The Sheffield Plan
Our City, Our Future

Issues and Options
September 2020

Sheffield
City Council

Foreword

Sheffield is a fantastic place to live, work and enjoy yourself. There is no other city in the UK that has all the great things that a big city has to offer with the spectacular National Park on its doorstep.

Like all cities, Sheffield is constantly changing with new people, new ideas, and new industries. It is developing into a modern, 21st century city for people to live, for businesses to thrive, and has a vital role as the core city at the heart of Sheffield City Region. We've seen the physical appearance of our city transform along with our economy, with the redevelopment of the Moor, Heart of the City 2 and major investment from our universities and global industry leaders like Boeing and McLaren.

But being a major city comes with complex, intertwined challenges - how we support our economy to grow and create more good jobs; how we become a greener and more sustainable city to combat the climate emergency; and how by doing those things, we make our city

a fairer, healthier place, tackling the unacceptable inequalities that some Sheffielders face.

The Covid-19 pandemic has changed the world and our city, challenging how we go about our lives from how and where we learn and work; how we enjoy ourselves; how we move around; and how we connect to and with each other. Covid-19 and the vital measures we have had to take to save lives and protect our communities have instantly reshaped the city in which we live and brought uncertainty to jobs and different parts of the economy.

In this context of uncertainty, it is vital that we try to provide greater confidence and clarity about the city's future, looking at the choices we have and steps that we will need to take if we want Sheffield to become a fair, inclusive and environmentally sustainable city.

This Issues and Options paper does just that: it sets out an ambition for a stronger Sheffield economy with infrastructure to physically and digitally

connect people; a well-designed vibrant city centre; and thriving places to live with good quality homes, facilities, spaces and services. And it sets out the choices and issues we have to consider if we want to achieve those goals.

In the initial Sheffield Plan consultation in 2015, Sheffielders said loud and clear that they don't want to see building on Sheffield's countryside and the Green Belt. I don't either; I want to protect our environment as far as possible and we've taken a fresh look at whether more homes could be provided within the existing built-up areas of Sheffield to minimise the number of homes on the Green Belt.

People also said that they want Sheffield to have better transport, a bigger, higher density city centre and more affordable housing and so the Issues and Options paper looks at what we need to do make any of this real.

But of course, the Sheffield Plan isn't really about buildings and roads. Its about people and the type of life we want for future generations of Sheffielders. I want our Plan to set out the foundations for an inclusive city where people's early years, education, jobs, homes and life chances and opportunities are not limited by where they live or grow up.

I want to hear what you think of the latest options that have been reshaped by the 2015 consultation.

- Does the vision match your ambitions for the city?

- What do you think of the specific choices we have to make about business development, infrastructure and housing?

- Are there any other things that the new plan should cover?

This is our opportunity to work together to create a fairer, healthier and more sustainable Sheffield, protecting our natural assets and creating opportunities for future generations to achieve their potential and enjoy everything that our city has to offer.

Councillor Bob Johnson

Cabinet Member for Transport and Development

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1. Introduction

Like every city, community and neighbourhood, Sheffield is finding its way through a time of exceptional change. In recent years Sheffield has been realising its potential to drive economic growth by adapting to new global trends in employment, technology, trade, migration and investment in infrastructure. But as we emerge from the Covid-19 crisis the value of local economic growth in every community to bring about fairness, inclusion and sustainability is becoming more important than ever.

As the major city at the heart of a wider city region, Sheffield needs to increasingly assert its role as one of the main drivers of economic growth in the north of England. This can only be done through prioritising new initiatives and projects to develop the economy and enhance the environment of the City Centre and all of our neighbourhoods over the coming years. By planning and managing future development carefully, our aim is to create a carbon-neutral city where inequality between neighbourhoods and people's life chances are a thing

Our population and economy are growing. We need to respond to that by ensuring that we have enough jobs and homes for local people now and in the future, whilst also responding to the Climate Emergency and protecting our heritage and natural assets.

of the past. These are big challenges but our aim is to shift to a sustainable economy with a skilled workforce with higher overall incomes. We intend to build around 40,000 new homes over the next 20 years to cater for our growing population but many of these homes will be affordable homes for people on lower incomes and homes for older people. Our vision is for

all these things to be achieved in a way that respects Sheffield's natural environment and the city's identity and heritage.

What is the Sheffield Plan?

The Sheffield Plan will be the city's new local plan and will guide development in the city until 2038. As a statutory document, it will be a powerful tool to deliver the positive change we have described above; it will have a big impact on the city's economy, affecting the number, type and location of businesses and jobs. It will affect what it's like to live in our neighbourhoods, shop on our high streets, use local services, travel around, and visit our parks, countryside and attractions.

