

City Centre Priority Neighbourhood Frameworks

APPENDIX A

NOVEMBER 2022



Appendix Content

This appendix provides further detail to support the City Centre Priority Neighbourhood Frameworks Document and provides the following information.

City Sub-Area Background

A background summary of the 6 city areas and 23 sub-areas as previously set out in the City Centre Strategic Vision. This describes the approach to defining the boundaries of the 6 city areas and 23 neighbourhood areas.

It is important to note that the boundaries for the 5 Priority Areas and the 3 Catalyst Sites within the Sheffield City Centre Strategic Neighbourhood document are located within the city areas and sub-areas, however they are different to the 6 City Area Boundaries and the 23 sub-areas.

City Character Areas and Sub-Area Character appraisal

A character appraisal to guide future development for each of the 23 sub-areas, includes the following:

Appraisal

- » Size
- » Location and connectivity
- » Streets and spaces
- » Green and blue
- » Character
- » Uses
- » People

Key considerations

- » Topography and views
- » Flood Risk
- » Barriers to movement
- » Key landmarks and distinctive buildings
- » Distinctive features

Guiding Principles for Neighbourhood Regeneration Neighbourhood Characteristics

- » Opportunities
- » The future resident
- » Place-making principles
- » Indicative Scale
- » Indicative density
- » Acceptable land uses
- » Land uses likely to be accepted

Methodology and assumptions

Methodology

The methodology describes the key steps in the process to develop and produce the City Centre Priority Neighbourhood Frameworks document and Catalyst Site recommendations.

Density-led approach to capacity testing

An explanation of the density led approach and the relevance of this to determine capacity.

Capacity testing and approach

Approach to residential capacity testing for the Priority Location and Catalyst Sites and how the Capacity Study has shaped this.

Residential capacity calculator

A summary of the methodology and the calculator developed for testing residential capacity, appropriate heights ranges and densities (dph) have been applied to each development parcel. Appropriate building heights for neighbourhoods have been informed by a thorough building heights analysis of City Centre, as set out in the [Sheffield Central Area Strategy Capacity Report July 2020](#).

Explains the difference between the calculation of the Priority Location and catalyst sites.

Capacity for residential development key variables

A summary of the key variables that have been used to inform the capacity study and summarises limitations.

Housing Mix scenarios

Details of the 3 housing mix scenario tables, average GEAs informed by nationally described space standards to establish an average GEA for each development parcel.

Buildings for change

Summary of the criteria for buildings for change used to inform the Priority Location masterplan frameworks. This section includes plans that set out building quality, informed by the [Sheffield City Centre Urban Design Compendium](#):

- » Buildings to change
- » Renewal
- » Protection
- » Protection (with selective demolition)
- » Already / Permission to be demolished
- » Heritage designations
- » Planning status

01 CITY SUB-AREA

8.1 City Sub-area Background

Sheffield City Centre has a number of recognisable sub-areas

The Capacity Study determined neighbourhood boundaries based on townscape character, this allowed a neighbourhood approach to testing residential capacity and determining building height ranges and appropriate densities.

Key considerations for the future growth in each sub-area are defined by a neighbourhood approach.

Sub-Areas

The 23 sub-areas are informed by the historical development and morphology of the city over time, and are associated with different periods of urban development and transformation. Their boundaries are often defined by a clearly delineated urban edge, such as a major movement corridor or distinct change in townscape character. The below variables were used to define neighbourhoods.

Location

The location can shape a neighbourhood. Sustainable neighbourhoods are often based around an obvious focal point providing various services and amenities.

Existing land use

Sub-areas can be defined by their predominant land use, such as retail, employment, business or civic uses.

Built environment scale, massing and density

Building height datums are a major contributor to a neighbourhood's character, and help to differentiate between one urban area and another. The existing height datums of City Centre neighbourhoods have directly informed the building heights proposed within the Capacity Study.

Heritage and history

The city's organic development over time is important in defining the neighbourhood, setting clear boundaries. For example, Kelham Island is associated with its time of delivery.

Architectural character and appearance

Similarities in the architectural features of groups of buildings, such as roof pitch, window proportions and materials play an important role in defining the distinctive character of a sub-area.

The following guidance provides a high level set of guiding principles for each of the 23 sub-areas of the City Centre. Full details for each sub-area of the City is contained within this document. The intention is to help guide appropriate development in each sub-area which should be considered when preparing detailed proposals for individual sites.

The vision and strategic ambitions outlined in the Strategic Vision, alongside the work undertaken to develop the Character Areas and sub-areas, has been translated into 5 new Priority Locations to create unique, thriving, economic, cultural and residential neighbourhoods in the City Centre.

Social

The most difficult factor to measure, is people's individual perception of a neighbourhood. It is connected to feelings of ownership, belonging and pride. It is also connected to its social aspects, including culture, social demographics, historical background and employment.

Character Areas

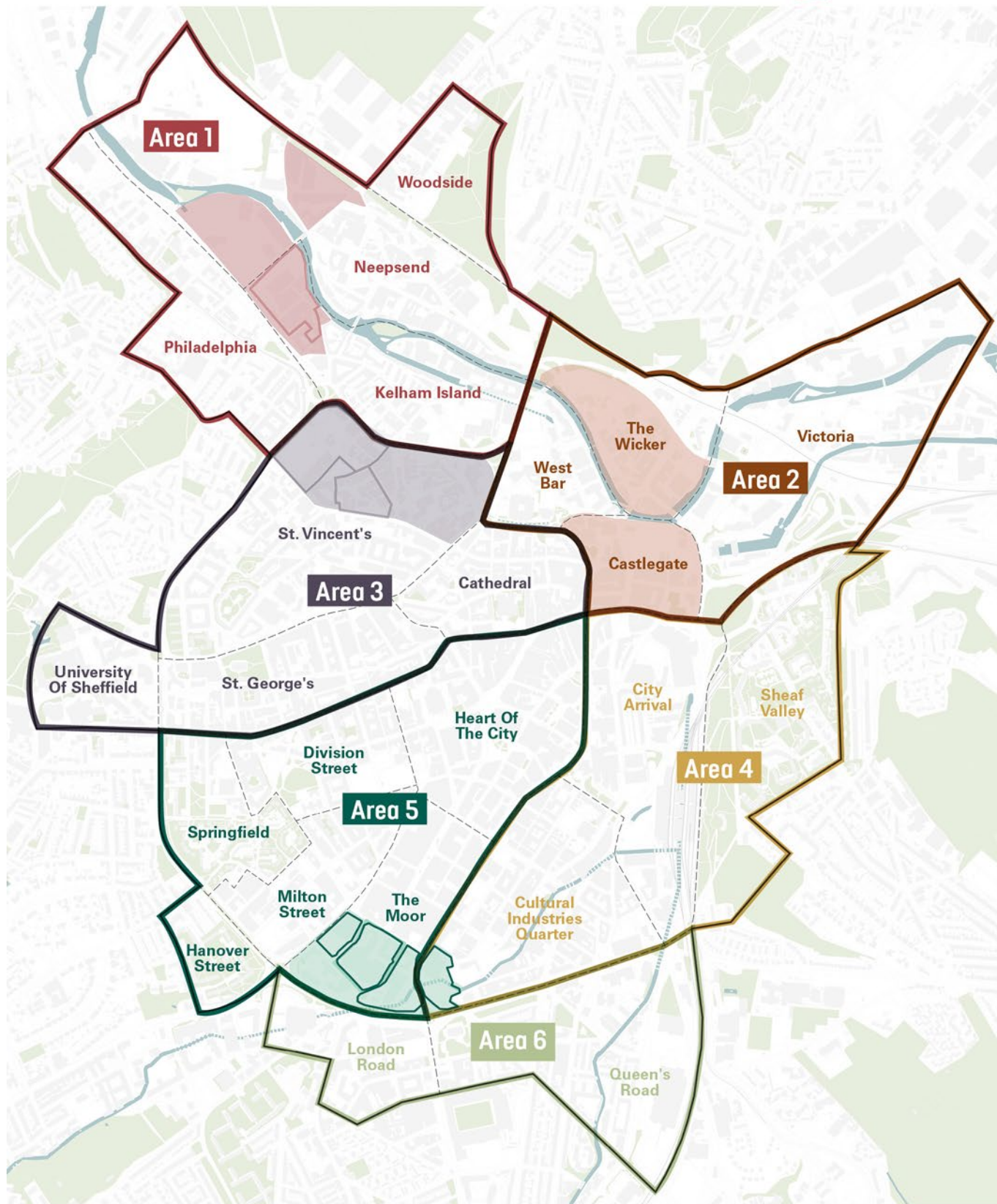
For the purposes of the Capacity Study, neighbourhoods had been grouped into six overarching City Centre Areas. This allows the city to be broken down into rational spatial units to which residential capacity can be applied. The Areas are formed by clustering sub-areas which share similar townscape and geographical characteristics, there are 23 sub-areas in total as mentioned above:

- 1 Kelham Island, Neepsend, Philadelphia and Woodside
- 2 Castlegate, West Bar, The Wicker, Victoria
- 3 St Vincent's, Cathedral, St George's and University of Sheffield
- 4 City Arrival, Cultural Industries Quarter, Sheaf Valley
- 5 Heart of the City, Division Street, Springfield, Milton Street, The Moor and Hanover Street
- 6 London Road and Queen's Road.

Further detail on the 6 Character Areas is contained in Annex I of the Sheffield City Centre Strategic Vision.

KEY

- City Centre boundary
- - - Neighbourhood boundary
- Character Areas
- Priority Location boundary
- Catalyst Site boundary



City Centre Character Areas Plan

8.2 City Sub-area Character Appraisal

Character Area One

The location plan illustrates the neighbourhoods within Area 1 located in the overall City Centre boundary. These sub-areas include;

- » Kelham Island
- » Philadelphia
- » Neepsend
- » Woodside

The subheadings Appraisal, Key Considerations and Guiding Principles for Neighbourhood Regeneration set out for each sub-area on the following tables, are translated into each of these distinctive neighbourhood areas to define a unique, thriving, economic, cultural and residential destination to guide future development.



* The principles provided overleaf are to help guide appropriate development in each neighbourhood and should be considered when preparing detailed proposals for individual sites

Kelham Island

Appraisal	
Size	C.19.8 ha
Location and Connectivity	Located on the northern edge of the city but south of the River Don. Local perception is that Kelham Island is far from City Centre, topography is part of this challenge.
Streets and Spaces	Clear street hierarchy across Kelham Island.
Green and Blue	The River Don is an important biodiversity corridor in the area.
Character	Industrial and 'edgy' feel. With increased development Kelham Island is rapidly becoming a desired and popular address with a strong identity.
Uses	The neighbourhood has slowly become dominated by residential development. However, Kelham Island Museum, Kelham Island Brewery and a number of historic pubs in and around the neighbourhood positively contribute to its character and add a diversity of uses.
People	Kelham Island is home to Little Kelham, one of Sheffield's recent developments. An element of student development has previously been delivered here, but more recently a long term residential offer (for rent and for sale) has been successful, including family and young professional housing.

Key Considerations	
Topography and Views	Located within the River Don valley, the topography slopes up either side of the neighbourhood.
Flood Risk	Areas of the neighbourhood located closest to the River Don are designated as a functional flood plain. The majority of the neighbourhood has a medium possibility of flooding with pockets of high risk for flooding.
Barriers to Movement	The ring road- Penistone Road, and the river restrict movement in this neighbourhood. Kelham Island offers intermittent pedestrian crossings (the ring road) and bridges (the river).
Key Landmarks and Distinctive Buildings	A large proportion of the neighbourhood is located within the Kelham Island Conservation Area.
Distinctive Features	The River Don provides a natural feature and potential amenity to residents of the area. Green Lane and Alma Street form the main spine roads of the neighbourhood.

Guiding Principles for Neighbourhood Regeneration

Neighbourhood Characteristics	The neighbourhood will grow as a destination for independent restaurants, cafes and shops to support the existing and future residents and attract visitors to create a vibrant daytime and early evening economy.
Opportunities	There will be a mix of residential types, including housing for families, apartments and townhouses.
The Future Resident	The neighbourhood will continue to attract young professionals, families, and graduates with an opportunity to incorporate some later living accommodation to cater for an older demographic.
Placemaking Principles	<ul style="list-style-type: none"> » There is an opportunity to foster a more intimate connection with the river at key locations along the river edge to maximise its value and impact. » Opportunities for play and leisure could also be incorporated into spaces that are located along the river. » Improved crossing environment along the ring road, creating more accessible tram stations and permeability to St Vincent's and the City Centre.
Indicative Scale	Potential to deliver between 1-10 storeys (plot dependent). Some opportunities for taller buildings heights (7-10 storeys) along the ring road boundary of the neighbourhood.
Indicative Density	Potential to deliver densities between 80-1000 dwellings per hectare (plot dependent)
Anticipated Future Land Uses in the Neighbourhood	Predominantly residential with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). Employment uses would be acceptable but heavy industry would be resisted due to its adverse impact on residents. New purpose built student accommodation will not be encouraged in the area.

Philadelphia

Appraisal	
Size	c.47.3 ha
Location and Connectivity	Located on the northern edge of the city, both the River Don and the ring road cuts the neighbourhood in two. There is good connectivity to the supertram with a large portion of the neighbourhood within a 5 minute walking distance from a supertram stop.
Streets and Spaces	Philadelphia has an unplanned street pattern that is irregular and difficult to navigate.
Green and Blue	The River Don is an important biodiversity corridor in the area. Trees create a buffer along the railway line.
Character	Industrial feel.
Uses	Philadelphia is still dominated by light industry and manufacturing, with an emerging cluster of residential between Infirmary Road and Penistone Road.
People	Largely occupied by industry and manufacturing with lack of residential presence. An element of residential is present between Penistone Road and Infirmary Road.

Key Considerations	
Topography and Views	Located within the River Don valley, the topography slopes up either side of the neighbourhood.
Flood Risk	Areas of the neighbourhood located closest to the River Don are designated as a functional flood plain. Section of the neighbourhood north of the ring road has a medium possibility of flooding.
Barriers to Movement	The ring road- Penistone Road, and the river restrict movement in this neighbourhood. Philadelphia offers intermittent pedestrian crossings (the ring road) and bridges (the river).
Key Landmarks and Distinctive Buildings	Philadelphia is historically a light industrial neighbourhood that is becoming increasingly residential in part.
Distinctive Features	The River Don provides a natural feature and potential amenity to residents of the area.

Guiding Principles for Neighbourhood Regeneration

Neighbourhood Characteristics	The neighbourhood will retain an element of light industry which will inevitably be a key part of the future neighbourhood over the lifetime of this vision document.
Opportunities	There will be a mix of residential types, predominantly low to mid rise including housing for young families, apartments and townhouses.
The Future Resident	Young professionals, families.
Placemaking Principles	<ul style="list-style-type: none"> » There is an opportunity to foster a more intimate connection with the river at key locations along the edge to maximise its value and impact. » Opportunities for play and leisure could also be incorporated into spaces that are located along the river. » Improved crossing environment along the ring road, creating more accessible tram stations and permeability to St Vincent's and the City Centre.
Indicative Scale	Potential to deliver between 1-6 storeys (plot dependent). Some opportunities for taller buildings heights (7 storeys) along the ring road boundary of the neighbourhood.
Indicative Density	Potential to deliver densities between 40-400 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	Predominantly residential but with a significant element of employment uses, including light industry. There will also continue to be commercial uses, which could include small scale retail and leisure (subject to the sequential test). New purpose built student accommodation will not be encouraged in the area.

Neepsend

Appraisal	
Size	c.18.4 ha
Location and Connectivity	The neighbourhood is located on the northern edge of the city and north of the River Don. This generates the perception of the neighbourhood being far from the City Centre.
Streets and Spaces	Neepsend has an unplanned street pattern that is irregular and difficult to navigate.
Green and Blue	The River Don is an important biodiversity corridor in the area. Trees create a buffer along the railway line. Physical proximity to Parkwood springs, a significant green asset.
Character	Industrial and 'edgy' feel.
Uses	A cluster of small businesses have started popping up in Neepsend, with Peddler Night Market becoming a visitor destination. Some existing light industrial uses which are incompatible with residential uses, including the Parkwood landfill which runs parallel to the neighbourhood's northern corner.
People	Young professional, families, students, graduates.

Key Considerations	
Topography and Views	Located within the River Don valley, the topography slopes up either side of the neighbourhood.
Flood Risk	Areas of the neighbourhood located closest to the River Don are designated as a functional flood plain. The majority of the neighbourhood has a medium possibility of flooding with pockets of high risk for flooding.
Barriers to Movement	The river Don and the railway restrict movement in this neighbourhood. Neepsend offers intermittent bridges (the river) and underpasses (the railway).
Key Landmarks and Distinctive Buildings	A large proportion of the neighbourhood is located within the Kelham Island Conservation Zone. Some examples of industrial heritage architecture.
Distinctive Features	The River Don provides a natural feature and potential amenity to residents of the area.

