels (C1)**

**Residential institutions (C2)**

**Housing (C3)**

**Community facilities and institutions (D1)**

**Leisure and recreation facilities (D2)**

**Car parks**

**Hostels**

**Open space**

**Petrol filling stations on Strategic Roads**

### **Unacceptable**

**Other shops (A1) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre**

#### **Definition**

*'Small shops' - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the Area*

#### **Other information**

*For Strategic Roads, see the Proposals Map.*

**Open storage (B8)****Lorry parks****Scrapyards**

**Development proposals for uses not listed will be decided on their individual merits.**

**All new development must also comply with Policies IB8 to IB14 and S5 as appropriate.**

**Reasons for the Policy**

These areas will make an important contribution to Sheffield's overall supply of sites and premises for industry, warehouses and business development.

Their location, often next to Housing Areas, makes them particularly suitable for business uses. This distinguishes these areas from the General Industry Areas.

Other uses, like small shops, banks, and hot food take-aways, can provide services for workers and businesses.

Large shops would take too much industrial land and undermine the UDP's shopping policies. They are best located in existing Shopping Centres.

The better environment of these Areas might, exceptionally, allow some houses, residential institutions and visitor accommodation. But this will happen only where living conditions are satisfactory and they would not hinder industrial and business development.

As in General Industry Areas, leisure uses, open space, training centres and community facilities would meet the needs of workers or local residents in Fringe Industry and Business Areas. These are likely to take only a small amount of land.

Development should not worsen living conditions for people living nearby or in neighbouring Housing Areas. In particular, this rules out open storage, lorry parks and scrapyards. These uses are allowed in some of the General Industry Areas.

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

Deciding planning applications.

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

Identifying and promoting sites suitable for development, and where possible, investing in them.

Advising developers about other areas of the City where development which is unacceptable in Fringe Industry and Business Areas might be permitted.

**Other information**

*For Policies IB8 to IB14 and S5, see pages 133-140 and 191.*

*For the general location of Industry and Business Areas, see Map 7, facing page 128.*

**Definition**

*'Small shops' - shops usually with not more than 280 sq. m. sales area, or which are ancillary to other acceptable uses in the Area*

**Other information**

*For Strategic Roads, see the Proposals Map.*

*For Policies IB8 to IB14 and S5, see pages 133-140 and 191.*

## **IB7 DEVELOPMENT IN BUSINESS AREAS**

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**In Business Areas, the following uses will be:**

**Preferred****Business (B1)****Acceptable****Small shops (A1)****Offices used by the public (A2)****Food and drink outlets (A3)****Warehouses (B8 excluding open storage) except in Manor Opportunity Area****Hotels (C1)****Housing (C3) at upper levels in the City Centre****Community facilities and institutions (D1)****Leisure and recreation facilities (D2)****Car parks****Hostels****Open space****Petrol filling stations on Strategic Roads****Unacceptable****Other shops (A1) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre****General industry (B2)****Open storage (B8) and, in Manor Opportunity Area, warehouses (B8)****Residential institutions (C2)****Housing (C3) outside the City Centre****Lorry parks****Scrapyards**

**Development proposals for uses not listed will be decided on their individual merits.**

**All new development must also comply with Policies IB8 to IB14 and S5 as appropriate.**

**Reasons for the Policy**

Areas need to be identified where business is the dominant use to help encourage the City as a regional office centre and to attract innovative enterprises.

Business Areas are the parts of Sheffield where there is most scope for offices, new technology firms and light industries.

In particular, these Areas will meet the space needs of smaller businesses. They will also help to provide some jobs closer to where people live.

There may be some limited opportunities for other uses, including open space, to be located in these Areas. These would mainly provide services for workers and businesses.

But if these relatively small Areas are to thrive as Business Areas there is not much space for other uses. General industry and housing, for example, are better located elsewhere. The City Centre is an exception to this where, in some areas, housing can be located above or behind a commercial frontage.

Open storage and other similar activities would create too many environmental problems for preferred business developments.

### **How it will be put into practice**

#### **By:**

Deciding planning applications.