The Sheffield Plan will cover the whole of Sheffield City Council area, except for the area within the Peak District National Park (where the Peak District National Park Authority are the local planning authority).

Why do we need the Sheffield Plan?

The new plan will be an important tool in helping us to achieve our ambitions for Sheffield over the next 15-20 years, including strongly supporting the city's Covid-19 recovery plan. Many of the policies in the current local plan are out of date, so the new plan is needed to help us:

- ensure development is inclusive and benefits the most disadvantaged people in our communities;
- respond to the Climate Emergency;
- support new workplaces that create more and better paid jobs and support businesses;
- provide land for new homes, including more affordable homes, to cater for our growing population;
- prioritise walking and cycling and better public transport;
- ensure services such as schools and doctor's surgeries are provided in the right places and at the right time;
- protect and enhance environmental features and heritage assets

- provide certainty to those investing in our city by identifying development opportunities and clearly setting out our expectations

What is this document?

This consultation document is the start of creating the new Sheffield Plan. We published a similar document in 2015 titled Citywide Options for Growth to 2034. This new document updates the challenges and opportunities facing the city but importantly, sets out a fresh approach for how and where future development could take place in Sheffield. We need you to help us understand the challenges, shape the vision and aims, and tell us what you think about the options for where development should take place.

The 2015 document highlighted one of the biggest challenges our city faces which is how to accommodate the large number of new homes that are needed in the city over the next 15 to 20 years. Although we suggested that most of the new homes could be provided on brownfield sites, there was understandable concern about the suggestion that some would need to be built on Green Belt land.

Front cover for the Citywide Options for Growth to 2034, consulted on in 2015

The responses to the previous consultation, combined with the changes to national planning policy and increased concerns about climate change, have led us to rethink how we could provide sustainable locations for new homes in the city. We are doing further work to assess whether more homes could be provided on brownfield land in the City Centre. This additional work will include a study to look at the housing market in the City Centre. It will inform a much bigger piece of work called the Central Area Strategy.

The Central Area Strategy will be a framework for accelerated delivery of sustainable residential growth across the City Centre. It will form part of the Sheffield Plan and will be ready in time

for when the full draft Plan is published in summer 2021.

We want to ensure we have explored all reasonable alternatives before proposing release of Green Belt land for development. The Government also expects us to take this approach. But we recognise that it may still be necessary to develop a small amount of Green Belt land if we cannot accommodate all of our housing need within the existing urban areas.

We therefore need you to share your thoughts on how we take forward the options presented in this document. Importantly, it provides an opportunity for people to say how policies in the Sheffield Plan could help the city as we recover from the impact of Covid-19 and build a stronger economy.

We have published a new timetable and process[1] for producing the Sheffield Plan; this was published on 20 November 2019. It shows the different stages involved in producing the plan, with final adoption expected to take place by September 2023. This consultation is an early stage in the Sheffield Plan process and it is

1. Called the Local Development Scheme

important that it is not delayed. By getting the Sheffield Plan in place we can ensure that Sheffield has a firm foundation on which to best meet the needs of its residents.

Introduction
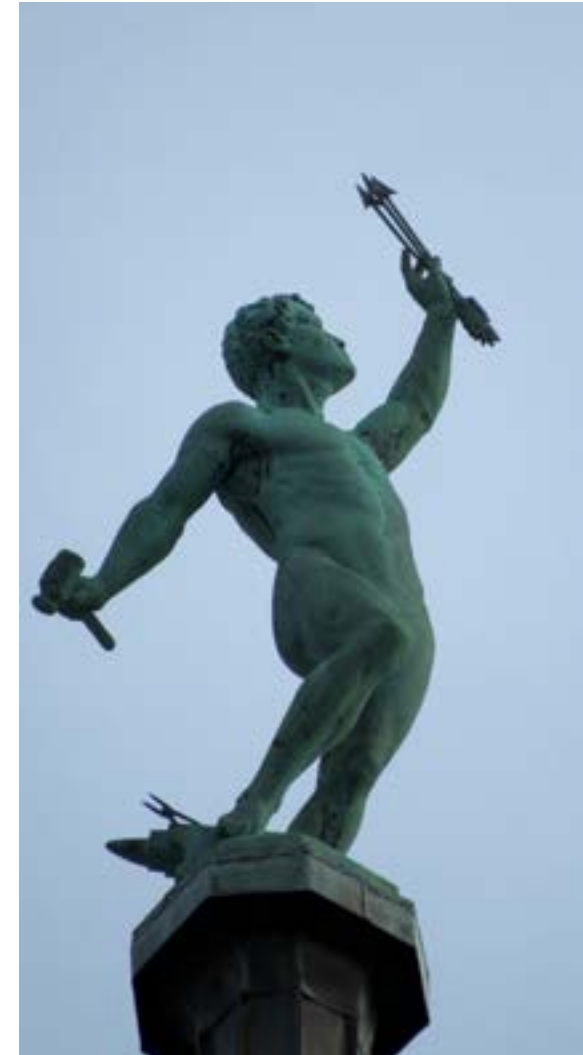
What evidence supports the Sheffield Plan?