Guiding Principles for Neighbourhood Regeneration

Neighbourhood Characteristics	Neepsend will become an 'Outdoor' Neighbourhood which epitomises the Sheffield Outdoor lifestyle through design of new development, new public realm, ability to accommodate outdoor events and the types of occupiers that locate there.
Opportunities	There will be a mix of residential types, including housing for young families, apartments and townhouses.
The Future Resident	Young professional, families.
Placemaking Principles	<ul style="list-style-type: none"> » There is an opportunity to foster a more intimate connection with the river at key locations along the edge to maximise its value and impact. » Opportunities for play and leisure could also be incorporated into spaces that are located along the river and Burton Road.
Indicative Scale	According to the Sheffield Central Area Capacity Study, there is potential to deliver between 1-6 storeys (plot dependent). Some opportunities for taller buildings heights (7 storeys) along the ring road boundary of the neighbourhood. For Priority Location indicative scale, please refer to Section 3 of the main document.
Indicative Density	According to the Sheffield Central Area Capacity Study, there is potential to deliver densities between 80-200 dwellings per hectare (plot dependent). For Priority Location indicative scale, please refer to Section 3 of the main document.
Anticipated Future Land Uses in the Neighbourhood	Predominantly made up of employment (with a focus on light industrial) uses and residential uses with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). New purpose-built student accommodation will not be encouraged in the area.

Woodside

Appraisal	
Size	c.8.57ha
Location and Connectivity	This neighbourhood is located on the northern edge of the city and north of the River Don. This neighbourhood is furthest north within area 1 and is segregated by the railway line and topography, generating the perception that the neighbourhood is far from the City Centre.
Streets and Spaces	Woodside has an unplanned street pattern.
Green and Blue	Trees create a buffer along the railway line and a large portion of the neighbourhood is occupied by Stanley Fields.
Character	Industrial
Uses	Woodside consists primarily of low scale industrial units on its developed western edge.
People	The neighbourhood is largely occupied by industry and manufacturing with lack of residential presence.

Key Considerations	
Topography and Views	Located within the River Don valley, the topography slopes up more steeply in Woodside than in the other neighbourhoods within Area 1.
Flood Risk	No flood risk
Barriers to Movement	The railway line restricts movement in this neighbourhood. Woodside offers intermittent roads and underpasses to cross the railway line.
Key Landmarks and Distinctive Buildings	Woodside comprises a large area of greenspace known as Stanley Fields.
Distinctive Features	Woodside borders Parkwood Springs and Stanley Fields, both are significant green assets in the area.

Guiding Principles for Neighbourhood Regeneration

Neighbourhood Characteristics	With Stanley Fields located at the heart of the neighbourhood, Woodside will become an 'Outdoor' Neighbourhood which epitomises the Sheffield Outdoor lifestyle through design of new development that "draws the outside in"
Opportunities	There will be a mix of residential types, predominantly low to mid rise including housing for young families.
The Future Resident	Families.
Placemaking Principles	Creating green north-south streets, including improved cycling and walking facilities and potential linear parks to connect the neighbourhoods with existing green spaces to the north-west and south.
Indicative Scale	Potential to deliver between 1-3 storeys (plot dependent).
Indicative Density	Potential to deliver densities between 30-100 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	Predominantly residential with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). New purpose built student accommodation will not be encouraged in the area.

Character Area 2

The location plan illustrates the neighbourhoods within Area 2 located in the overall City Centre boundary. These sub-areas include;

- » The Wicker
- » Victoria
- » Castlegate
- » West Bar

The subheadings Appraisal, Key Considerations and Guiding Principles for Neighbourhood Regeneration set out for each sub-area on the following tables, are translated into each of these distinctive neighbourhood areas to define a unique, thriving, economic, cultural and residential destination to guide future development.



* The principles provided overleaf are to help guide appropriate development in each neighbourhood and should be considered when preparing detailed proposals for individual sites

The Wicker

Appraisal	
Size	c.14.6 ha
Location and Connectivity	The Wicker was the main arrival point into the city from the north until the establishment of the ring road. The area is dissected in several places by several large roads, including the northern end of the ring road.
Streets and Spaces	An irregular pattern of streets characterises the Area.
Green and Blue	River Don, the nearby Sheffield and South Yorkshire Navigation canal and Sheffield Canal Basin characterise the neighbourhood. Other significant public space comprises of the nearby Grey to Green initiative along West Bar, Bridge Street and most recently, Castlegate.
Character	Largely an industrial neighbourhood.
Uses	Historically Wicker has been a vibrant high street and today it would benefit from investment. There is potential within the Wicker to sensitively introduce residential development, building upon the success of Kelham Island. With a cluster of 'known' sites at the Wicker, there is potential for the population to increase. The Wicker's current population is adequately served by local amenities, however these are lacking in cafés and local supermarkets.
People	Largely occupied by industry and manufacturing with lack of residential presence.

Key Considerations	
Topography and Views	The railway transects the northern end of the area where topography suddenly rises, in many places limiting movement. The River Don meanders in Area 2, creating a valley within which the Wicker sits.
Flood Risk	Areas of the neighbourhood located closest to the River Don are designated as a functional flood plain. Majority of the neighbourhood has a medium possibility of flooding with pockets of high risk for flooding.
Barriers to Movement	The River Don and the railway restrict movement in this neighbourhood.
Key Landmarks and Distinctive Buildings	Wicker Arches
Distinctive Features	The River Don provides a natural feature and potential amenity to residents of the area.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	The area will become a live / work neighbourhood with a new residential population and community and amenity uses. There will be a strong neighbourhood centre within the Wicker with area catering for a wider variety of demographics.
Opportunities	<ul style="list-style-type: none"> » Opportunity to create strong frontage to the Wicker (Steel Route). » Cluster of development sites at the Wicker, provides an opportunity to inform the character of residential and a new neighbourhood heart.
The Future Resident	Mixed demographics including opportunities to deliver affordable or key worker housing in the neighbourhood in the long term.
Placemaking Principles	<ul style="list-style-type: none"> » Enhance pedestrian and cycle environment along main routes and improve relationship with the river creating a new riverside pedestrian route, supported by active building edges. » Enhancing and strengthening the historic Wicker High Street. Retained fine grain street network in Wicker. Retaining historic street widths and profiles within the light industrial areas to reference historic use and urban fabric. Riverside park at the Wicker. Potential to enhance these areas by introducing street trees and pocket parks.
Indicative Scale	According to the Sheffield Central Area Capacity Study, there is potential to deliver between 1-10 storeys (plot dependent). For Priority Location indicative scale, please refer to Section 6 of the main document.
Indicative Density	According to the Sheffield Central Area Capacity Study, there is potential to deliver densities between 90-210 dwellings per hectare (plot dependent). For Priority Location indicative scale, please refer to Section 6 of the main document.
Anticipated Future Land Uses in the Neighbourhood	A mix of residential and supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). Employment uses would be acceptable but heavy industry would be resisted due to its adverse impact on residents. New purpose built student accommodation will not be encouraged in the area.

Victoria

Appraisal	
Size	c.37.9ha
Location and Connectivity	Located on the northern edge of the City Centre and intersected by the River Don. This neighbourhood is furthest north within area 2 and is segregated by the railway line. The general perception of this neighbourhood is that it is far from the City Centre.
Streets and Spaces	An irregular pattern of streets characterises the Area.
Green and Blue	River Don, Sheffield and South Yorkshire Navigation canal and Sheffield Canal Basin characterise the site. Victoria Quays offers a pleasant environment for leisure and relaxation
Character	The neighbourhood is characteristically industrial. The River Don and the Sheffield Canal Basin in Victoria were instrumental in the development of the city's industry. The northern end of Victoria is still largely industrial.
Uses	Established employment areas exist at Riverside Business District offices at Exchange Riverside / Victoria Quays. There are some existing areas of residential at Victoria Quays, with the potential to grow the community towards Castlegate and West Bar.
People	Largely occupied by industry and manufacturing with lack of residential presence.

Key Considerations	
Topography and Views	The River Don meanders in Area 2, creating a valley within which the northern part of Victoria sits.
Flood Risk	Areas of the neighbourhood located closest to the River Don are designated as a functional flood plain. Majority of the neighbourhood has a medium possibility of flooding with pockets of high risk for flooding.
Barriers to Movement	The River Don and the railway restrict movement in this neighbourhood.
Key Landmarks and Distinctive Buildings	Royal Victoria Hotel.
Distinctive Features	The River Don provides a natural feature and potential amenity to residents of the area.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	The neighbourhood will cater for predominantly employment / industrial uses with commercial and residential uses located south of the railway. There will be the opportunity to develop a new neighbourhood centre in Victoria in the longer term with a growing residential community.
Opportunities	<ul style="list-style-type: none"> » Enhance connections to Victoria with an extension Grey to Green route. » Victoria neighbourhood has no known sites and is a long term aspiration due to its location.
The Future Resident	Young professional, families. There will be opportunities to deliver affordable or key worker housing in the neighbourhood.
Placemaking Principles	<ul style="list-style-type: none"> » Enhance pedestrian and cycle environment along main routes and improve relationship with the river creating a new riverside pedestrian route, supported by active building edges positively interacting with the river. » Opportunity to connect to the Sheaf Valley masterplan- improved green space at Ponds Forge to connect with Sheaf Valley and City Arrival. » Improve safety through underpass. » There are industrial areas in the Victoria neighbourhood that have potential to become employment-led neighbourhoods with residential uses maximising its river location. » The Victoria neighbourhood is a long-term aspiration due to its proximity from the City Centre, and will eventually become a mixed use neighbourhood with a growing residential population.
Indicative Scale	Potential to deliver between 1-6 storeys (plot dependent). Opportunity for buildings of scale (c. 10 storeys) at key gateway sites.
Indicative Density	Potential to deliver densities between 130-180 dwellings per hectare (plot dependent)
Anticipated Future Land Uses in the Neighbourhood	Predominantly an employment area with a specific focus on office uses in the area around Victoria Quays. There is some scope for new residential opportunities alongside other employment uses such as light industrial, which would be appropriate in the area to the north east of Victoria Quays. Residential development should support a variety of tenures. New purpose built student accommodation will not be encouraged in the area.

Castlegate

Appraisal	
Size	c.7.7ha
Location and Connectivity	Castlegate is well connected to West Bar via the Grey to Green scheme. Connectivity to the City Centre could be improved through expansion of the Grey to Green scheme and better signposting of the City Centre.
Streets and Spaces	Castlegate is characterised by an irregular pattern of streets with the site of Sheffield Castle occupying a significant proportion of the neighbourhood.
Green and Blue	River Don, the nearby Sheffield and South Yorkshire Navigation canal and Sheffield Canal Basin characterise the neighbourhood. The Grey to Green route along West Bar, Bridge Street and most recently, Castlegate comprises another significant green asset. The Castlegate redevelopment seeks to provide green space along the river edge, combined with a Grey to Green extension.
Character	Castlegate is the site of the 11th century Sheffield Castle- from here the nucleus of the modern city developed and by the 13th century a market had been established. Castlegate is a mix of new and old buildings- most significantly the Old Town Hall - and with Castle Market flattened and hoarded up, it lost its heart and centre.
Uses	A tech sector is emerging at Castlegate.
People	Largely occupied by commercial uses with lack of residential presence.

Key Considerations	
Topography and Views	The River Don meanders in Area 2 and runs parallel to the northern edge of the Castlegate neighbourhood.
Flood Risk	Areas of the neighbourhood located closest to the River Don are designated as a functional flood plain. The majority of the neighbourhood has a medium possibility of flooding with pockets of high risk for flooding. The Grey to Green corridor along West Bar to Castlegate is an additional protection from flood waters seeping down from the City Centre.
Barriers to Movement	Improvements such as the Grey to Green scheme have improved pedestrian connections in the City Centre, however, further improvements to this route will be required to connect to this area to the core of the city.
Key Landmarks and Distinctive Buildings	Castlegate remains a significant site, and is surrounded by interesting buildings, including Sheffield Old Town Hall and the Sheffield Castle. Castlegate is also home to the National Videogame Museum.
Distinctive Features	The River Don lies north of the neighbourhood along which runs the Grey to Green scheme.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	A mixed-use neighbourhood comprising residential with community and amenity uses alongside commercial floorspace.
Opportunities	<ul style="list-style-type: none"> » Existing building heights are increased at Castlegate, this sets a precedence for proposed buildings to be of a increased height. » Opportunity to create riverside green space at Castlegate, and to promote historic assets on the site. » Opportunity to use the re-development of Castlegate to re-connect Wicker and Victoria to the wider City Centre. » A £20m Levelling Up Fund Grant has been awarded to SCC to prepare the Castlegate site for development. A full masterplan for development is required to unlock the future regeneration of this area.
The Future Resident	Young professional, young families. There will be opportunities to deliver affordable or key worker housing in the neighbourhood.
Placemaking Principles	<ul style="list-style-type: none"> » Enhance pedestrian and cycle environment along main routes and improve relationship with the river creating a new riverside pedestrian route, supported by active building edges positively interacting with the river. » High quality public realm within major development masterplans, such as Castlegate and West Bar to allow access to green space to residents and users, as well as invite visitors into the development. » Riverside park at Castlegate creates a key arrival space into the city, providing riverside recreation, incorporating heritage assets, communicating the long and rich history of this important site. » Improving connections to the City Centre will play an important role in the future of the Area. Improvements to connections via Grey to Green.
Indicative Scale	According to the Sheffield Central Area Capacity Study, there is potential to deliver between 1-10 storeys. For Priority Location indicative scale, please refer to Section 7 of the main document.
Indicative Density	According to the Sheffield Central Area Capacity Study, there is potential to deliver densities between 140-700 dwellings per hectare (plot dependent).For Priority Location indicative scale, please refer to Section 7 of the main document.
Anticipated Future Land Uses in the Neighbourhood	An Innovation District, providing a cultural destination and education hub for the City Centre. The area will also see mixed schemes developed with varying uses on different floors such as ground floor retail and leisure (subject to the sequential test) and offices and residential on upper floors. Residential development should support a variety of tenures. New purpose built student accommodation will not be encouraged in the area.

West Bar

Appraisal	
Size	c.8.6 ha
Location and Connectivity	West Bar is the first phase and heart of the 1.3 km Grey to Green corridor- a high quality urban realm with Sustainable Urban Drainage Systems (SuDS) at its core.
Streets and Spaces	An irregular pattern of streets characterises the Area.
Green and Blue	The River Don is located along the north eastern edge.
Character	The implementation of Grey to Green has had a significant positive influence on the character of West Bar, downgrading a usually busy road into a pleasant urban environment.
Uses	Future employment and new homes are proposed within the West Bar Square.
People	West Bar is the home of Sheffield Crown Court and is one of the city's key regeneration sites with a major mixed use, commercial-led development.

Key Considerations	
Topography and Views	The River Don meanders in Area 2 and runs parallel to the northern edge of the West Bar neighbourhood.
Flood Risk	Areas of the neighbourhood located closest to the River Don are designated as a functional flood plain. Majority of the neighbourhood has a medium possibility of flooding. The Grey to Green corridor along West Bar to Castlegate is an additional protection from flood waters seeping down from the City Centre.
Barriers to Movement	Improvements such as the Grey to Green scheme have improved pedestrian connections in the City Centre, however, further improvements to this route will be required to connect to this area to the core of the city.
Key Landmarks and Distinctive Buildings	Sheffield Crown Court
Distinctive Features	The River Don lies north of the neighbourhood along which runs the Grey to Green scheme.

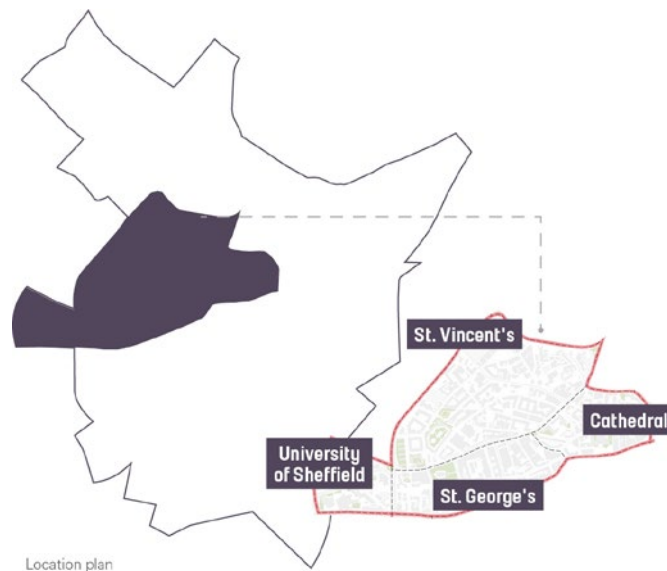
Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	The proposed regeneration of the West Bar will create a new office led mixed use neighbourhood.
Opportunities	<ul style="list-style-type: none"> » Later phases of regeneration in West Bar and adjacent sites should consider the most appropriate mix of uses in the context of emerging residential neighbourhoods. » A new office district is emerging which compliments the existing offices along the River Don.
The Future Resident	Young professionals
Placemaking Principles	<ul style="list-style-type: none"> » Enhance pedestrian and cycle environment along main routes and improve relationship with the river creating a new riverside pedestrian route, supported by active building edges. » High quality public realm within major development masterplans, such as Castlegate and West Bar to allow access to green space to residents and users, as well as invite visitors into the development. » Improving connections to the City Centre will play an important role in the future of the Area. Improvements to connections via Grey to Green.
Indicative Scale	Potential to deliver between 1-10 storeys (plot dependent).
Indicative Density	Potential to deliver densities between 130 – 180 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	An employment area with a specific focus on offices. While offices will be the dominant use, other uses such as residential will form part of mixed developments. The scheme at West Bar that's under construction includes residential as well as offices. New purpose built student accommodation will not be encouraged in the area.