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

Identifying and promoting sites suitable for development and, where possible, investing in them.

Advising developers about other areas of the City where development which is unacceptable in Business Areas might be permitted.

## **IB8 INDUSTRIAL AND BUSINESS SITES**

**On the sites listed below only the preferred uses set out in the appropriate Policy (IB5, IB6 or IB7) will be permitted, provided that they comply with Policy IB9:**

**Other uses will be unacceptable.**

### **Industrial and Business Sites**

#### **Chapel Green (Proposals Map 3)**

- **Smithywood Coke Works (38 hectares) - see Policy IB5**

#### **East End (Proposals Map 5)**

- **Brightside Lane (12 hectares) - see Policy IB5**
- **Tinsley Park (40 hectares) - see Policy IB5**
- **Blackburn Meadows (13 hectares) - see Policy IB6**

#### **South East (Proposals Map 6)**

- **Former British Rail Depot, Kettlebridge Road (11 hectares) - see Policy IB5**

#### **Mosborough (Proposals Map 7)**

- **Oxclose (29 hectares) - see Policy IB5 and IB7**

#### **City Centre (Proposals Map 10)**

- **Science Park (1 hectare) - see Policy IB7**

### **Reasons for the Policy**

It is necessary to set aside some industrial land to try and guarantee meeting the needs of manufacturing industry and major business development. This will help to ensure that the target of maintaining five years' supply of industrial land can be met (see Policy IB4, page 126). A

### **Other information**

*For the location of Business Areas, see Map 7, facing page 128.*

*For comparable areas where business may be acceptable, see also Policy LR3, page 223.*

### **Other information**

*For Policies IB5 to IB7, see pages 128-133 above.*

*For these and other sites, see the most recent edition of the City Council's Industry and Business Land Survey and Map 8, facing page 134.*

steady supply of land is needed to carry out the City's economic regeneration strategy.

Allowing only the preferred uses listed on these sites will help to safeguard them for industry and business use and provide a significant proportion of the five-year land requirement (see Policy IB4). The latest figures suggest that these sites could meet 80% of the requirement. The rest of the requirement would be satisfied on other sites where these uses would be acceptable (see the latest Industry and Business Land Survey).

144 out of 383 hectares of vacant land identified at the end of 1997 are covered by this Policy.

### **How it will be put into practice**

#### **By:**

Deciding planning applications.

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

## **IB9 CONDITIONS ON DEVELOPMENT IN INDUSTRY AND BUSINESS AREAS**

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**In Industry and Business Areas, new development or change of use will be permitted provided that it would:**

- (a) not lead to a concentration of uses which would prejudice the dominance of industry and business in the area or cause the loss of important industrial sites; and**
- (b) not cause residents or visitors in any hotel, hostel, residential institution or housing to suffer from unacceptable living conditions; and**
- (c) be well designed with buildings and storage of a scale and nature appropriate to the site; and**
- (d) comply with Policies for the Built and Green Environment, as appropriate; and**
- (e) except in General Industry Areas shown 'A' on the Proposals Map, not harm the quality of the environment to such an extent that other new industry and business development would be discouraged; and**
- (f) be adequately served by transport facilities and provide safe access to the highway network and appropriate off-street parking; and**
- (g) comply with Policies IB5 to IB8, IB10 to IB14 and T28 as appropriate.**

#### **Definitions**

**'Dominance'** - as set out in Appendix 1.

**'Important industrial sites'** - as set out in Policy IB8, above.

#### **Other information**

For Policies for the Built and Green Environment, see pages 59-119.