We have been working on a number of pieces of evidence that will inform the Sheffield Plan. The following documents are available now to help you understand the options we have put forward in this document:

- A Green Belt Review
- A new Strategic Housing Market Assessment (covering Sheffield and Rotherham)
- A Housing and Economic Land Availability Assessment
- An updated assessment of our employment land requirements
- A Habitat Regulation Assessment
- An Integrated Impact Assessment

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What's changed since 2015?

- We've listened to consultation comments and done further analysis, and we've developed some different options to those considered previously, including more emphasis on the use of brownfield land and higher densities in the central area of Sheffield

- There have been some important changes to national planning policy and guidance including:

  - the introduction of a new way to calculate how many new homes are needed

  - a requirement to plan at least 15 years ahead from when the plan is adopted (finalised) – meaning the plan now needs to look ahead to 2038

  - a requirement to give greater priority to development on brownfield sites, including a requirement for councils to publish a 'Brownfield Register' of sites suitable for residential development

- The Council declared a Climate Emergency in February 2019 which means the council is working towards making Sheffield carbon neutral by 2030; we need to ensure that the Sheffield Plan helps to deliver this

- The Covid-19 pandemic has occured, having a dramatic effect on the city's economy and the way we all live our lives

The previous consultation – what did you say?

When developing a long term vision and strategy for Sheffield, we need to understand what issues the city is facing. The Citywide Options for Growth consultation in 2015 provided a start; **we have summarised some the main messages that you gave us.** These have been used to develop the issues and options that are set out in this document.

Open space is important, but surplus could be developed

Prioritise brownfield land to protect greenfield / Green Belt

Use land efficiently – build at higher densities

Quality and good design are important

Need to emphasise walking / cycling / public transport

Viable businesses should not be lost when planning for housing

Need a mix of small sites in sustainable locations to meet market

Development should be sustainable

Need to plan for infrastructure - schools, health, shops, transport

Need more job opportunities / new businesses in accessible locations

No Green Belt sites until urban options have been explored

Focus offices in the City Centre to maximise transport links

Need affordable and specialised housing

City Centre is a good location for higher density development with amenities and transport links

Improve transport connections including rail and tram

Some facts and figures about Sheffield

Sheffield is one of England's largest cities with a population of around 588,000 – estimated to grow to over 637,000 by 2038

There are more than 245,000 existing homes in Sheffield

In 2019, average house prices were 5.65 times the average household earnings

We have 38 conservation areas and nearly 1,200 listed buildings

We are a 'green city', with around 80 public parks, over 650 other green and open spaces, and more than 2 million trees

Sheffield is the only major city with part of a National Park in its boundary (Peak District National Park)

Consumer spend on outdoor activities and equipment is estimated to be around £93 million in Sheffield, which is 3.2 times higher than the average spend for the UK as a whole

Sheffield City Region includes 1.8 million people and approximately 700,000 jobs, with 234,160 of those jobs in Sheffield (2018)

Sheffield is generally a safe city with relatively low crime rates compared to most other cities

The urban areas of Sheffield cover about 13,500 hectares with a further 9,200 hectares designated as Green Belt

The Heart of the City 2 development in Sheffield City Centre is a £470m development providing new shops, leisure, restaurants, cafes, offices and homes across 7 hectares and 1.5m sq ft of floorspace

Life expectancy in the most deprived areas of the city is 10.1 years lower for men and 7.6 years lower for women than the least deprived areas

There are 17 District Centres providing a range of shops, leisure and community facilities as well as 100 Local Centres providing basic shops and services close to where people live

Average wages are around 10% lower than the national average

Meadowhall attracts 24 million visitors every year and has contributed £4.4 billion to the Sheffield City Region economy

Poor air quality harms people's health, and accounts for up to 500 premature deaths a year in the city

Economic output per person is significantly below the UK average and is lower than the other Core Cities

In Sheffield, 12% of households live in fuel poverty as a result of low incomes, high fuel prices and homes which are expensive to heat; this has a significant effect on health and wellbeing

150 miles of watercourses in five main valleys, that converge in the City Centre, have caused many floods in its history

In 5 of our city's wards, over half of children live in poverty, with over a quarter of children and young people in the city in or at risk of poverty or social exclusion

2. Vision and Aims for Sheffield

By 2038... Sheffield will be a stronger, more inclusive and sustainable city.

It will be known as a city that increases the skills of its people and the productivity of its businesses, enabling everyone to reach their full potential, regardless of where they live or grow up.