Character Area 3

The location plan illustrates the neighbourhoods within Area 3 located in the overall City Centre boundary. These sub-areas include;

- » St Vincent's
- » Cathedral
- » St George's
- » University of Sheffield

The subheadings Appraisal, Key Considerations and Guiding Principles for Neighbourhood Regeneration set out for each sub-area on the following tables, are translated into each of these distinctive neighbourhood areas to define a unique, thriving, economic, cultural and residential destination to guide future development.



* The principles provided overleaf are to help guide appropriate development in each neighbourhood and should be considered when preparing detailed proposals for individual sites

St. Vincent's

Appraisal	
Size	c.36.2 ha
Location and Connectivity	The area is an integral part of the City Centre.
Streets and Spaces	Historic neighbourhoods of St. Vincent's are fine grain with meandering streets. The topography influences the street pattern within the neighbourhood.
Green and Blue	There are few public open spaces and small greenspaces within Area 3. Each of the neighbourhoods within Area 3 offers some degree of open space, varied in character and original use.
Character	Throughout the 20th century, changing land uses and slum clearance in St. Vincent's have led to warehouse and general industry uses, and this distinct industrial feel is still present today, particularly in Furnace Hill. Well Meadow has suffered more from unsympathetic infill development. Some new developments however, such as Unite Student's St. Vincent's Place, have been thoughtfully considered, resulting in an enhancement of the site's previous condition and a new and distinct character.
Uses	St. Vincent's is an area of two halves, north and south. It still has a distinct industrial character, but is increasingly more residential, particularly in the south of the neighbourhood. There is a dominance of student accommodation in the south, near the University.
People	The topography within the St. Vincent's neighbourhood, particularly going north-south, coupled with the presence of industrial and cleared sites, result in limited opportunities for people to traverse this neighbourhood. Whilst quicker routes may exist, these are not utilised, presenting an underlying perception of forgottenness in this neighbourhood.

Key Considerations	
Topography and Views	Within St. Vincent's the topography can restrict or slow down movement. The topography steps up from the River Don towards the southwest in Area 3, most significantly experienced in St. Vincent's. The historic grain and scale of the light industry of the area responded to this steep topography.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	The ring road defining the northern and western edges of the Area is its most significant barrier for pedestrian movement- this is overcome by pedestrian crossings at key junctions, as well as underpasses. The topography and existing illegible street pattern restrict movement through this area.
Key Landmarks and Distinctive Buildings	St. Vincent's neighbourhood's two conservation areas- Furnace Hill and Well Meadow- are a testament to it historically being one of the most important industrial areas in the city with strong links to the city's metal trades. Some pockets of light industrial uses are still found, connecting it to Sheffield's history and heritage.
Distinctive Features	Topography and views, industrial character

Guiding Principles for Neighbourhood Regeneration

Neighbourhood Characteristics	<p>Potential to create new neighbourhood hubs to create walkable neighbourhoods in St.Vincent's. Activate the streets in St Vincent's and St. Georges. This area of the city lacks human scale and activity on the street. Introduction of ground floor uses, such as retail, community, leisure, food and drink would activate the streets.</p>
Opportunities	<ul style="list-style-type: none"> » North south pedestrian connection needs to be improved to the core of the city in St. Vincents. » Co-living, BTR and residential accommodation will be appropriate in St Vincents, growing the residential community that has developed, particularly to create a longer term residential population. » The creation of new neighbourhood hubs will be central to the future success of this neighbourhood. The topography in this area is particularly challenging so having multiple small hubs to encourage movement through the areas and regular pockets of vibrancy will improve the appeal. Neighbourhood hubs could include convenience stores, community facilities, cafes and other small scale retail and leisure facilities to support the residential population, not create a destination. Improvements to the vibrancy of the streets would also be created with public realm interventions to address the current lack of greenspace.
The Future Resident	<p>Students to the south as a mixed offer and young professionals and families to the north. Opportunity to attract a mixed demographic through different residential typologies.</p>
Placemaking Principles	<ul style="list-style-type: none"> » The historic urban grain within St Vincent's as a result of challenging topography, needs to be preserved and building heights sensitively considered. » St Vincent's Place is a positive example of a modern development respecting the urban grain and architectural language, but enhancing the scale, resulting in a modern interpretation of place. » Maximise development sites in Scotland Street, St.Vincents and re-purpose underutilised sites. A number of surface car parks break the building line along Broad Lane, potential to create strong building frontage.

Guiding Principles for Neighbourhood Regeneration	
Indicative Scale	According to the Sheffield Central Area Capacity Study, there is potential to deliver between 1-16 storeys (plot dependent). Some opportunities for taller buildings heights (24 storeys) along the ring road boundary of the neighbourhood. For Furnace Hill Priority Location indicative scale, please refer to Section 4 of the main document.
Indicative Density	According to the Sheffield Central Area Capacity Study, there is potential to deliver densities between 125-1000 dwellings per hectare (plot dependent). For Furnace Hill Priority Location indicative scale, please refer to Section 4 of the main document.
Anticipated Future Land Uses in the Neighbourhood	Predominantly residential with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). Employment uses would be acceptable but heavy industry would be resisted due to its adverse impact on residents. In the south of the area student accommodation schemes would only be acceptable if demand for further development can be sufficiently demonstrated, in line with emerging Sheffield Plan policies. New purpose built student accommodation will not be encouraged in Furnace Hill Priority Location or Catalyst Site.

Cathedral

Appraisal	
Size	c.12.8 ha
Location and Connectivity	The area is an integral part of the City Centre.
Streets and Spaces	The existing streets in Cathedral include a number of attractive heritage buildings particularly along Campo Lane, Paradise Square and adjacent streets.
Green and Blue	There is some greenspace around the Cathedral, with a public square to the front. Paradise Square, the city's only Georgian square, is currently used as a car park.
Character	Cathedral and the University neighbourhoods are as much characterised by their buildings, as they are by the hustle and bustle on its streets and spaces. Cathedral's character has, however, changed in recent years with a number of office-to-residential conversions introducing more residential properties in the neighbourhood.
Uses	Cathedral is a City Centre neighbourhood with accompanying appropriate uses - civic, shopping, hotels and leisure. There is a mix of commercial and residential uses, with some student and private residential accommodation.
People	Cathedral is a truly mixed use neighbourhood, with a mixture of residential types, including student and longer term private rented or owner occupiers. Other users of this area include workers in the commercial offices and visitors to enjoy the hotel and leisure offer.

Key Considerations	
Topography and Views	The topography slopes down from the Cathedral towards West Bar with some noticeable topography changes. Views within the neighbourhood are limited by the existing building heights.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	Topography creates a challenge for connectivity, results in the area being an under appreciated and underutilised part of the City Centre.
Key Landmarks and Distinctive Buildings	The Cathedral neighbourhood has the Grade I listed Cathedral church at its heart. The Cathedral neighbourhood appropriately includes many examples of grand architecture, such as Paradise Square.
Distinctive Features	The historic buildings throughout the neighbourhood give a distinctive Georgian feel which is different to the industrial heritage experienced elsewhere in the City Centre.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	The traditional City Centre uses within Cathedral are to be supported and new residential opportunities established.
Opportunities	<ul style="list-style-type: none"> » Mixed residential typologies including student, co-living and build to rent (BTR) accommodation with potential for some high end housing in Cathedral. » It may be appropriate to move existing commercial office uses from Cathedral to allow the creation of a distinctive residential neighbourhood. » Potential to re-purpose the existing historic buildings in Cathedral to create a new residential quarter with high quality town houses which attract a high end occupier. » The creation of new neighbourhood hubs in growing residential areas, particularly in St Vincents and Cathedral, will be central to the future success of new residential neighbourhoods. Neighbourhood hubs could include convenience stores, community facilities, cafes and other small scale retail and leisure facilities to support the residential population, not create a destination. » Improvements to the vibrancy of the streets would also be created with public realm interventions to address the current lack of greenspace.
The Future Resident	Young professionals. Opportunity to attract a mixed demographic through different residential typologies.
Placemaking Principles	Paradise Square- opportunity to create high quality public square by relocating parking.
Indicative Scale	Potential to deliver between 4-15 storeys (plot dependent).
Indicative Density	Potential to deliver densities between 160-1000 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	A mixed area of residential and supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). New purpose built student accommodation will not be encouraged in most of the area. There may be opportunities in the western part of the area only where evidence demonstrates the demand for further supply in this location.

St George's

Appraisal	
Size	c. 178 ha
Location and Connectivity	The area is an integral part of the City Centre providing the link between the University and the wider City Centre.
Streets and Spaces	The majority of the neighbourhood is part of the University of Sheffield so the streets and buildings have a distinctive campus feel.
Green and Blue	The cemetery around St. George's Church, provides a greenspace in this area, as well as pockets of urban public realm around this area, including outside Jessop West and the Diamond.
Character	The University neighbourhoods are as much characterised by their buildings, as they are by the hustle and bustle on its streets and spaces. During term time the streets are filled with students, creating vibrancy and interest, but outside these times the vibrancy is affected.
Uses	The University neighbourhoods cater to the city's thousands of students and University employees. There are some elements of student accommodation and other commercial uses in this area.
People	St. George's is dominated by the University of Sheffield, which extends over the ring road, with the majority of residents and users being students and university staff and visitors.

Key Considerations	
Topography and Views	The topography of St George's is relatively flat, with views to the north over St Vincent's and Kelham Island.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	The ring road and tram tracks defining the western edges of the Area is its most significant barrier for pedestrian movement- this is overcome by pedestrian crossings at key junctions.
Key Landmarks and Distinctive Buildings	The University neighbourhoods are an eclectic mix of University and research buildings, residential, office and commercial units, in a mix of styles and scales, where modern buildings complement and contrast historical ones. St George's Church is a significant landmark in this neighbourhood.
Distinctive Features	University of Sheffield Campus buildings with distinctive architecture e.g. the Diamond and Jessop West.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	Activate the streets in St Vincent's and St. Georges. This area of the city lacks human scale and activity on the street outside of student lecture periods. Introduction of ground floor uses, such as retail, community, leisure, food and drink would activate the streets and encourage stopping.
Opportunities	Neighbourhood hubs could include convenience stores, community facilities, cafes and other small scale retail and leisure facilities to support the residential population, not create a destination.
The Future Resident	Opportunity to attract a mixed demographic through different residential typologies, likely to continue to include a large student population.
Placemaking Principles	<ul style="list-style-type: none"> » Build on the high quality campus feel with new developments to reflect the eclectic mix of styles. » Encouraging development that improves the vitality of this area outside the student lecture period will be encouraged.
Indicative Scale	Potential to deliver between 4-15 storeys (plot dependent). Towards the City Centre the scale goes up, with grand civic and University buildings, new and old, serving as landmarks.
Indicative Density	Residential densities vary in the east-south site of Area 3. The increase to between 200-1000 DPH is shown to the southeast where the key local routes are situated.
Anticipated Future Land Uses in the Neighbourhood	Predominantly education and supporting uses as the area is dominated by the University of Sheffield's campus. Student accommodation schemes would only be acceptable if demand for further development can be sufficiently demonstrated, in line with emerging Sheffield Plan policies.

University of Sheffield

Appraisal	
Size	c.15.9 ha
Location and Connectivity	The area, although on the edge of the City Centre, is a key part of the function and a reason people visit the City Centre.
Streets and Spaces	The majority of the neighbourhood is part of the University of Sheffield so the streets and buildings have a distinctive campus feel.
Green and Blue	The largest piece of green infrastructure is Weston Park, of which a small corner is included in this neighbourhood. There are also pockets of urban public realm with green assets, such as outside the Information Commons and the Student Union.
Character	The University neighbourhoods are as much characterised by their buildings, as they are by the hustle and bustle on its streets and spaces. During term time the streets are filled with students, creating vibrancy and interest, but outside these times the vibrancy is affected.
Uses	The University neighbourhoods cater to the city's thousands of students and University employees.
People	The majority of people using this area are students and employees of the University, there is no significant existing residential population.

Key Considerations	
Topography and Views	The topography is relatively flat with views of the key University buildings predominating.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	The ring road defining eastern edges and Brook Hill running through the middle of the neighbourhood is the most significant barrier for pedestrian movement- this is overcome by pedestrian crossings at key junctions, as well as underpasses, although it remains a significant barrier.
Key Landmarks and Distinctive Buildings	<p>The University neighbourhoods are an eclectic mix of University and research buildings, residential, office and commercial units, in a mix of styles and scales, where modern buildings complement and contrast historical ones.</p> <p>Firth Court, the Arts Tower and Information Commons are significant landmarks in this neighbourhood.</p>
Distinctive Features	University buildings with distinctive architecture.

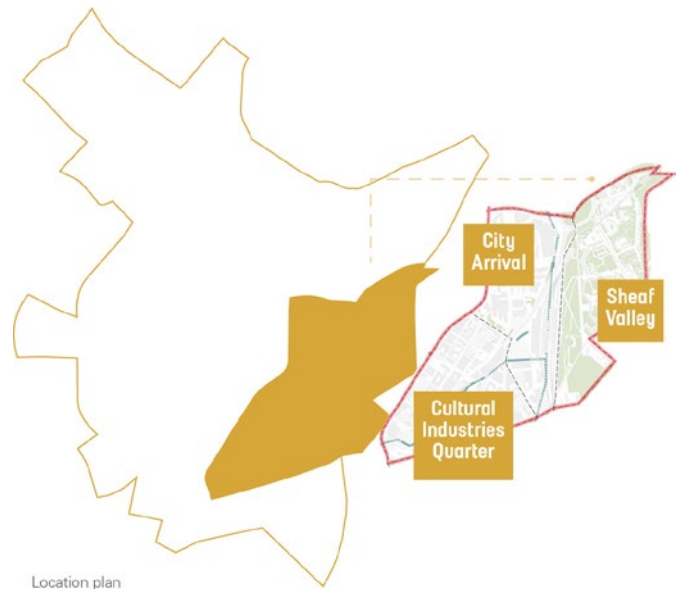
Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	Seek to retain the University campus feel, whilst improving connectivity to and through the area.
Opportunities	Opportunities for future campus investment by the University of Sheffield to prioritise the public realm and movement to and through the neighbourhood. This neighbourhood should retain its distinctive campus feel – it is unlikely to become a residential neighbourhood.
The Future Resident	Student accommodation may be appropriate, but this location should prioritise development and uses which support the University Campus.
Placemaking Principles	New development should improve connections across the ring road, Brook Hill and University Square to overcome the road and tram track barriers and encourage easier movement into and through the neighbourhood.
Indicative Scale	Potential to deliver between 4-10 storeys (plot dependent). Towards the City Centre the scale goes up, with grand civic and University buildings, new and old, serving as landmarks.
Indicative Density	Sheffield University site currently has varying densities- these would increase on the roundabout junction of Brook Hill and Upper Hanover Street to a density range of 170-270 DPH.
Anticipated Future Land Uses in the Neighbourhood	Education and related uses will dominate this area with some opportunity for residential development. Student accommodation schemes would only be acceptable if demand for further development can be sufficiently demonstrated, in line with emerging Sheffield Plan policies.

Character Area 4

The location plan illustrates the neighbourhoods within Area 4 located in the overall City Centre boundary. These sub-areas include;

- » Sheaf Valley
- » City Arrival
- » Cultural Industries Quarter

The subheadings Appraisal, Key Considerations and Guiding Principles for Neighbourhood Regeneration set out for each sub-area on the following tables, are translated into each of these distinctive neighbourhood areas to define a unique, thriving, economic, cultural and residential destination to guide future development.



* The principles provided overleaf are to help guide appropriate development in each neighbourhood and should be considered when preparing detailed proposals for individual sites

Sheaf Valley

Appraisal	
Size	c.30.7 ha
Location and Connectivity	This neighbourhood is segregated from the remainder of the City Centre by the train tracks, with minimal crossing points available. Proposals for improvement are within the Sheaf Valley and Midland Station Development Framework.
Streets and Spaces	The majority of this neighbourhood is the existing Sheaf Valley Park, with pedestrian and cycle routes running through it. The existing streets are small and connect with the residential apartment buildings.
Green and Blue	South Street Park (Sheaf Valley Park) is a major greenspace within the area, with open views towards the City Centre, albeit the offer is limited for existing and new residents. Sheaf Valley enjoys relatively large amounts of available greenspace, including South Street Park which tackles the sharp change in levels on that side of the valley, and is functionally connected to the Cholera Monument park and Clay Wood.
Character	Sheaf Valley offers long impressive views onto the whole of the City Centre. Park Hill defines it with its iconic scale and architecture, most recently its redevelopment giving it a facelift. Behind it are quiet residential terraced streets and smaller scale apartment blocks within green verges and gardens, which provide urban family homes of smaller scale.
Uses	Sheaf Valley, the area east of the railway, is predominantly residential.
People	The existing residential population is a mix of new private rented and for sale residents in the recently renovated Park Hill flats and a mix of rented and owner occupiers across a variety of demographics.