#### **Definitions**

**'Adequately served by transport facilities'** - complying with Policy T28, page 285.

**'Appropriate car parking'** - as set out in Policies T21 to T25, pages 276-282.

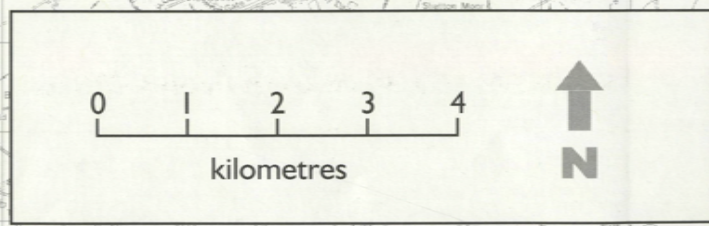
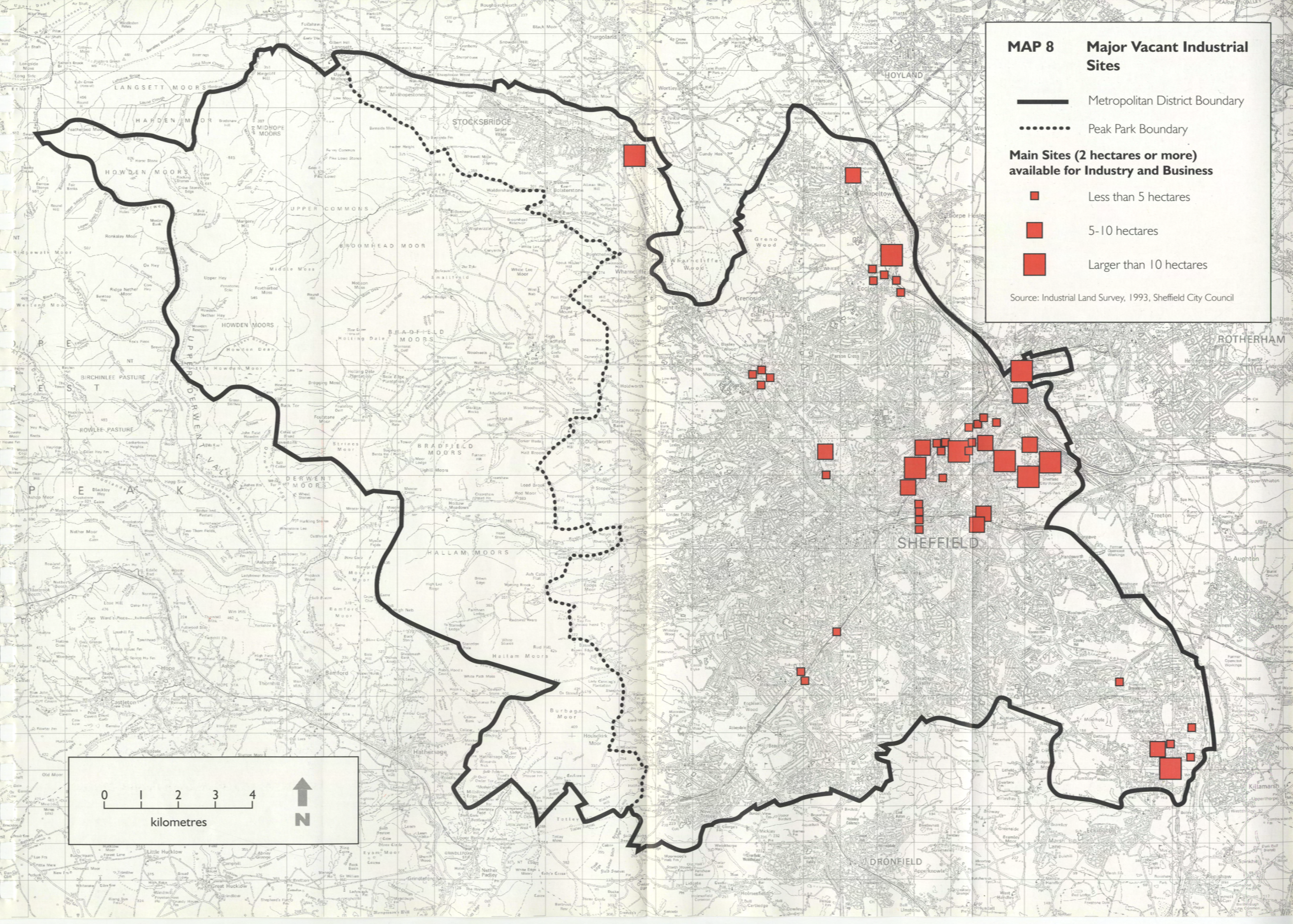
**MAP 8 Major Vacant Industrial Sites**