Key Considerations	
Topography and Views	<p>The terrain rises upwards steeply to the east where South Street Park deals with the challenging levels and Park Hill proudly stands on top of the hill with open views across the whole City Centre.</p> <p>The view from South Street Park towards the City Arrival neighbourhood has become an important view of Sheffield City Centre.</p>
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	The railway and railway station are significant barriers to movement.
Key Landmarks and Distinctive Buildings	Sheaf Valley is the home of one of Sheffield's most famous buildings - Park Hill, a prime and trailblazing example of public housing
Distinctive Features	Greenspace and iconic architecture of Park Hill.

Guiding Principles for Neighbourhood Regeneration

Neighbourhood Characteristics	Sheaf Valley is the most established residential community in the City Centre with the regeneration of the iconic Park Hill inviting new residents into the area; its residential use is additionally supported by surrounding smaller scale communities
Opportunities	The Sheaf Valley and Midland Station Development Framework proposes improvements to re-connect this area to the City Centre.
The Future Resident	Opportunity to attract a mixed demographic through different residential typologies.
Placemaking Principles	<ul style="list-style-type: none"> » The imposing road network the Area offers opportunities of downgrading and creating more pleasant pedestrian and cycle environments, such as along across Park Square. » Improve wayfinding, lighting and incorporate street art to provide safe pedestrian links and animate the streets.
Indicative Scale	Potential to deliver between 1-10 storeys (plot dependent).
Indicative Density	Opportunity to increase density / heights near the Railway Station to support Sheaf Valley and Midland Station Development Framework
Anticipated Future Land Uses in the Neighbourhood	Predominantly residential with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). New purpose built student accommodation will not be encouraged in the area.

City Arrival

Appraisal	
Size	c.26.7 ha
Location and Connectivity	The first impression when arriving to Sheffield through its main transport hubs. City Arrival is notable for cultural and sports institutions, including Sheffield Hallam University. Sheffield Railway Station and bus interchange make this Area key in connecting the city with its surroundings. The ring road (A61) 'enters' the City Centre at this point and, as well as Arundel Gate, dissects this area with these intense traffic corridors.
Streets and Spaces	There are a number of major roads through this area including the ring road outside the station, Arundel Gate and St Mary's Road. In between these major roads are a series of smaller streets which is predominantly in a grid pattern.
Green and Blue	Cultural Industries Quarter and City Arrival have a significant lack of greenspace.
Character	City Arrival is primarily characterised by the railway station, the view of Park Hill and the edges of Sheffield Hallam University. The neighbourhood is somewhat dominated by the A61 and Arundel Gate corridors.
Uses	Sheffield's two major transport hubs are located within the City Approach, as are some major cultural and sports institutions and Sheffield Hallam University.
People	This area of the City Centre serves many people, including visitors, students and staff of Sheffield Hallam University, commercial and leisure users and there is an existing residential population occupying the high quality residential buildings such as St Paul's Tower and around Leadmill Street.

Key Considerations	
Topography and Views	The topography- both towards the City Centre and Park Hill, restricts or slows down movement. The railway station is located in the valley of the River Sheaf and Porter Brook.
Flood Risk	Areas of the neighbourhood located close to the Porter Brook are designated as a functional flood plain. As a result a large section of the neighbourhood has a high or medium probability of flooding.
Barriers to Movement	<ul style="list-style-type: none"> » The railway and railway station are significant barriers to movement. As is the ring road. » The existing bus station, and topography between Pond Street and Arundel Gate also make this area uninviting for pedestrians.
Key Landmarks and Distinctive Buildings	<ul style="list-style-type: none"> » Sheffield Railway Station and Sheffield Hallam University. Buildings within the City Arrival neighbourhood are of large footprint, due to their leisure and cultural uses. » Sheffield Hallam University buildings are central to the distinctive buildings in this neighbourhood.
Distinctive Features	<ul style="list-style-type: none"> » Iconic view of the City Centre is of this neighbourhood from South Street Park. » Ponds Forge International Sports Centre

Guiding Principles for Neighbourhood Regeneration

Neighbourhood Characteristics	<ul style="list-style-type: none"> » City Arrival is a typical City Centre mix of transport hubs, retail, office and leisure; there are opportunities to add to this mix by including high quality residential living. » Sheffield Hallam University (SHU) hub is to be supported. The presence of SHU in this area is key. Future development should consider its masterplan for renewing their campus. This is particularly relevant for development in the Pond Street area where SHU have long term plans for redevelopment.
Opportunities	<ul style="list-style-type: none"> » Opportunity to attract a mixed demographic through different residential typologies. » There is an opportunity for landmark development in the City Arrival neighbourhood, including development of greater height. » The Sheffield Midland Station and Sheaf Valley Development Framework provides a plan for maximising the economic, environmental and social benefits of transport improvements for the people of Sheffield. This framework provides details that should be considered when bringing forward new development in this area and should be adhered to as far as possible. » Sheffield Hallam University masterplan will transform this area of the City alongside the Sheaf Valley Masterplan – opportunities to collaborate with these development areas should be explored by all new developments in this area to create cohesive development physically and with planning for future uses and occupiers.
The Future Resident	<p>Opportunity to attract a mixed demographic through different residential typologies.</p>
Placemaking Principles	<ul style="list-style-type: none"> » The imposing road network in the Area offers opportunities for downgrading and creating more pleasant pedestrian and cycle environments, such as along Arundel Gate and Sidney Street. » Development of an integrated transport hub with clear, easy and safe connections between trains, buses, trams, taxis, walking and cycling- bringing these modes together in a safe, convenient and enjoyable environment. » Potential to incorporate amenity space on roof terraces of buildings and integrate green roofs and walls to improve air quality. » Improve wayfinding, lighting and incorporate street art to provide safe pedestrian links and animate the streets. » The Bus Station occupies a valuable, but under-utilised site. By reconfiguring the movement, this facility can be transformed and valuable space released for high quality development and City Centre living.

Guiding Principles for Neighbourhood Regeneration	
Indicative Scale	Potential to deliver between 1-10 storeys (plot dependent). Large scale buildings typical for civic, university and sports uses characterise City Arrival.
Indicative Density	Opportunity to increase density / heights near the Railway Station to support sense of arrival to the City.
Anticipated Future Land Uses in the Neighbourhood	Offers notable potential for new residential opportunities alongside what will be a predominantly commercial area with a particular focus on office uses. It also contains a large part of Sheffield Hallam University's campus so will also have a focus on education uses. The area would also be suitable for retail and leisure uses (subject to the sequential test). Student accommodation schemes would only be acceptable if demand for further development can be sufficiently demonstrated, in line with emerging Sheffield Plan policies. New purpose built student accommodation will not be encouraged in the south eastern part of the area.

Cultural Industries Quarter

Appraisal	
Size	c. 26.9 ha
Location and Connectivity	The Cultural Industries Quarter (and Conservation Area), is today a vibrant mixed use neighbourhood which is well connected in the centre of the City.
Streets and Spaces	Organised in a grid pattern, within the Cultural Industries Quarter there is a clear street hierarchy- main streets at 11m and secondary at 5.3-7.4m. The traditional grid pattern is part of the character of the area.
Green and Blue	Porter Brook Pocket Park offers a small amenity space next to the brook . Cultural Industries Quarter and City Arrival however have a significant lack of greenspace.
Character	Characterised by numerous examples of 'Little Mesters' (craftsmen in cutlery and tool making) in mixed residential and small scale industrial workshop buildings often arranged in courtyard form. Alongside its distinct grid street pattern, a number of listed and unlisted significant buildings within the Cultural Industries Quarter contribute to its industrial character with their surviving industrial architectural elements, industrial chimneys add interest to rooflines and distinctive red brick used as main building material. Today the area's character is threatened by modern development in larger scale and massing.
Uses	Sheffield Hallam University spreads to the Cultural Industries Quarter, with a mix of residential and office, often with active ground floors. The Science Park is being regenerated as part of SHU's masterplan. There are also a large number of small businesses in the area which are compatible with the growing residential use.
People	A mix of students, young professionals and young families comprise the majority of existing residents with other users including those who work in the small businesses in the area and visitors for the cultural and leisure offer.

Key Considerations	
Topography and Views	The topography of the area is relatively flat with some glimpsed views from the tight street pattern.
Flood Risk	Areas of the neighbourhood located close to the Porter Brook are designated as a functional flood plain. As a result a large section of the neighbourhood has a high or medium probability of flooding.
Barriers to Movement	The ring road borders this area to the south with limited pedestrian crossing opportunities.
Key Landmarks and Distinctive Buildings	The distinctive character of this area is in the variety of architectural styles, rather than there being standout buildings.
Distinctive Features	Cultural Industries Quarter stands out due to its regular grid pattern and remnants of industry and manufacturing. Today it is an attractive and lively neighbourhood.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	<ul style="list-style-type: none"> » Cultural Industries Quarter is a vibrant mixed-use neighbourhood which has seen increasing residential development in recent years. Its industrial heritage contributes to its rich and distinctive character and it is important that future development in the area is of high quality and sensitive to the character and heritage. » Piecemeal development should be avoided with holistic planning, to ensure a cohesive neighbourhood is delivered.
Opportunities	<ul style="list-style-type: none"> » The Cultural Industries Quarter has a buzz about it. Sheffield Hallam University adding to this buzz, with busy transport hubs ensuring this is an enjoyable and animated part of the city. Development has the opportunity to capitalise on this through mix of uses etc. » Future commercial development in this district will complement the growth of Sheffield Hallam University and the creative uses in the Cultural Industries Quarter. » There is a great opportunity to create a collaborative network in the knowledge and creative sectors using agglomeration benefits of locating together in this area.
The Future Resident	Opportunity to attract a mixed demographic through different residential typologies, including family housing.
Placemaking Principles	<ul style="list-style-type: none"> » Potential to incorporate amenity space on roof terraces of buildings and integrate green roofs and walls to improve air quality. » Enhancement of walking and cycling routes between the city core and adjacent residential communities. » Improve wayfinding, lighting and incorporate street art to provide safe pedestrian links and animate the streets. » The historic street grid within the Cultural Industries Quarter is to be preserved and its industrial heritage and creative character to be carefully built upon.

Guiding Principles for Neighbourhood Regeneration

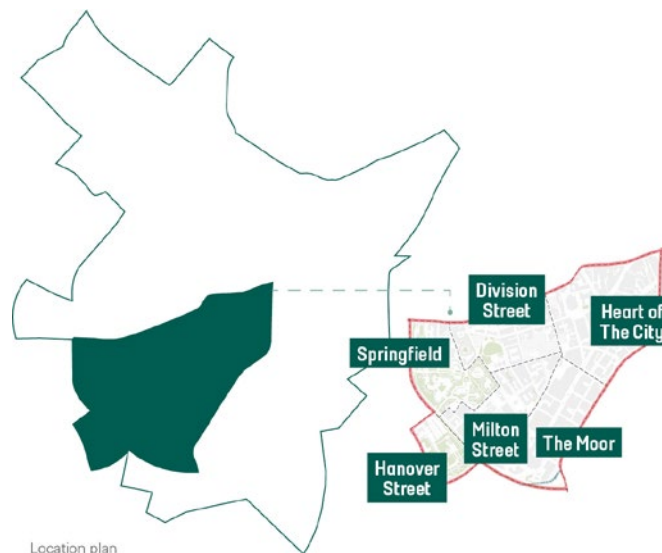
Indicative Scale	<p>Potential to deliver between 1-10 storeys (plot dependent). Within the Cultural Industries Quarter 3-4 storey buildings with back of pavement boundaries are characteristic of the Area. In places, particularly towards its northern edges, this challenged by residential buildings up to 7 and 8 storeys, in places accentuated by a rising topography, tight grain, enclosure and high building to street ratio.</p>
Indicative Density	<p>Area 4 can deliver a broad range of residential densities, especially in the south where the numbers vary between 250-700 DPH.</p>
Anticipated Future Land Uses in the Neighbourhood	<p>A residential area with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). It also contains a large part of Sheffield Hallam University's campus so will also have a focus on education and supporting uses. New purpose built student accommodation will not be encouraged in the Cultural Industries Quarter Conservation Area. New student accommodation will only be allowed in the northern part of the area where evidence demonstrates the demand for further supply in this location.</p>

Character Area 5

The location plan illustrates the neighbourhoods within Area 5 located in the overall City Centre boundary. These sub-areas include;

- » Heart of the City
- » Division Street
- » The Moor
- » Milton Street
- » Springfield
- » Hanover Street

The subheadings Appraisal, Key Considerations and Guiding Principles for Neighbourhood Regeneration set out for each sub-area on the following tables, are translated into each of these distinctive neighbourhood areas to define a unique, thriving, economic, cultural and residential destination to guide future development.



* The principles provided overleaf are to help guide appropriate development in each neighbourhood and should be considered when preparing detailed proposals for individual sites

Heart of the City

Appraisal	
Size	c. 22.8 ha
Location and Connectivity	The City Centre Conservation Area almost completely covers the heart of the city neighbourhood, as it includes a large part of the grand Victorian architecture in the City Centre, as well as public institutions from the 1920s and 1930s. The popular pedestrian shopping area Fargate is also located here. Its location within the City Centre, the proximity of Sheffield Railway Station and West Street serviced by trams, makes this a highly walkable and connected area.
Streets and Spaces	<ul style="list-style-type: none"> » The main streets form the civic core of the city, including the The Moor, Fargate and High Street, with key nodal points at Barkers Pool and the Peace Gardens. Smaller streets connect the main routes, usually fronted by the back of house areas for the main retail and leisure frontages. » The majority of the streets in this neighbourhood are pedestrianised.
Green and Blue	Two key pieces of green infrastructure sit within this neighbourhood, comprising the Peace Gardens and the Winter Gardens. There are also a series of smaller urban greenspaces such as Tudor Square and Fountain Square.
Character	The Heart of the City has a 'typical' City Centre quality, providing the main retail, leisure and civic offer. It is characterised by a mix of architectural styles, wide commercial streets and large scale civic buildings.
Uses	Heart of the City offers a variety of commerce, shopping, civic and leisure uses, as is typical of the city core.
People	The Moor, Fargate, Division Street and the Heart of the City draw people from all corners of Sheffield to meet, shop and eat and drink. The majority of users are visitors and workers to the retail, leisure and commercial offer. There is some small scale residential offer in this neighbourhood, occupied by a range of demographics.

Key Considerations	
Topography and Views	The topography is predominantly flat, sloping down slightly along Fargate and High Street.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	Connectivity in this area has been improved with the Heart of the City development. Connectivity between key shopping streets could be improved to create a more connected city core.
Key Landmarks and Distinctive Buildings	Cluster of civic buildings around Barkers Pool and the Peace Gardens including City Hall, Town Hall, Winter Gardens, and a number of significant and listed buildings around Tudor Square City Centre Conservation Area includes key historical buildings.
Distinctive Features	This is the core of the City Centre, hosting the main high street and public institutions and office blocks within Heart of the City – the civic character is key.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	This neighbourhood will continue to function as the civic core of the city – although expected to diversify uses on the main shopping streets, it will retain its character as the centre of the city where people come to meet. Land Use proposals set out within the Heart of the City 2 masterplan and this part of the city includes proposals for cafés and bars, an indoor food hall, shopping, entertainment, two hotels and 1-3 bed apartments.
Opportunities	<ul style="list-style-type: none"> » Fargate. The latter has been the city’s central shopping street, but its role is changing. Funding from the Future High Streets Fund will help to re-define this new role. » Potential for reducing the dominance of vehicles on some streets. » Delivery of the next phases of the Heart of the City II development. » Options for future of the former John Lewis building. » Improved connectivity between the main retail and leisure streets. » Improvements to the cultural and events offer, including an outdoor events programme, the Graves Art Gallery and Central Library.
The Future Resident	Likely to attract a mixed demographic due to the multiple opportunities afforded by living in the City Core. Although the primary function of this area will be retail and leisure a supportive residential population will help support the vibrancy of the neighbourhood.
Placemaking Principles	<ul style="list-style-type: none"> » Placemaking principles incorporate the Heart of the City II masterplan proposals. » Heart of the City II scheme has been designed to integrate with the city’s wider transport strategy. The new mixed-use district will be easily accessible from every part of the City Centre, whether arriving on foot, by car or public transport. » Public squares, courtyards and green roofs create new meeting places throughout the area and help interlink the various blocks. » Increase amount of usable outdoor space for public events. » Prioritise the pedestrian by giving the streets back to the people, enhancing the environment and experience and deliver high quality city living. » Retain the heritage assets, including the retention of the key frontages along Pinstone Street and Cambridge Street, plus the restoration of the historic Grade II* Listed Leah’s Yard.
Indicative Scale	Potential to deliver between 1-15 storeys (plot dependent). The redevelopment of The Moor / Heart of the City II, create an opportunity for high density development in this area of the city. Developments such as Kangaroo Works has been designed to step down from 15 storeys at its highest point to eight and then four storeys.
Indicative Density	Potential to deliver densities between 100-800 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	The main commercial focus for the City Centre. It will have a particular focus for ‘main town centre uses’, especially retail, leisure and offices. It is also the focus for cultural uses such as theatres, galleries and museums. Food and drink leisure uses will support these leisure and cultural uses. Residential uses will be encouraged, but would need careful integration with the preferred uses, that will include ‘night-time’ uses. New purpose built student accommodation will not be encouraged in the area.

Division Street

Appraisal	
Size	c. 12.2 ha
Location and Connectivity	Its location within the City Centre, the proximity of Sheffield Railway Station and West Street serviced by trams, makes this a highly walkable and connected area. Division Street acts as a key pedestrian spine into the heart of the city.
Streets and Spaces	Division Street forms a spine through this area, providing a hub to the neighbourhood. Currently a busy pedestrian street, but with restrictive pavement width – would benefit from improved access.
Green and Blue	Devonshire Green is the City Centre’s most significant and popular public greenspace, known as a leisure and events destination.
Character	Known for its independent choice of shops, restaurants and nightlife, extending its use into the evening hours.
Uses	Devonshire Quarter, known for small independent shops, pubs and bars and vibrant mixed use nature. Devonshire Quarter in particular is known for its shopping and leisure offer, and is a popular residential address.
People	The Moor, Division Street and the Heart of the City draw people from all corners of Sheffield to meet, shop and eat and drink. Residential blocks at West One and along West Street accommodate a mix of residential occupants.

Key Considerations	
Topography and Views	The topography is predominantly flat.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	Vehicle traffic on Division Street makes pedestrian use of the ground floor commercial offer difficult.
Key Landmarks and Distinctive Buildings	Devonshire Green is a landmark at the end of Division Street.
Distinctive Features	Independent character of offer on Division Street, and restaurant / bar offer on West Street.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	Residential focussed with high quality architecture within this prominent location.
Opportunities	<ul style="list-style-type: none"> » Potential for reducing the amount of vehicle traffic using Division Street, and improving the pedestrian accessibility. » Opportunity to increase residential population to utilise the existing amenities.
The Future Resident	Likely to attract a mixed demographic due to the multiple opportunities afforded by living in the City Core. Although the primary function of this area will be retail and leisure a supportive residential population will help support the vibrancy of the neighbourhood.
Placemaking Principles	<ul style="list-style-type: none"> » Public squares, courtyards and green roofs create new meeting places throughout the area and help interlink the various blocks. » Increase amount of usable outdoor space for public events. » Prioritise the pedestrian by giving the streets back to the people, enhancing the environment and experience and deliver high quality city living. » Potential to extend the car free zone and increase pedestrian and cycle links proposed between the Devonshire Quarter and CIQ.
Indicative Scale	Potential to deliver between 4-10 storeys (plot dependent).
Indicative Density	Potential to deliver densities between 100- 600 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	A commercial focus for the City Centre. It will have a particular focus for 'main town centre uses', especially retail and leisure. Residential uses will be acceptable, but would need careful integration with the preferred uses, that could include 'night-time' uses. Student accommodation schemes would only be acceptable if demand for further development can be sufficiently demonstrated, in line with emerging Sheffield Plan policies.

The Moor

Appraisal	
Size	c. 16.5 ha
Location and Connectivity	The Moor, the City Centre's new shopping district, with the new Moor Market, a community anchor with independent businesses. Its location within the City Centre, the proximity of Sheffield Railway Station and West Street serviced by trams, makes this a highly walkable and connected area. The Moor acts as a key pedestrian spine into the heart of the city.
Streets and Spaces	The roads intersect at right angles forming rectangular blocks and a grid-iron street pattern, allowing easy navigation of the area. The Moor street is a wide pedestrianised street that provides a spine through this area, linking with the wider retail core.
Green and Blue	Limited existing green and blue infrastructure within this area.
Character	The Moor has recently re-established itself as a shopping destination, thanks to significant regeneration, including the relocation of the former Castle Market. The street is anchored at its southern end by Moorfoot, a building in the form of a steep pyramid.
Uses	The Moor has grown stronger in its retail use in recent years.
People	The Moor, Division Street and the Heart of the City draw people from all corners of Sheffield to meet, shop and eat and drink.

Key Considerations	
Topography and Views	The topography is predominantly flat.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	The ring road to the west limits pedestrian and cycle movement to the west of the city. The Moorfoot building also acts as a blocker to pedestrian access into the City Centre from the south.
Key Landmarks and Distinctive Buildings	Large retail units of the Moor and the imposing Moorfoot building, a love-it-or-hate-it piece of modernist architecture.
Distinctive Features	Part of the retail core of the City.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	Predominantly commercial area with ground floor retail and leisure uses along the Moor as part of the City's retail core. Some residential uses emerging to the western end.
Opportunities	<ul style="list-style-type: none"> » Historic grain of The Moor should be reinstated to provide pedestrian connection to the west of the city, to London Road and Ecclesall Road. » Moorfoot building terminates view at the end of The Moor, consider improving with refurbishment or replacement. » Potential for car free zone and balanced streets. » Opportunity for high density residential development, including some development of height with landmark buildings. » Potential to create a new residential neighbourhood for City Centre living
The Future Resident	Likely to attract a mixed demographic due to the multiple opportunities afforded by living in the City Core. The new City Centre residential neighbourhood at Moorfoot will attract a young population, likely providing an offer for the private rented sector and may include co-living.
Placemaking Principles	<ul style="list-style-type: none"> » Public squares, courtyards and green roofs create new meeting places throughout the area and help interlink the various blocks. » Increase amount of usable outdoor space for public events. » Prioritise the pedestrian by giving the streets back to the people, enhancing the environment and experience and deliver high quality city living. » Re-establish the historic connection from the Moor to London Road; connect visually and physically, extending the connection beyond the ring road.
Indicative Scale	According to the Sheffield Central Area Capacity Study, there is potential to deliver between 1-16+ storeys (plot dependent). Some opportunities for taller buildings heights (20 storeys) along the ring road junction. For Priority Location indicative scale, please refer to Section 5 of the main document.
Indicative Density	According to the Sheffield Central Area Capacity Study, there is potential to deliver densities between 300-850 dwellings per hectare (plot dependent). For Priority Location indicative scale, please refer to Section 5 of the main document.
Anticipated Future Land Uses in the Neighbourhood	A commercial focus for the City Centre. It will have a particular draw for 'main town centre uses', especially retail and leisure. Residential uses will be acceptable, particularly in and around the Moorfoot area. In the northern part of the area student accommodation schemes would only be acceptable if demand for further development can be sufficiently demonstrated, in line with emerging Sheffield Plan policies.

Milton Street

Appraisal	
Size	c. 11.9 ha
Location and Connectivity	Milton Street, a historically light industrial and manufacturing area, is becoming a more desirable location for residential development. Its location within the City Centre, the proximity of Sheffield Railway Station and West Street serviced by trams, makes this a highly walkable and connected area.
Streets and Spaces	The roads intersect at right angles forming rectangular blocks and a grid-iron street pattern, allowing easy navigation of the area.
Green and Blue	Limited green and blue infrastructure within this area.
Character	A lot of its original character as a manufacturing area and place of work and production has been lost, replaced by surface car parking and some high density residential development
Uses	Milton Street is predominantly residential, with some light industrial uses and underutilised land occupied by surface car parks.
People	A predominantly young population of residents including students.

Key Considerations	
Topography and Views	A predominantly flat topography with a slight downhill slope from north to south.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	Car dominated streets on Moore Street, Hanover Way (Ring Road) and Charter Row are barriers to pedestrian and cycle movement to and through this area.
Key Landmarks and Distinctive Buildings	Moor Street electricity substation is a dominant listed building at the gateway to this area from the Ring Road. There are also a number of listed buildings which contribute to the character of this area as a former industrial area.
Distinctive Features	Milton Street area was historically lower density, however, the urban pattern and scale has partly eroded with time. There is still a historic grid street pattern.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	Residential focussed with high quality architecture within this prominent location. To retain the former industrial feel, celebrating the historic assets.
Opportunities	<ul style="list-style-type: none"> » Potential for car free zone and balanced streets. » Potential to create a unique residential neighbourhood with an urban, former industrial character.
The Future Resident	Likely to comprise a mixed demographic, with a high proportion of young professionals seeking a city living lifestyle.
Placemaking Principles	<ul style="list-style-type: none"> » Public squares, courtyards and green roofs create new meeting places throughout the area and help interlink the various blocks. » Prioritise the pedestrian by giving the streets back to the people, enhancing the environment and experience and deliver high quality city living. » Respect and protect the historic grid street pattern and heritage assets in the area to create a distinctive look and feel as a former industrial area.
Indicative Scale	Potential to deliver between 4-15 storeys (plot dependent). Opportunity to deliver building of scale (16 storeys) at key gateway locations. A taller building could be located on the site at Milton Street adjacent to the Ring Road due to its city arrival position.
Indicative Density	Potential to deliver densities between 250-500 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	Predominantly residential with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). Employment uses would be acceptable but heavy industry would be resisted due to its adverse impact on residents. Student accommodation schemes in the northern part of the area would only be acceptable if demand for further development can be sufficiently demonstrated, in line with emerging Sheffield Plan policies.

Springfield

Appraisal	
Size	c. 11.5 ha
Location and Connectivity	Its location within the City Centre, the proximity of Sheffield Railway Station and West Street serviced by trams, makes this a highly walkable and connected area.
Streets and Spaces	The majority of the area is characterised by residential roads which serve the low density houses and the school.
Green and Blue	The area is served by Gell Street park and playground, as well as a network of smaller green routes and pocket park.
Character	The northern end of Springfield is characterised by its Victorian buildings, while Headford Green has a distinct, quiet and intimate atmosphere. There is a distinct residential character.
Uses	Smaller scale Victorian buildings to the north, predominantly residential with some small scale commercial uses. The area to the south of the neighbourhood is residential, with a mix of tenures, including some affordable housing.
People	A truly mixed demographic, including some private ownership, rented and social rented housing accommodation.

Key Considerations	
Topography and Views	Slight downhill slope from north to south.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	The existing layout of the residential roads are not easy to navigate, minimising the amount of pedestrian movement through this area.
Key Landmarks and Distinctive Buildings	Springfield Primary School.
Distinctive Features	Gell Street park, and other pockets of greenspace.

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	Residential focussed with a range of typologies to attract a mix of demographics.
Opportunities	<ul style="list-style-type: none"> » Potential for car free zone and balanced streets. » Opportunity to retain a mixed demographic in this area, well served by community facilities.
The Future Resident	A truly mixed use demographic of people who want to live in the City Centre, including young professionals, families and older generations.
Placemaking Principles	<ul style="list-style-type: none"> » Public squares, courtyards and green roofs create new meeting places throughout the area and help interlink the various blocks. » Increase amount of usable outdoor space for public events, and improve the quality of some of the greenspaces. » Prioritise the pedestrian by giving the streets back to the people, enhancing the environment and experience and deliver high quality city living.
Indicative Scale	Potential to deliver between 1-10 storeys (plot dependent).
Indicative Density	Potential to deliver densities between 150-600 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	Predominantly residential with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). Student accommodation schemes would only be acceptable if demand for further development can be sufficiently demonstrated, in line with emerging Sheffield Plan policies.

Hanover Street

Appraisal	
Size	c. 6 ha
Location and Connectivity	The ring road to its eastern edge of the neighbourhood cuts Hanover Street off from the other neighbourhoods; the edge is however, slightly softened by dense tree planting along this part of the ring road.
Streets and Spaces	<ul style="list-style-type: none"> » Streets in this area serve the residential flats, including providing car parking. » Spaces around the buildings are green with some tree planting.
Green and Blue	Green spaces surround the existing residential buildings.
Character	A predominantly residential area, comprised of residential flats. Segregated from the city core by the ring road the area provides a relatively green environment.
Uses	Hanover Street area is an established residential neighbourhood.
People	A mixed demographic, including some social rented offer.

Key Considerations	
Topography and Views	The topography is relatively flat.
Flood Risk	No flood risk. Not located within a flood zone.
Barriers to Movement	The ring road to its western edge cuts Hanover Street off from the other neighbourhoods; the edge is however, slightly softened by dense tree planting along this part of the ring road. Access across the ring road is via an underpass which is an undesirable pedestrian route.
Key Landmarks and Distinctive Buildings	The existing residential apartment buildings are distinctive in style.
Distinctive Features	Tree planting and greenspaces soften the appearance of the buildings in this area.

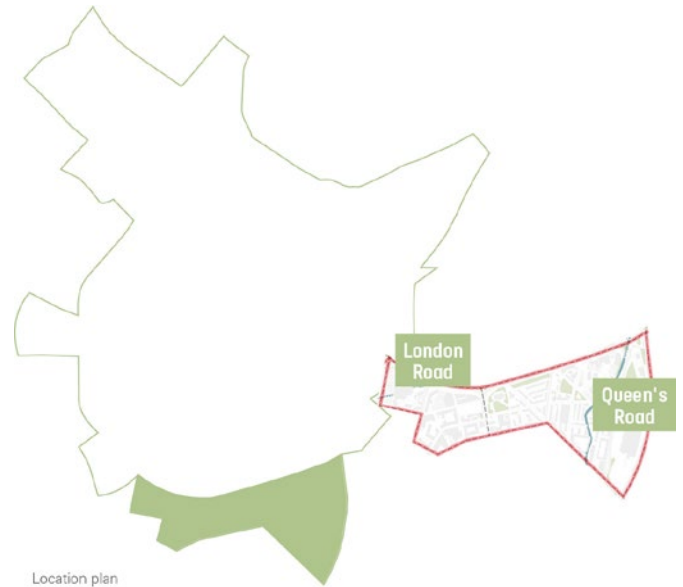
Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	Residential focussed with high quality architecture within this prominent location.
Opportunities	<ul style="list-style-type: none"> » Improve pedestrian and cycle connectivity so this area better connects with the city core. » Opportunity to expand the residential population in this highly sustainable location.
The Future Resident	A truly mixed use demographic of people who want to live in the City Centre, including young professionals, families and older generations.
Placemaking Principles	Public squares, courtyards and green roofs create new meeting places throughout the area and help interlink the various blocks.
Indicative Scale	Potential to deliver approx. 6 storeys.
Indicative Density	Potential to deliver densities between 30-100 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	Predominantly residential with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). New purpose built student accommodation will not be encouraged in the area.

Character Area 6

The location plan illustrates the neighbourhoods within Area 6 located in the overall City Centre boundary. These sub-areas include;

- » Queen's Road
- » London Road

The subheadings Appraisal, Key Considerations and Guiding Principles for Neighbourhood Regeneration set out for each sub-area on the following tables, are translated into each of these distinctive neighbourhood areas to define a unique, thriving, economic, cultural and residential destination to guide future development.



* The principles provided overleaf are to help guide appropriate development in each neighbourhood and should be considered when preparing detailed proposals for individual sites

Queen's Road

Appraisal	
Size	c. 27.6 ha
Location and Connectivity	The neighbourhood is on the southern fringe of Sheffield City Centre. The northern edge of the neighbourhood runs parallel to the ring road.
Streets and Spaces	Queen's Road still retains much of its Victorian fabric. Its very northwestern edge, however, can in the future expect significant change due to the implementation of the Sheaf Valley and Midland Station Development Framework.
Green and Blue	The River Sheaf flows through Queen's Road with Sheaf Walk located at northern end of the neighbourhood allowing people to enjoy the river. Duchess Road offers a sports pitch and greenspace, while Clough Road Square is the only playground in the neighbourhood. St. Mary's Church enjoys some greenspace around it.
Character	Queen's Road character is mostly defined by the historic terraced streets and Bramall Lane Stadium. A number of residential blocks within the neighbourhood erode that original character. The western edge with its large format supermarkets and gym, offer little in terms of placemaking.
Uses	Queen's Road mostly comprises of terraced housing, with few pockets of contemporary blocks of flats and remaining pockets of light industrial / manufacturing and large footprint big box retail and leisure.
People	Mixed demographic including families.

Key Considerations	
Topography and Views	The topography is relatively flat.
Flood Risk	Areas of the neighbourhood located closest to the River Sheaf are designated as a functional flood plain. Sections of the neighbourhood along the River Sheaf have a high or medium probability of flooding subject to proximity to the river.
Barriers to Movement	This area of the city is situated beyond the ring road and currently the perception from people is that it is not within the core of the city. The future development of this area and plans for high speed rail will allow this part of the city to become incorporated within the City Centre. The Sheffield Midland Station and Sheaf Valley Development Framework will improve connectivity to the London Road and Queens Road areas.
Key Landmarks and Distinctive Buildings	<ul style="list-style-type: none"> » John Street Conservation Area » St Mary's Church » Although just outside the Area boundary, Bramall Lane is a prominent city landmark.
Distinctive Features	River Sheaf

Guiding Principles for Neighbourhood Regeneration

Neighbourhood Characteristics	<p>Existing uses are predominantly residential and employment, including some areas of retail uses. Local amenity and community facilities will be required to support and serve the new residential areas. This could be accommodated at ground floor level to create sustainable and convenient mixed use development.</p>
Opportunities	<ul style="list-style-type: none"> » Requires improved connectivity with the City Centre, within the ring road (St. Mary's Road). » The proposed HS2 station to influence the eastern end of the Area, with opportunity for higher scale and density along the railway corridor. » This area should re-connect Bramall Lane stadium with the City Centre through improved connections to create a new clear sporting relationship to the City Centre.
The Future Resident	<p>Mixed demographic including families. Students are unlikely to reside here.</p>
Placemaking Principles	<ul style="list-style-type: none"> » Improved connectivity with the rest of the City Centre, within the ring road (St. Mary's Road), is crucial for the success of this Area- this can be achieved with an improved pedestrian and cycle environment and in particular, improved crossings over the ring road which is currently a barrier to movement from this area to the core of the city. » The proposed Sheaf Valley and Midland Station improvements will greatly influence the eastern end of the Area, offering opportunity for higher scale and density along the railway corridor. There is potential to introduce a landscape buffer along the railway edge to mitigate noise and provide screening between development and the railway. » The existing historic fabric within the area can serve to influence new development, including the historic terraced streets and industrial units. The enhancement of the historic east-west connections can greatly improve connectivity. » Potential to create a new green link following the River Sheaf to connect to Sheffield Railway Station and the Tram stop to the north. » Potential to enhance Clough Road Square with high quality public realm and play provision for families at the heart of the community. There is potential to downgrade a road on one side of the space to create a balanced street with pedestrian priority » St Mary's Church is located in a prominent location and is a key landmark upon arriving within the area. There is potential to improve the frontage along Clough Road overlooking the church.