- Metropolitan District Boundary
- ..... Peak Park Boundary

**Main Sites (2 hectares or more) available for Industry and Business**

- Less than 5 hectares
- 5-10 hectares
- Larger than 10 hectares

Source: Industrial Land Survey, 1993, Sheffield City Council





**Other information**

*For Policies IB5 to IB8 and IB10 to IB14, see pages 128-134 above and 135-140 below.*

*For Policy T28, see page 285.*

*For measures to deal with pollution, see Policies GE22 to GE26, pages 112-116.*

*For parking provision in new developments, see Parking Guidelines, pages 288-297.*

**Definition**

*'Visitor accommodation' - includes hotels, guest houses, certain hostels, self-catering premises, and camping and caravan sites.*

**Reasons for the Policy**

Industry and business are intended to be the dominant land use in these areas. However, over the period 1989 to 1997, around 40% of all land in industrial areas has been developed for non-industrial uses. Industry and Business Areas contain most of the vacant land in the City and demand to develop other uses is likely to continue.

So it is important for some land to be set aside for industrial and business uses in these areas in order to preserve a base for manufacturing and service industries.

It may not always be possible in Industry and Business Areas to ensure the environmental standards achieved in Housing Areas. Even so, new development should not create unacceptable living conditions for people living nearby or in new housing. It should be acknowledged that some uses can affect areas some distance away as well as those immediately adjoining, including other industrial and business areas.

New developments should ensure that the day-to-day working environment is also acceptable. Good design of new development would enhance the character and appearance of these areas.

Certain types of industry may create environmental problems which could discourage other industries or businesses from locating in the Area. Whilst provision for such uses needs to be made at appropriate sites, their impact needs to be controlled in most locations to safeguard the Area's economic viability.

Development should not make access difficult or unsafe or create problems of parking on roads or streets.

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

Deciding planning applications.

Setting conditions for new development.

Assessing the demands of new development on transport (see Policy T28, page 285).

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

Monitoring the balance of uses of land and refusing planning permission when the character of the area is changing away from industry to other dominant uses.

**IB10 VISITOR ACCOMMODATION IN INDUSTRY AND BUSINESS AREAS**

**In Industry and Business Areas, visitor accommodation will be permitted only where the development would:**

**(a) be located where the environment is satisfactory for**

**Other information**

*For other aspects of tourism and leisure facilities, see Policy IB13, page 138, and Policies LR1 and LR2, pages 220-223.*

*For Policy IB9, see above.*

**Other information**

*For Policy IB9, see page 134.*

- workers and visitors or would be made so; and**
- (b) relate to other leisure and tourism facilities; and**
- (c) comply with Policy IB9.**

**Reasons for the Policy**

These Areas are primarily for industry and business. Other uses must remain incidental. But they can be suitable locations for hotels and other visitor accommodation.

However, the local environment must be satisfactory for visitors staying there. This could be a problem in some industrial areas.

Development may be particularly beneficial where linked to other leisure and tourism facilities. This would help develop Sheffield's tourism potential and regenerate the City.

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

Deciding planning applications.

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

## **IB11 HOUSING AND RESIDENTIAL INSTITUTIONS IN INDUSTRY AND BUSINESS AREAS**

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**In Fringe Industry and Business Areas, residential institutions (C2) and housing (C3), including redevelopment, will be permitted only where the development would:**

- (a) not further constrain industrial or business development to protect the environment of the new housing; and**
- (b) be next to an existing residential area; and**
- (c) not suffer from unacceptable living conditions, including air pollution, ground contamination, nearby hazardous installations, noise, other nuisance or risk to health and safety; and**
- (d) comply with Policy IB9.**

**Reasons for the Policy**

These Areas are primarily for industry and business. So it is accepted that some of the developments allowed here may result in living conditions not being as good as in Housing Areas. But they still need to be satisfactory for people who are already living there.