Guiding Principles for Neighbourhood Regeneration	
Indicative Scale	Potential to deliver between 4-6 storeys (plot dependent).
Indicative Density	Potential to deliver densities between 450-700 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	Predominantly residential with supporting commercial uses, which could include small scale retail and leisure (subject to the sequential test). New purpose built student accommodation will not be encouraged in the area.

London Road

Appraisal	
Size	c. 11.2 ha
Location and Connectivity	The neighbourhood is on the southern fringe of Sheffield City Centre, and is bound to the north by the ring road.
Streets and Spaces	London Road has historically seen slum clearances that led to the growth in light industries and warehousing. In recent years this has been gradually replaced by high density residential.
Green and Blue	There is no greenspace within London Road. The Porter Brook flows through the neighbourhood and is diverted underground in several sections of the neighbourhood.
Character	London Road has long been known for its large multi-cultural and Chinese community. It is still a vibrant district centre with restaurants, cafes, pubs and takeaways making up around 45% of the total units, many offering a range of world food options. The stretch of London Road within the neighbourhood boundary is dominated by high density residential and student flats with little distinct character.
Uses	A mix of residential, retail and light industrial /manufacturing characterise the neighbourhood. In London Road this includes flats and student halls, including the 21-storey New Era Square, large areas taken over by two supermarkets and one block of a cluster of historical light industrial / manufacturing, which extends beyond the Area boundary.
People	Mixed demographic with a large student population.

Key Considerations	
Topography and Views	The topography is reasonably flat.
Flood Risk	Areas of the neighbourhood located close to the Porter Brook are designated as a functional flood plain. As a result a large section of the neighbourhood has a high or medium probability of flooding.
Barriers to Movement	This area of the city is situated beyond the ring road and currently the perception from people is that it is not within the core of the city. The Sheffield Midland Station and Sheaf Valley Development Framework will improve connectivity to the London Road and Queens Road areas.
Key Landmarks and Distinctive Buildings	John Street Conservation Area
Distinctive Features	Porter Brook

Guiding Principles for Neighbourhood Regeneration	
Neighbourhood Characteristics	Existing uses are predominantly residential and employment, including some areas of retail uses. Local amenity and community facilities will be required to support and serve the new residential areas. This could be accommodated at ground floor level to create sustainable and convenient mixed use development.
Opportunities	Requires improved connectivity with the City Centre, within the ring road (St. Mary's Road).
The Future Resident	Mixed demographic, including families and students in the existing student accommodation.
Placemaking Principles	Improved connectivity with the rest of the City Centre, within the ring road (St. Mary's Road), is crucial for the success of this Area- this can be achieved with an improved pedestrian and cycle environment and in particular, improved crossings over the ring road which is currently a barrier to movement from this area to the core of the city.
Indicative Scale	Potential to deliver between 4-15 storeys (plot dependent). Opportunity to deliver building of scale (16 storeys) at key gateway locations.
Indicative Density	Potential to deliver densities between 450-700 dwellings per hectare (plot dependent).
Anticipated Future Land Uses in the Neighbourhood	This is largely part of a 'District Centre' that serves the nearby residential areas. It will have a particular focus for 'main town centre uses', especially retail, leisure and community services and facilities. New purpose built student accommodation will not be encouraged in the area.

02 METHODOLOGY AND ASSUMPTION

9.1 Methodology

1 Defining the study areas

The study areas were decided at the inception and this was the first step in our process. A criteria was established to decide the location, boundary and site area (Ha) for the Priority Locations and Catalyst Sites.



Group Collaboration

2 History and contextual considerations

A city wide historic and contextual analysis was previously undertaken for the Capacity Study, a deeper historic and contextual analysis was required for each Priority Location to understand the historic, contextual and social considerations to take forward to the masterplan framework.

3 Townscape character

Site visits and desktop study of the townscape character for each Priority Location influenced the masterplan framework and development capacity for the Priority Locations, as such, future development will be supported by social-infrastructure and be sympathetic to the surrounding context.

4 Site constraints

Site constraints for each Priority Location was informed by desktop analysis and collaborative workshops with the council (SCC Highways, Urban Design, Strategy and Regeneration, Landscape, Archaeology, Flood and Water teams were consulted).

5 Identifying the opportunity and objectives

6 Key principles

The opportunities identified underpinned the key vision principles to inform a neighbourhood and place-making approach to future growth and the success of the Priority Location areas, the principles are underpinned by the strategic city vision principles.

The opportunities were defined by considering the following questions:

- » What is successful about the neighbourhood now?
- » What are the distinctive qualities to enhance?
- » What could be improved to be for this neighbourhood to be successful?

The constraints were defined by:

- » Movement
- » Landscape (and topography)
- » Built form
- » Utilities

Key considerations were taken forward to develop the Priority Location masterplan frameworks.



Sheffield Planit-IE team site visit



Sheffield Planit-IE team site visit

7 Masterplan design drivers and spatial analysis

A series of spatial principles which respond to each Priority Location constraints and characters were drawn. The key spatial moves will guide future developments in each area, ensuring the realisation of the vision and ambition for the area.

8 Sketch concept options and review

Several sketch concept masterplan options were developed by the design team which were reviewed by the SCC team to establish the best possible design solution for each Priority Location.

9 Priority Location masterplan frameworks

The Illustrative Priority Location masterplan frameworks sets out guidance and recommendations for the future development of each Priority Location, in order to illustrate how it should be delivered.

The Priority Location framework plans were broken down into;

- » Illustrative Masterplan.
- » Creating connections.
- » Green space and public realm (including open space benchmarking).
- » Density and heights framework plan

10 Creating a distinctive neighbourhood

Developed place-making at the local scale for each Priority Location based on townscape analysis and evidence to recommend :

- » Site specific considerations relating to typologies
- » Appropriate uses
- » Community facilities
- » Residential development

11 Development capacity

Set out the building height ranges, densities and number of homes for each development parcel within the Priority location, including

- » Development capacity table
- » Density and heights framework plan
- » Capacity range - number of homes

12 Catalyst Site Masterplans

- » Defining the study area
- » Massing study (testing heights and scale)
- » Illustrative masterplan
- » Capacity testing

13 Priority Location summary

- » Infrastructure interventions
- » Place-making priorities
- » Priority Location framework summary, includes total quantum and statistics

9.2 Density-Led Approach to Capacity Testing

Density brings with it opportunities to mitigate constraints. An example of this is, lower density housing nestled within steeply sloping topography, or high density terraced housing and apartments proposed to mitigate noise from railway lines or industrial uses.

Why use dwellings-per-hectare (DPH) to test residential capacity?

A DPH calculation provides a quick total of residential capacity by applying an appropriate density range per hectare. The following pages set out how an appropriate density range has been calculated, which has been further tested around the City through more detailed site drawings. A DPH calculation ensures residential numbers can be totalled without requiring a detailed masterplan for the Priority Locations- and is also not predicated on a single drawing, ensuring residential capacity is still valid if alternative schemes are proposed.

Increased density provides support for non-residential uses and increased footfall to community hubs. Density and increase of people, activates and provides purpose for open space. While it can also help to animate water edges and key movement corridors. New development allows re-framing of our views and connection with nature in a positive way.

The challenge is to intensify the city; whilst maintaining characteristics which make Sheffield unique. The methodology to testing capacity has been developed to sensitively integrate into the city and its environment.

Building heights

The Capacity Study developed an initial building heights framework for each Character Area, informed by a series of desktop analysis. The heights frameworks set an appropriate height datum for each Character Area, whilst also capturing locations within the City where building heights may fluctuate from these standard datums.

Following the Capacity Study the heights defined for the Priority Location areas were more specific to each site and development parcel. The heights frameworks are driven by the following key variables:

- » Initial height datums set in the Capacity Study
- » Existing height datums of built form
- » Primary movement corridors
- » Key urban nodes
- » Primary City Centre gateways
- » Heritage
- » Topography
- » Under construction planning permissions (as of 30.09.2021)

Defining appropriate densities

The following pieces of analysis combine to inform appropriate density ranges within the Neighbourhood Frameworks:

- » The Capacity Study densities
- » Amenity space provision
- » Understanding Sheffield's existing densities (contextual density study- qualitative)
- » Parcel testing using the Capacity Calculator (quantitative).

9.3 Capacity Testing and Approach

A comprehensive assessment of residential capacity within the Priority Locations has been undertaken. This evidence has been produced to directly support the emerging Local Plan and has informed the overarching City Centre Strategy approach.

The City Centre Strategic Plan demonstrated that there is sufficient capacity within the City Centre to accommodate the delivery of 20,000 new homes on a number of sites across the City Centre, within sites that are appropriate for residential uses.

Since the adoption of the Capacity Study, SCC commissioned the City Centre Priority Neighbourhood Frameworks Document and further capacity testing has been undertaken for 5 priority locations and catalyst sites.

The Capacity Study tested sites on a strategic city-scale, a deeper study has been undertaken for the Priority Locations and Catalyst Sites. The development of the masterplan framework has provided the opportunity to test residential development capacity by development parcel, located in the Priority Location area. This provides capacity figures, height and density ranges with appropriate gradation and a nuanced approach.

Capacity testing is informed by surrounding context, townscape character, existing building heights and site constraints (including movement, landscape, built form and utilities). Housing scenarios, mix, appropriate typologies impact on the total number of homes recommended.

Capacity testing

Priority Locations

The capacity testing for the Priority Locations used the following approach.

- » Defining buildings for change to understand the existing buildings to be redeveloped and therefore contribute towards capacity.(15% was deducted from these buildings).
- » Testing typical building footprints to establish the arrangement and size of development parcels (Ha).
- » Development parcels based on perimeter blocks (considering constraints and retained buildings).
- » A density led approach to allow for future flexibility and robust recommendations (densities were informed by the City Centre Strategic Plan).
- » Existing building heights were informed and guided by the City Centre Strategic Plan.
- » Defining the recommended building height ranges and GEA building footprints.
- » Building in flex an average GEA. The illustrative built form GEAs (5% flex).

Catalyst sites

Following the production of the Priority Location Masterplan Framework, the process for capacity testing for the Catalyst Sites was:

- » Testing typical building footprints to establish the total GEA in m2, assuming appropriate building depths. Technical considerations such as access, daylight, privacy distances and views informed the layout and arrangement of the building footprints.
- » Defining development parcels (ha), influenced by site constraints, movement, open space and building footprints.
- » 3D massing study to test and assess the building heights within the surrounding context. (Testing heights beyond the capacity study).
- » Defining the building height and density ranges.
- » Applying the housing scenario.
- » The illustrative built form GEAs gives a 5% flex

Capacity ranges

- » An appropriate density range (dph)
- » A capacity range, from minimum to maximum number of homes.
- » Number of homes (an average, indicative number of homes).

9.4 Residential Capacity Calculator

The diagram presents the capacity testing calculator that has been used to determine the residential densities (in DPH) that will be applied to each development parcel in the Priority Location area.

The calculator uses the proposed Gross External Area (GEA) of each built form (indicatively drawn), determined by the Nationally Described Space Standard, and multiplies this by the proposed building height. Appropriate building heights for neighbourhoods have been informed by a thorough building heights analysis of the City, taking into account site location, existing height datums and planning permissions under construction, see the Capacity Study for further preliminary analysis.

A series of appropriate residential mixes are applied to the overall GEA to determine the number of homes on the site. The total number of homes is then divided by the parcel area to provide a density range to apply to each site. The density range is applied to each site by multiplying the site area by the lower and upper number that define the density range, providing a minimum and maximum number of homes for each site. From these figures, a range of number of homes can be provided.

Priority Location Capacity

Capacity is presented using the development parcel area, however typical building footprints have been developed to inform development capacity, the building footprints are not shown on the Priority Location masterplan frameworks or the density and heights frameworks, this is to allow for future flexibility of design at planning stages.

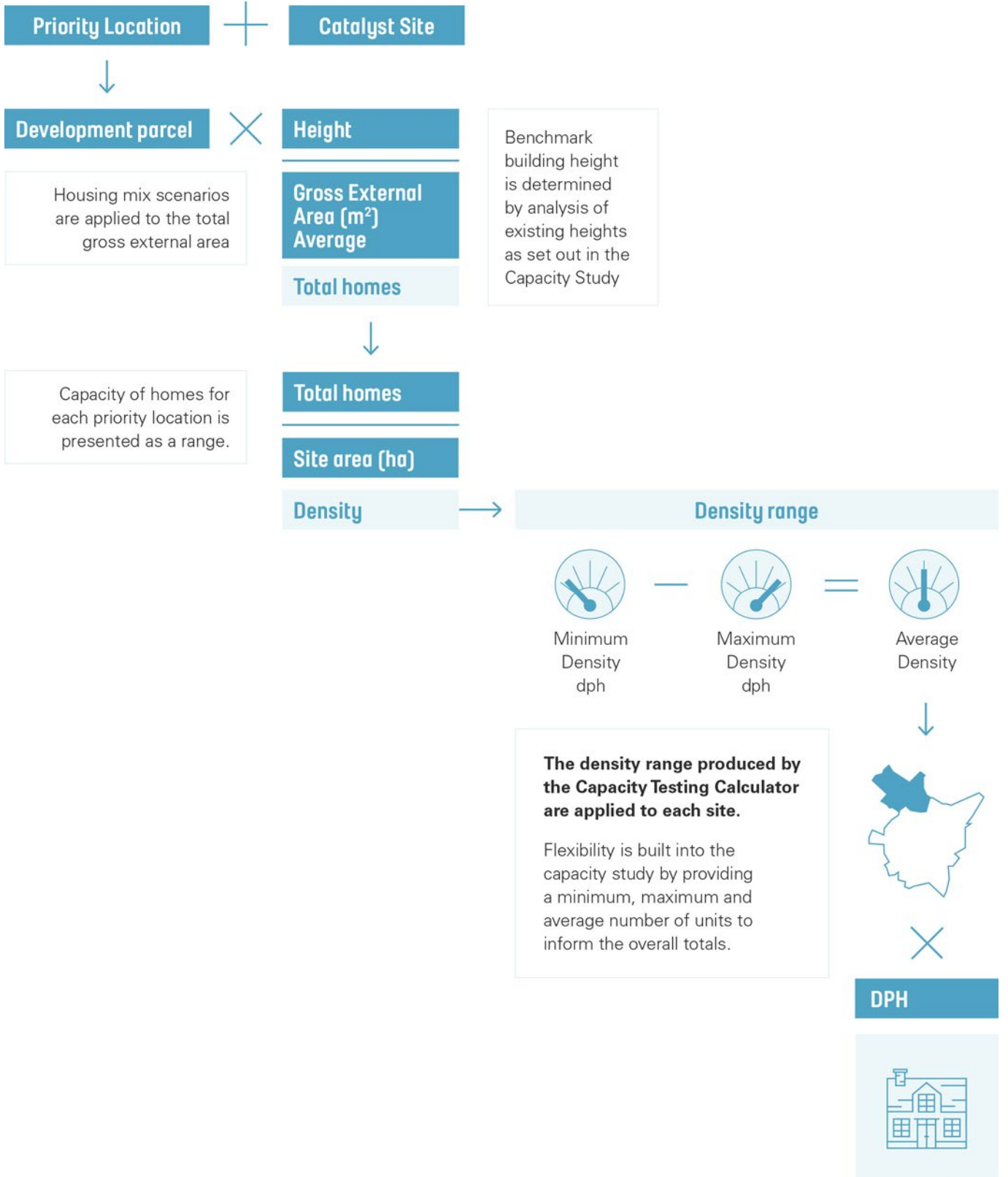
Total number of homes is presented as a range (minimum to maximum numbers). Density and height ranges for each parcel set parameters for development.

Catalyst Site Capacity

The calculation is carried out with the same method as the Priority Locations, however sites have been tested using building footprints and 3D massing models. The footprint drawn on the catalyst site capacity plan, is represented on the capacity schedule as GEA footprint (sqm). The housing scenario applied to each parcel is shown on the schedule and an indicative (average) number of homes recommended.

A flexible approach

The calculator provides flexibility in a number of ways. Firstly, it requires a minimum and maximum building height to be applied to each site. It also allows sites to be tested based on different housing mix scenarios, appropriate to each Priority Location area. Both of these elements help to define a flexible density range used to generate the site capacity. Finally, capacity is provided using a minimum, maximum and average number of Homes, which allows for informed decision-making based on housing need and demand.



9.5 Capacity for Residential Development Key Variables

A number of key variables have been used to inform the Neighbourhood Frameworks Capacity. The assumptions and limitations described in the following pages are specific to the Priority Locations within the Sheffield City Centre.

They have been developed to provide a baseline for the production of the masterplan frameworks and residential capacity testing.

The assumptions have been established and agreed with SCC for the purposes of this framework. Assumptions will require further discussion with SCC at planning stages. This is because it is not possible to predict when and how development will come forward for the Priority Locations. Over time, it is possible that changes in planning policy and guidance could happen, superseding the assumptions.

The key assumptions and limitations are summarised below and in the following pages.

1. Blonk Street Apartments, Sheffield
2. Copenhagen, Denmark



Housing scenarios

Housing typology GEAs are based on national space standards, 3 varying housing mix scenarios were developed for the purposes of this study and for residential capacity testing. Recommendations will need further consideration at planning stage and discussion with SCC will be required. See following pages for more information.

The sites planning status

This Neighbourhood Frameworks provides capacity for all known sites, non-residential known sites, gap sites and future known sites within the boundary of the Priority Location and Catalyst Site area, whilst also taking into account the proposed capacity of all planning permissions in the system at the time of writing. The capacity for the planning permissions is subject to changes and this should be reviewed with SCC as sites come forward for development.



Buildings for change

The initial step in the approach for testing capacity across the Priority Location areas was to set out a criteria for grading built form for the redevelopment / buildings for change plans. The built form gradation was informed by the following guidance, workshops and analysis.

- » SCC Characterisation study 2001
- » SCC Urban Design Compendium 2004
- » Workshops with SCC officers in 2021
- » Desktop analysis and review of existing built form

Following review of the above the built form criteria was defined below.

- » Building Quality
 - » Buildings to change
 - » Renewal
 - » Protection
 - » Protection (with selective demolition)
 - » Already / permission to be demolished
- » Heritage designations (including significant buildings with no designation)
- » Planning applications

As discussed in the previous pages 'Capacity Testing -The Approach', the redevelopment / buildings for change plans are subject to further review, site analysis and detailed building surveys which will determine the condition and character of the built form and its status for change (whether it should be demolished, renovated, or retained). The guidance which informed these buildings for change plans for each Priority Location, was dated between 2001 and 2004, existing built form grading status was out of date from when they were published.

10% non-residential assumption

The capacity calculator assumes a 10% deduction of the total GEA for non-residential uses. Moving forward, further consideration of the location and amount of mixed use development should be captured in further detailed framework plans. Where it is deemed that a larger proportion of a site (above the already assumed 10%) is required for non-residential land use, the residential capacity of the site will naturally decrease. The impact of this on the residential capacity for each of the Priority Location areas is dependant on the degree of variance between the assumed 10% non-residential land use applied within this methodology and future proposals for each site.

The 10% non-residential assumption not only accounts for mixed-use development but also for;

- » Private / public amenity,
- » and parking within the built footprint.

15% heritage testing assumption

Where existing buildings are graded as 'renewal' or 'protection- with selective demolition' on the buildings for change plans, it indicates that these buildings have been tested for residential capacity.

A 15% non-residential reduction in the built footprint has been assumed to account for any unknown factors i.e. building conditions, stability, sound building quality, appropriate depths for residential living. It is recommended that detailed building surveys are undertaken to inform accurate development capacity for existing buildings to be redeveloped.

As buildings come forward for development, further discussion regarding building quality, character and suitability for redevelopment is recommended.

Open space

Place-making principles for the Priority Location influences and shapes the recommendations and guidance for open space for each Priority Location.

The Neighbourhood Frameworks considers amount, function and location of strategic open space, driven by:

- » Contextual analysis, access and walking distances to amenity from the Priority Location area.
- » Site constraints and environment consideration i.e topography.
- » Incidental open space proposals are captured within the gross development for larger development parcels.
- » Land uses, future number of homes and increase in population.

An assumption of 10% of the Priority Location boundary area was the benchmark assumption for the amount of open space to be provided in the Priority Location areas. This varies for each site depending on the site constraints and available space, location within the Priority Location, views, and topography.

3. Roof terrace, Nordhavnen, Copenhagen.
4. Peace Gardens, Sheffield
5. Multi-storey car park integrated into the street with roof play area to maximise amenity, Northern Harbour, Copenhagen.
6. Liverpool, UK



3

Where a site is considered either unsuitable for development, or suitable for open space (residential capacity of zero) within the capacity schedule.

Public realm benchmarking has been undertaken to compare scale; existing provision; and functional requirements of comparative public spaces using Sheffield spaces and best practise examples, to understand an appropriate scale and type of open space provision for each Priority Location. This study has been conducted for Priority Locations that include a Catalyst Site only.

It is recommended that further discussion with the SCC landscape team as planning stages to agree requirements for open space.



4

Parking and shared mobility hubs

The Neighbourhood Frameworks envisions a future City Centre, where the use of cars for everyday transport is reduced. The approach to car parking must respond to the City’s climate change objectives and allow for a major reduction in private car ownership over the course of the next 30 years.

Sheffield City Council’s Transport Strategy seeks to ensure that parking is effectively managed in accordance with the Sheffield Parking Strategy. The parking strategy will be reviewed regularly to ensure it remains relevant, as development and technology progresses.

The capacity testing allows flexibility, as the parking strategy is under review and the Sheffield Local Plan is progressed. At this point in time the assumptions for parking is based on strategic city location and the Priority Locations proximity to public transport (to be determined with SCC), the capacity testing assumes the below.

- » A subterranean parking approach could potentially be delivered for some areas.
- » Where there is opportunity within the Priority Location to provide on-street parking, this should be sensitively designed into the street-scene as outlined within the Neighbourhood Frameworks;.
- » A wider strategy that delivers Mobility Hubs (multi-storey car parking which also includes disability parking bays, cycle parking, electrical vehicle charging and car sharing facilities) within each Priority Location.
- » A 10% non-residential assumption within the GEA could allow for parking provision within the building footprint.



5

Building heights

A range of heights has been used to test for residential capacity in the Priority Locations to give flexibility in the overall capacity range. The location and height of tall buildings, as proposed in the Neighbourhood Frameworks, is driven by the variables listed within the previous page ‘Density-Led Approach to Capacity Testing within the Priority Location areas’. Sites with potential for tall buildings are highlighted in the schedules. Generally building heights included within the capacity testing calculator do not exceed 15 storeys, as there are few examples of sites above this height within the City. Moorfoot is the exception as it is at a City Centre gateway and heights do not exceed 20 storeys. The suggested heights are in keeping within the surrounding context and are applied for the purposes of this study.

A cohesive tall buildings strategy for the City Centre should be produced. Future tall buildings need to be considered in further detail with consideration to skyline, topography, as well as deliverability, growth and viability. This report and the Neighbourhood Frameworks is a basis to help assist further consideration of tall buildings with a cohesive and holistic approach.



6

Environment

Environmental factors have been assessed and are presented within the site constraints diagrams for each Priority Location. These inform the capacity study by presenting the key townscape and landscape characteristics that must be considered in the capacity testing process for each neighbourhood and Priority Location. The environmental factors considered are; topography and views; landmarks and City Centre gateways; movement and connections; railway and transport; heritage; scale, massing and height; river edge; and landscape and open space.

Environmental considerations are based on desktop analysis only. It is recommended that technical consultants are appointed to advise on detailed site constraints.

Mixed use

The capacity study assumes 10% of the sites total GEA to be non-residential. This provides flexibility, and allows for the inclusion of a mix of land uses at ground floor level where this approach may be deemed appropriate.

The percentage of non-residential uses can be altered subject to requirements to respond to the sites location within the City. Further consideration will need to be given to where mixed use or non-residential uses are appropriate, and to the type and amount of use. The illustrative framework plans for each of the Priority Locations identifies locations where mixed uses / urban nodes would be most appropriate at ground floor, these are identified as 'key frontages'.

7. Example of active street with mixed-use ground floor, Copenhagen.
8. Internal terrace within curtilage of dwelling, Accordia, Cambridge.
9. Variety of balconies and communal amenity, 8 House, Ørestad.



7

Private amenity

The City Centre Priority Neighbourhood Frameworks does not prescribe any one approach to the provision of private amenity space, allowing future development to address private amenity as a response to the individual considerations of the site. Private amenity could be delivered through any of the below approaches.

- » Building footprint (GEA) only covers part of each site, where a gross measurement has been used to calculate capacity on larger sites. The rest of the site is dedicated to uncovered private amenity or communal amenity space
- » Additionally, these blocks could also include protruding balconies or roof terraces, providing additional private amenity space for each apartment as well as any communal amenity space already considered at ground or podium level.
- » For any residential blocks that have been drawn using a net calculation on smaller infill sites, the Capacity Study assumes private amenity would be delivered through either balconies that protrude from the building footprint or elevated roof terraces.
- » 5% flex added to the average GEA (based on national space standards) for each housing scenario allows sufficient space for a recessed terraced area if required.



9.6 Housing Mix Scenarios

Gross External Area (GEA)

GEA to GIA Assumption	80%
Flexibility above minimum standards	5%

An average 5% increase in GEA ensures capacity proposals are above minimum standards

Nationally Described Space Standard Minimum gross internal floor areas and storage (m²)

Number of Bedrooms	Number of bed spaces (persons)	1 Storey Dwellings	2 Storey Dwellings	3 Story Dwellings	Built in Storage
1 Bedroom	1p	39 (37)			1.0
	2p	50	58		1.5
2 Bedrooms	3p	61	70		2.0
	4p	70	79		
3 Bedrooms	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4 Bedrooms	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	132	
	8p	117	124	130	
5 Bedrooms	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6 Bedrooms	7p	116	123	129	4.0
	8p	125	132	138	

The City Centre Strategic Plan revealed the impact that housing typology and floor areas can have on density, this has been acknowledged when calculating the capacity for the Neighbourhood Frameworks. Consequently, a range of housing mix scenarios was developed in the Capacity Study to avoid a 'blanket' approach to testing capacity.

The application of the housing scenarios are informed by townscape, existing building heights, and the location within the city. High density, increased building height locations in the core of the city are defined as scenario 1, apartment's only, because this location of the city would

not be appropriate for family housing. Equally areas located on the edge of the city would be more suitable for family housing with lower densities and reduced building heights.

Within the Neighbourhood Frameworks capacity testing, Scenario 2 has not been applied to the Priority Location or Catalyst Site parcels. Whilst not used in this Neighbourhood Frameworks, it could be used at a later date, at detailed stages of capacity testing.

The nationally described space standards have informed the GEA for each housing type, a mix of these housing typologies inform the housing mix scenarios as follows:

Scenario 1 (Apartments - High to Very High Density)

House/Flat Type	Average GIA Floorspace (sqm)	Proposed Mix	Weighted Average	
1 Bed	50	40%	20.0	
2 Bed	70	50%	35.0	
3 Bed	95	10%	9.5	
4 Bed	0	0%	0.0	
			64.5	GIA
			77.4	GEA
			81.3	GEA + Flex



81.3 m2 is the average GEA used to allow for flex

Scenario 2 (Family- Low Density)

House Type	Average Townhouse GIA (sqm)	Proposed Mix	Weighted Average	



Housing mix can be changed according to the neighbourhood, this will alter the average GEA

Scenario 3 (Family / Apt - Medium Density)

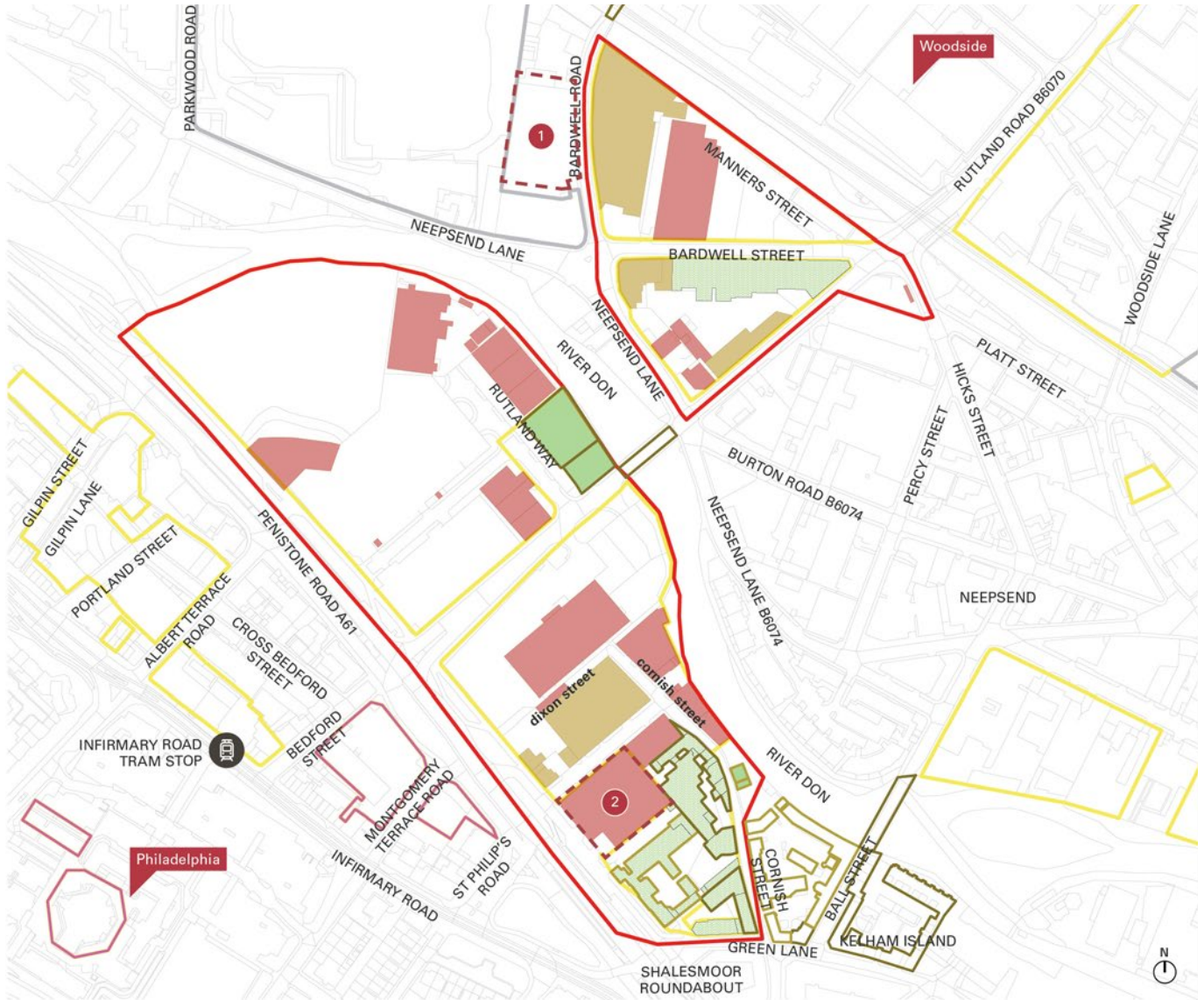
Flat Type	Average Townhouse GIA (sqm)	Proposed Mix	Weighted Average	
1 Bed	50	15%	7.5	
2 Bed	70	30%	21.0	
3 Bed	108	35%	37.8	
4 Bed	130	20%	26.0	
			92.3	GIA
			10.18	GEA
			107.3	GEA + Flex



Family housing mixed with apartments provides a medium density mix

03 BUILDINGS FOR CHANGE

10.1 Neepsend



Buildings for Change plan, and Planning Applications

KEY

Priority Location boundary

Building Quality*

Buildings to change

Renewal

Protection

Protection (with selective demolition)

Already / Permission to be demolished

Heritage designations

Grade II Listed

Grade II* Listed

Significant building (no designation)

Sites

Known Sites

Known Sites (Council Owned)

Known Sites (non-residential)

Planning Applications as of 30.09.2021:

1. Steel yard, Hallamshire Works
2. St. Phillip's House. (Site tested for capacity)

* Building Quality has been determined from the Sheffield Characterisation Study 2001, Urban Design Compendium and high-level desktop analysis of the Priority Location and it's buildings. The Building Quality determination is subject to further, detailed analysis of the buildings character and quality to determine the suitability for redevelopment or demolition.

Existing building character review

Neepsend has a rich industrial heritage with several listed buildings and a brewery. Due to the industrial character, there are now many vacant sites and former steel works buildings available for redevelopment.

Next to Globe Works is the proposed St. Phillip’s House (2), a mixed use 4-11 storey building comprising of 222 apartments (Use Class C3) and 2 commercial units at ground floor (Use Class B1). With a basement car park and communal amenity space courtyard.

On Bardwell Road the Steel Yard- Hallamshire Works (1) is 2-storey retail, office hub, restaurants, cafes, bike hub and car parking services, with 82 recycled container units.