It may sometimes be appropriate to allow new housing on small sites next to existing communities. But small isolated housing developments would be less safe at night and relatively remote from shops and other

services, such as schools and surgeries.

Piecemeal housing development could reduce the scope for industrial expansion because of the safeguards required to protect the environment for the people who would live there.

Residential institutions may also be allowed. But, for people in need of care, the need to create satisfactory living conditions means the opportunities may be limited (see Policy H8, page 152).

### **How it will be put into practice**

#### **By:**

Deciding planning applications.

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

## **IB12 TRAINING CENTRES AND COMMUNITY FACILITIES IN INDUSTRY AND BUSINESS AREAS**

**Training centres and appropriate community facilities (D1) will be encouraged in Industry and Business Areas, especially where they would:**

- (a) meet the needs of young people, women, unemployed people, people with disabilities, elderly or early retired people, or ethnic minorities; and**
- (b) be easily accessible by public transport and be safe to walk to and from; and**
- (c) comply with Policy IB9**

### **Reasons for the Policy**

A trained workforce is vital for the economic regeneration of Sheffield.

In particular, people from groups with high unemployment and other disadvantages need training in skills that help them to get new jobs which become available.

Few people in these groups have cars. So, training centres and any community facilities need to be easy and safe to get to by public transport. In many cases, the best sites for access by public transport are in the City Centre.

Locating training centres in Industry and Business Areas can make good links with local firms.

Most community facilities will be best located in Housing Areas or adjoining Local or District Shopping Centres. But some, like workers' creches, may be needed in Industry and Business Areas (see Policy CF4, page 172). Others, like certain meeting places, can be suitably located in these Areas. With few people living in Industry and Business Areas, any noise or late night activities are less likely to cause problems.

#### **Other information**

*For housing in the City Centre, see Policy H12, page 158.*

*For areas where housing is preferred, see Policies H10, H11 and H13, pages 154-158 and 159.*

#### **Other information**

*For community facilities, see also Policy CF1, page 170.*

*For Policy IB9, see page 134.*

These Areas are mainly for industry and business. But these other uses need take only a small amount of land.

### **How it will be put into practice**

#### **By:**

Deciding planning applications.

Negotiating with developers and others and entering into legal agreements to provide training facilities, especially those targeted at disadvantaged people (see Policy CF5, page 173).

Helping training agencies and community groups find suitable accommodation.

## **IB13 OPEN SPACE AND LEISURE USES IN INDUSTRY AND BUSINESS AREAS**

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**In Industry and Business Areas, open space will be protected and provided.**

**Built leisure uses will be permitted where the development would:**

- (a) form part of a mixed development and contribute to the redevelopment of the site; or**
- (b) exploit the industrial heritage potential of the Area; or**
- (c) save an important building; or**
- (d) re-use a building which cannot be developed for industrial or business use**

**and where it would;**

- (e) be located where the environment is satisfactory for workers and users or would be made so; and**
- (f) be easy to reach by public transport and safe to walk to and from; and**
- (g) comply with Policies IB9, LR2 and LR8.**

### **Reasons for the Policy**

These Areas are mainly for industry and business uses. But some leisure development could be appropriate, especially where it contributes either to tourism or conservation.

More open spaces are needed here. Workers want outdoor places where they can relax, play sport or eat. Such areas could encourage wildlife and link into Sheffield's Green Network (see Policy GE10, page 98).

Also, leisure development may be a good way to bring back into use buildings no longer suitable or viable for industry and business.

#### **Definitions**

*'Leisure uses' - as for Policy LR2, page 221.*

*'Important building' - a Listed Building, a building in a Conservation Area or Area of Special Character, or a building which the City Council considers to be of architectural, historic or archaeological interest (see Policies BE15 to BE20 and BE22, pages 76-83 and 84).*

#### **Other information**

*For Policies IB9, LR2 and LR8, see pages 134, 221 and 230.*

*For open space, see also Policies LR4 to LR11, pages 224-235, and GE10 to GE15, pages 98-106.*

*For tourism and leisure facilities, see also Policy IB13, page 138, and Policies LR1 and LR2, pages 220-223.*

Leisure facilities for workers may help to attract firms and keep staff.