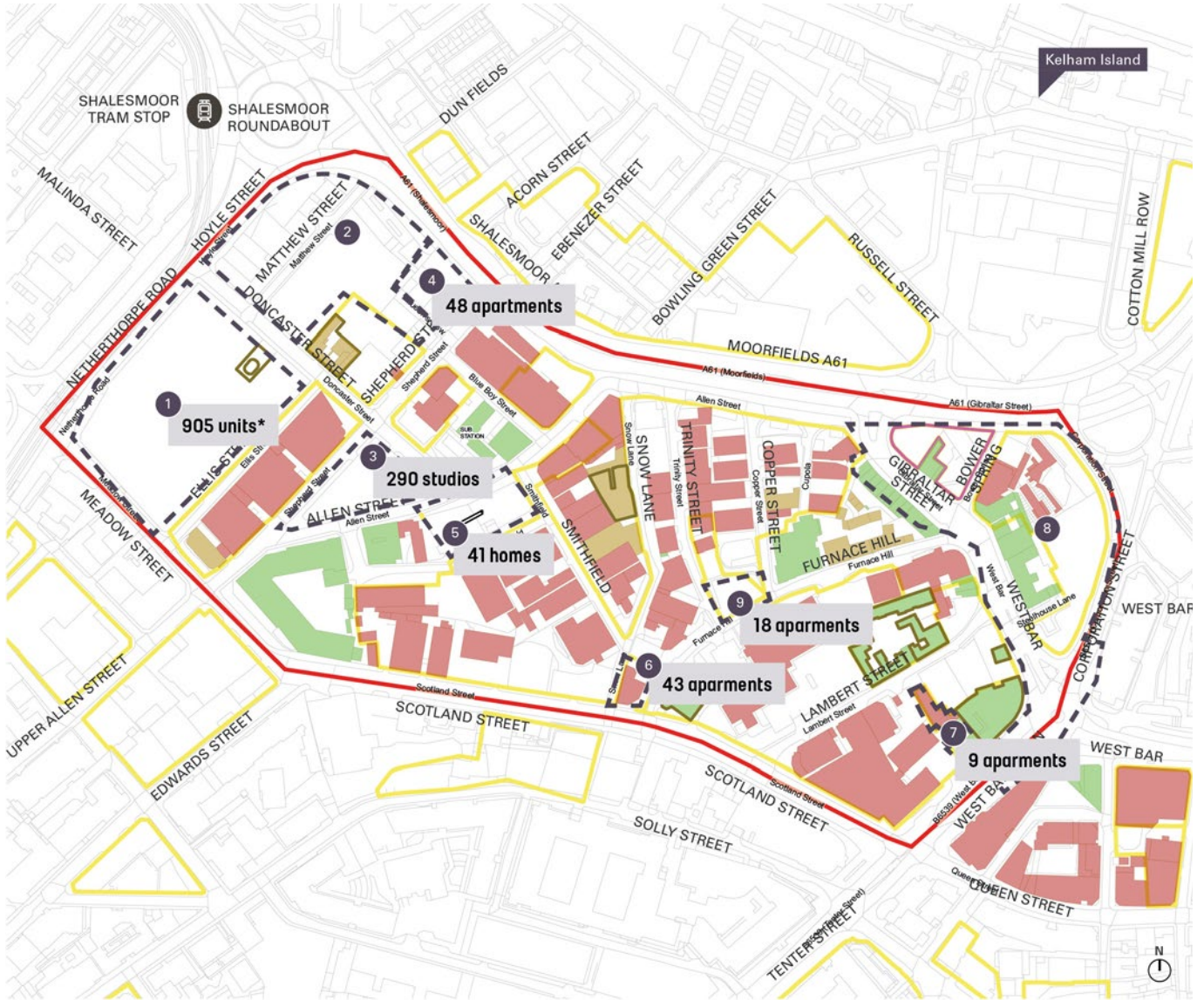


- 1. Existing warehouse units along Bardwell Road
- 2. Grade II* Listed Globe Works

- 3. Cannon Brewery on the corner of Neepsend Lane and Boyland Street
- 4. Cannon Brewery on the corner of Rutland Road

- 5. Cornish Works and two Grade II Listed houses viewed from across the River Don
- 6. Grade II Listed warehouse buildings along Rutland Way

10.2 Furnace Hill



Buildings for Change plan, and Planning Applications

KEY

- | | | | |
|--|---------------------------------------|---|------------------------------------|
| Priority Location boundary | Heritage designations | Planning Applications as of 30.09.2021: | 5. B Braun, Allen Street |
| Building Quality* | Grade II Listed | 1. Hoyle Street. 905: * 658 student bed in a mix of studios, cluster flats and shared town-houses, and 247 apartments with duplex units | 6. 60 Scotland Steet |
| Buildings to change | Grade II* Listed | 2. The Mirador. (Site 1005) | 7. Orchard Centre |
| Renewal | Significant building (no designation) | | 8. West Bar, Grey to Green phase 3 |
| Protection | Sites | | 9. Furnace Hill |
| Protection (with selective demolition) | Known Sites | | |

* Building Quality has been determined from the Sheffield Characterisation Study 2001, Urban Design Compendium and high-level desktop analysis of the Priority Location and it's buildings. The Building Quality determination is subject to further, detailed analysis of the buildings character and quality to determine the suitability for redevelopment or demolition.

Existing building character review

Furnace Hill has a wealth of industrial warehouses and units interwoven along the tight knit street pattern and sloping site.

There are several current planning applications being proposed and under construction throughout the St. Vincent's area, many of which are for student accommodation and studios (1, 2, 3, 4, 6, 7), dwelling houses and apartments (2, 4, 5).

Most of the applications are for new developments, and the Nichols building development includes the refurbishment of a heritage building. Hoyle Street planning application includes the listed Cementation Furnace.

The Grey to Green phase 3 (8) covers the land to the eastern part of the site, with interventions of the public space being done on by Gibraltar Street, West Bar, and West Bar Green.



1



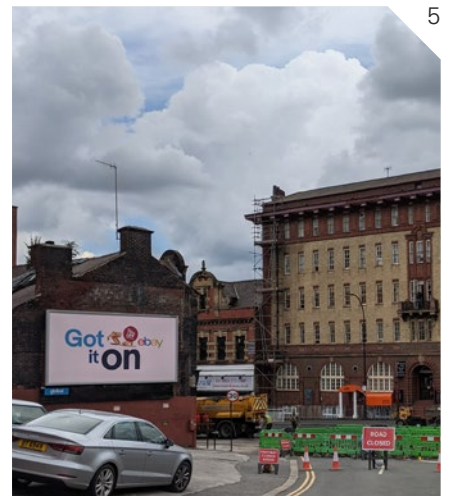
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3



4

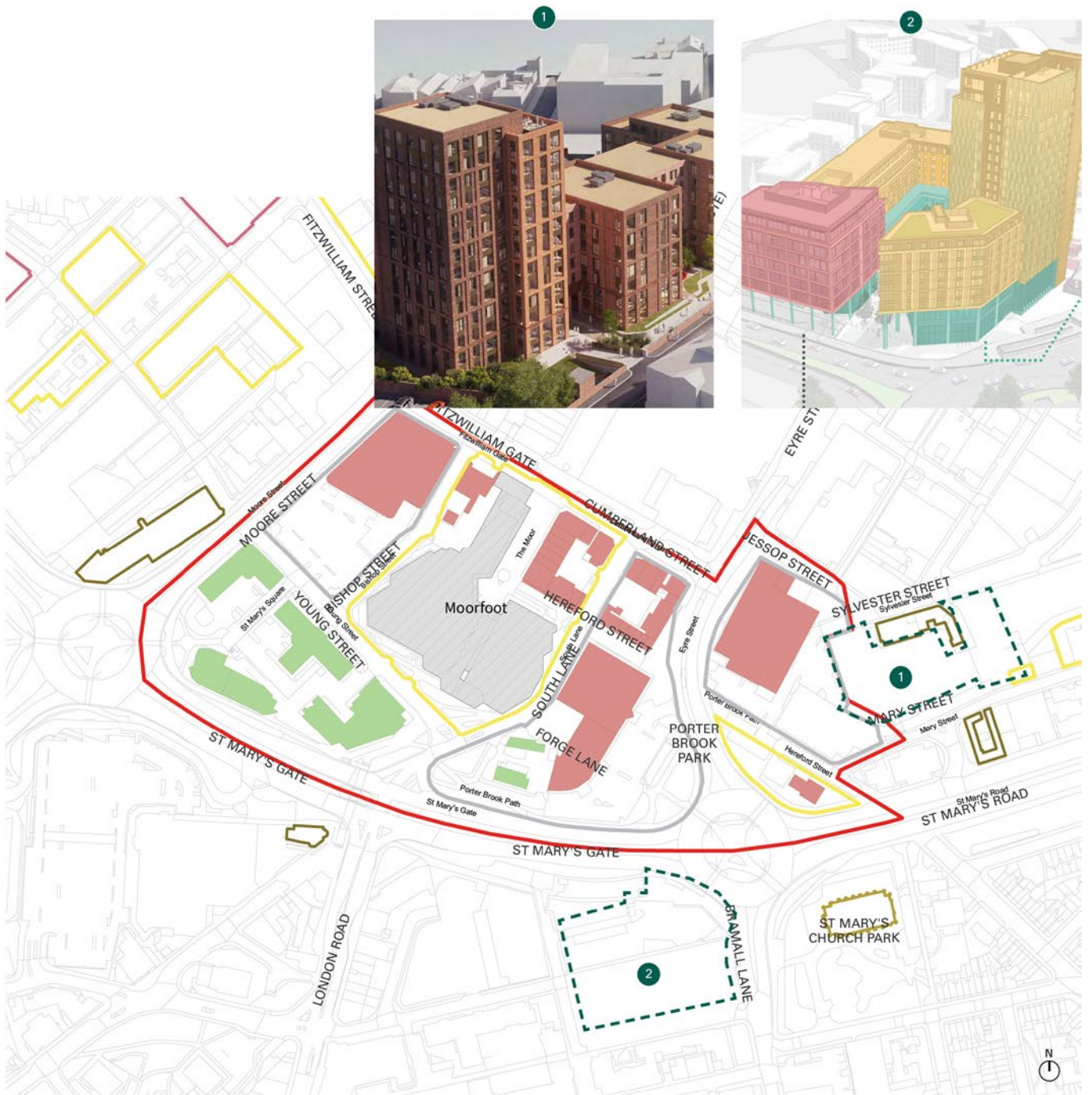


5

- 1. Lambert Street- existing warehouse building converted into homes
- 2. Gibraltar Street with existing retail and FandB offer

- 3. Existing warehouse building of character along West Bar
- 4. Existing warehouse buildings converted into independent FandB offer

- 5. Along Trinity Street- existing warehouse buildings make up the character of St Vincent's



Buildings for Change plan, and Planning Applications

KEY

- | | | |
|--|---------------------------------------|---|
| Priority Location boundary | Grade II Listed | Planning Applications as of 30.09.2021: |
| Building Quality* | Grade II* Listed | 1. Sylvester Street |
| Buildings to change | Significant building (no designation) | 2. New Era Square |
| Renewal | Sites | |
| Protection | Known Sites | |
| Protection (with selective demolition) | Known Sites (Council Owned) | |
| Already / Permission to be demolished | Known Sites (non-residential) | |

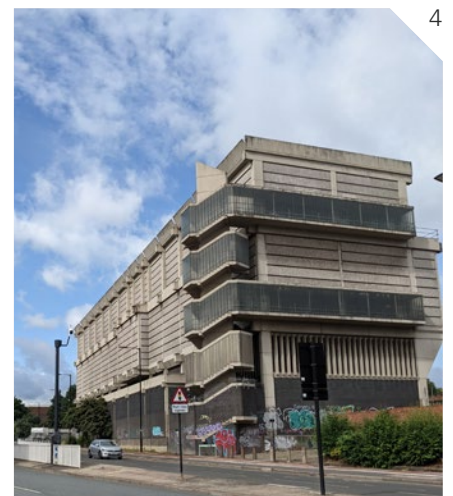
* Building Quality has been determined from the Sheffield Characterisation Study 2001, Urban Design Compendium and high-level desktop analysis of the Priority Location and it's buildings. The Building Quality determination is subject to further, detailed analysis of the buildings character and quality to determine the suitability for redevelopment or demolition.

Existing building character review

Moorfoot Priority Location is comprised of warehouses, retail units and surface car parking. Modern high-rise development is limited, only bordering the ring road edge.

Currently there are no active planning applications happening within the Moorfoot Priority Location boundary. To the east of the site, on Sylvester Street (1), there is a proposal for a mixed-used development between 5-14 storeys. It will include 335 residential units with ancillary communal facilities.

Across St Mary's Gate, New Era Square (2) is under construction- a mixed use block of buildings between 8-21 storeys. It will comprise of 650 student homes, 12 luxury private apartments and 2 penthouses, along with office and retail spaces.



- 1. Warehouse buildings and the Moorfoot building
- 2. The Moor street (historically called South Street) looking towards the Moorfoot
- 3. The Moorfoot and smaller warehouse buildings on site
- 4. Grade II Listed Moore Street Electricity Substation

10.4 Castlegate



Buildings for Change plan, and Planning Applications

KEY

Priority Location boundary	Grade II Listed	Planning Applications as of 30.09.2021:
Building Quality*	Grade II* Listed	1. Sheaf Valley masterplan
Buildings to change	Significant building (no designation)	2. Grey to Green phase 2
Renewal	Sites	3. Archaeological viewing deck
Protection	Known Sites	4. King's tower. 206 apartments
Protection (with selective demolition)	Known Sites (Council Owned)	
Already / Permission to be demolished	Known Sites (non-residential)	

* Building Quality has been determined from the Sheffield Characterisation Study 2001, Urban Design Compendium and high-level desktop analysis of the Priority Location and it's buildings. The Building Quality determination is subject to further, detailed analysis of the buildings character and quality to determine the suitability for redevelopment or demolition.

Existing building character review

Castlegate has a mix of historical assets within the landscape and the built-form. Large retail buildings which have become almost dormant and modernist civic buildings are characteristic of this Priority Location.

There are several planning applications being proposed and under construction throughout the Castlegate area. The Sheaf Valley masterplan (1) to the south-east of the site and the Grey to Green phase 2 (2) to the north, cover the perimeter of the site with public realm interventions being proposed. To the heart of the site, a viewing deck (3) is proposed to provide citizens with a more direct experience of the castle remains and where the archaeological works can be observed. A 36 storey, mix-used building (4) is being proposed on the corner of Angel Street and High Street, towards Castle Square.



- 1. Sheffield Magistrates' Court
- 2. Along Castlegate- existing pub and Grey to Green scheme

- 3. Listed Court House
- 4. View down Haymarket, existing retail units of poor character

- 5. View of Commercial street towards Park Square
- 6. View along King Street, existing retail units of poor character



Buildings for Change plan, and Planning Applications

KEY

Priority Location boundary

Building Quality*

- Buildings to change
- Renewal
- Protection
- Protection (with selective demolition)
- Already / Permission to be demolished

Heritage designations

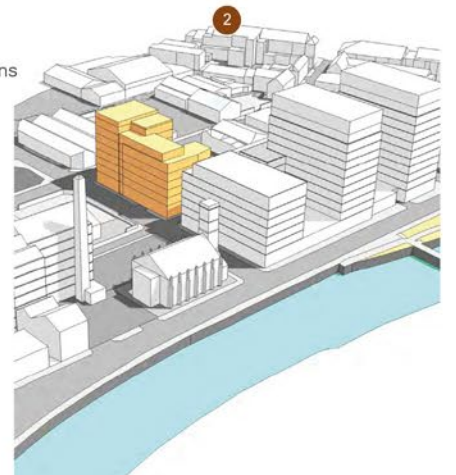
- Grade II Listed
- Grade II* Listed
- Significant building (no designation)

Sites

- Known Sites
- Known Sites (Council Owned)
- Known Sites (non-residential)

Planning Applications as of 30.09.2021:

1. Nursery Street, S3 8GG
2. 18-26 Johnson Street

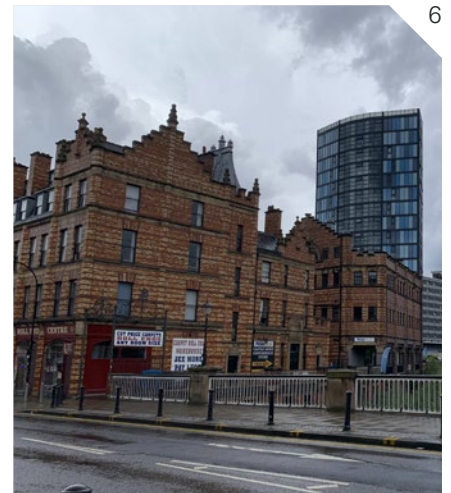


* Building Quality has been determined from the Sheffield Characterisation Study 2001, Urban Design Compendium and high-level desktop analysis of the Priority Location and it's buildings. The Building Quality determination is subject to further, detailed analysis of the buildings character and quality to determine the suitability for redevelopment or demolition.

Existing building character review

Wicker Riverside has a rich industrial heritage. A mix of old warehouse buildings, a Grade II listed church, mill building, the historical asset of Wicker Arches, Wicker High Street and the listed buildings connecting into Sheffield City Centre.

In recent years, the Wicker Riverside area has partly fallen into a stagnant state, with several buildings currently not in use, and several surface car parks. Various sites have been emerging with active planning applications and the proposed demolition of warehouse buildings, in order to introduce mixed-use buildings with residential and retail spaces (Nursery Street and 18-26 Johnson Street).



1. Grade II Listed New Testament Church of God
2. Grade II Listed Royal Victoria Buildings

3. The Wicker main street
4. Aizlewood's Mill, Grade II Listed
5. Industrial warehouses and office building

6. Grade II Listed Royal Exchange buildings and adjoining Castle House, former horse stable block.