However, the local environment must be satisfactory for those using these facilities. This could be a problem in some Industry and Business Areas.

Many people in Sheffield do not have the use of a car. So, any development should be easy and safe to get to by public transport (see Policy T1, page 252).

### **How it will be put into practice**

#### **By:**

Deciding planning applications.

Negotiating with developers and others and entering into legal agreements to provide or improve open spaces, particularly those which put into effect Policies GE9, page 96, and LR10 and LR11, pages 232-235. See also Policy CF5, page 173.

Requiring developers to demonstrate that the use of any existing buildings for industrial or business use is not viable.

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

Publicising the availability of appropriate grants.

## **IB14 SITING INDUSTRIES AND SENSITIVE USES NEAR TO EACH OTHER**

### **An environmental buffer will be required between industry and sensitive uses.**

#### **Reasons for the Policy**

Industry can cause problems when located near to some uses like housing. Similarly, new housing development could affect the operation of existing heavy industry. Careful design and layout will help reduce conflict between them.

An environmental buffer can help these uses exist near to each other without one causing problems for the other.

### **How it will be put into practice**

#### **By:**

Negotiating with developers.

Deciding planning applications, paying particular attention to the design of buildings and layout of sites in order to reduce conflicts.

Siting non-sensitive development nearest to the industry.

Siting developments which are ancillary to industry, like car parks, offices and canteens, nearest to uses like housing.

#### **Definitions**

**'Environmental buffer'** - landscaping and/or siting of appropriate facilities between sensitive and other uses to reduce the harm or potential nuisance to each other. Car parks or offices, for example, might form such a buffer.

**'Sensitive uses'** - uses like hotels (C1) and hostels, residential institutions (C2), housing (C3), many community facilities (D1), outdoor leisure, agriculture and nature conservation sites comprising Sites of Special Scientific Interest, Local Nature Reserves, Areas of Natural History Interest and Local Nature Sites (see Policies GE12 and GE13, pages 101-103).

Landscaping, tree planting and screening between the uses.

## **IB15 LORRY PARKS IN GENERAL INDUSTRY AREAS**

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**Secure, overnight, off-street lorry parking will be permitted in General Industry Areas where there is good vehicle access, to cater mainly for goods vehicles visiting Sheffield. The development must comply with Policy IB9. Lorry parks will not be permitted in other parts of the City.**

### **Reasons for the Policy**

Road freight has increased significantly in recent years. This includes long-distance heavy goods traffic to and from the Continent. As Britain's economy becomes increasingly integrated with Europe's such traffic is likely to grow further.

With more heavy goods vehicles coming longer distances to Sheffield, there will be an increasing need to provide for overnight stays. Overnight lorry parks need to be secure and easily accessible. Because few people live in General Industry Areas there will be little nuisance to residents. Some of the Areas are convenient because of their closeness to the M1.

The parks may also be used by local firms who do not have secure, overnight parking for their lorries.

### **How it will be put into practice**

#### **By:**

Identifying preferred areas and/or specific sites for lorry parks.

Deciding planning applications.

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

## **IB16 RAIL FREIGHT FACILITIES IN INDUSTRY AND BUSINESS AREAS**

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**The provision of rail freight facilities will be encouraged on industrial sites in General Industry and Fringe Industry and Business Areas.**

### **Reasons for the Policy**

Freight is increasingly being carried by road and lorries are getting larger (see Policy T27, page 284). This causes problems for other road users, pedestrians, adjoining land users and the roads themselves.

So the City Council is keen to encourage the transport of goods by rail rather than road, particularly bulk goods.

#### **Other information**

*For Policy IB9, see page 134.*

*For design for vehicles, see Policy BE9, page 69.*

#### **Other Information**

*For transport and its relationship to industrial development, see also Policies T26 and T27, pages 282-285.*

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

Deciding planning applications.

Encouraging industrial sites close to railways to be laid out so that rail links are possible.

Supporting, where appropriate, applications for Freight Facilities Grant under the Railways Act 1993.