Income and health inequalities will be reduced and we will have achieved zero carbon status.

The city will be known worldwide as a 'city of makers': advanced manufacturing, specialist steels, forged products and digital innovation; to award winning theatre, international art and design, ground breaking research and world class talent.

It will be the destination city, major employment centre and academic and cultural heart of the Sheffield City Region.

Its reputation as the Outdoor City will have nurtured an unparalleled quality of life for existing and new residents, retaining talent and attracting investors.

The city's prosperity will be underpinned by a strong transport system and good quality housing offer.

Sheffield Plan Aims

Eight aims flow from the Vision, summarised in the diagram opposite and explained in more detail after.
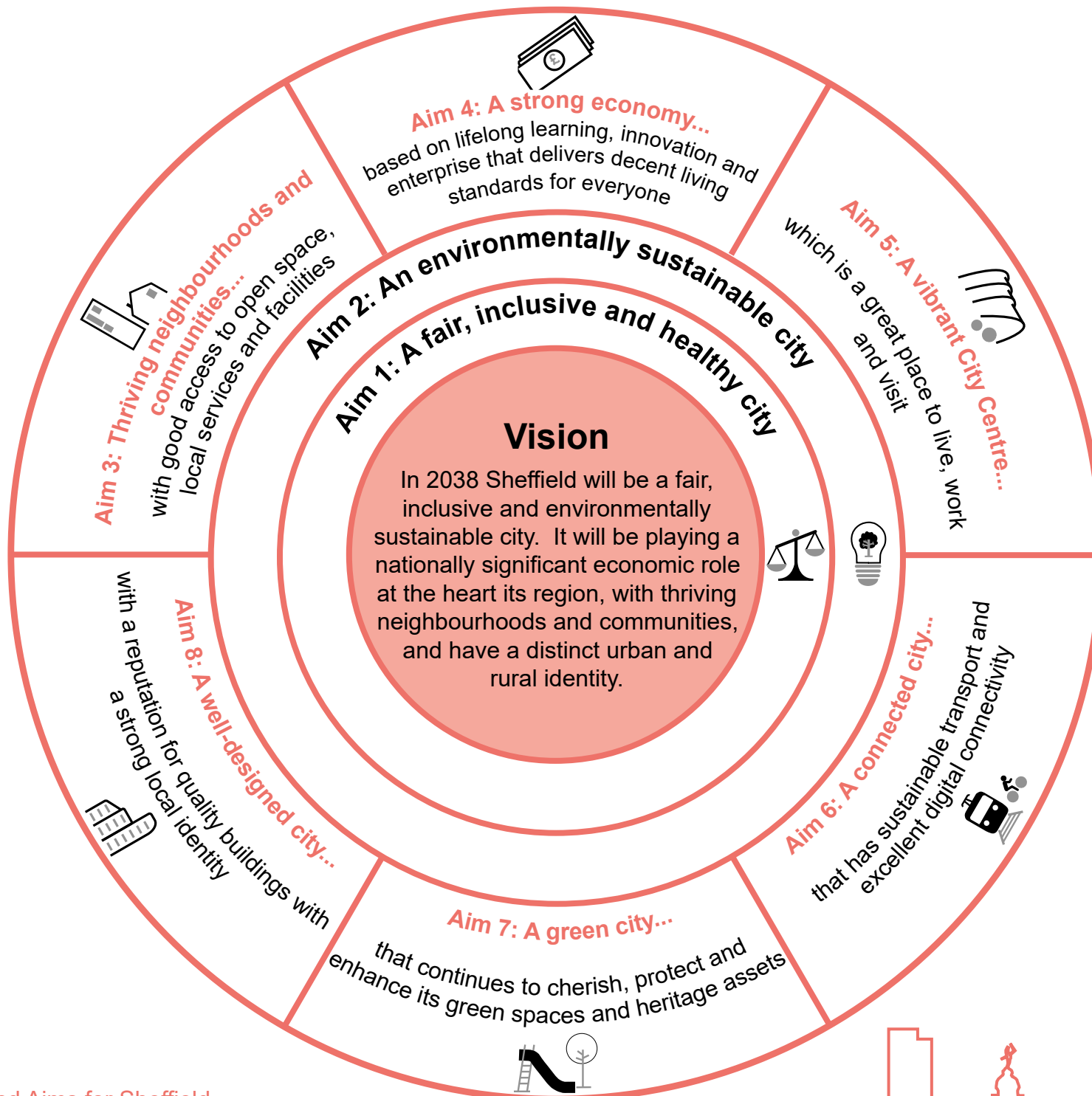
There is significant overlap between the aims. The first two aims are heavily dependent on the other six which is why we have shown them in the diagram as 'wrapped around' the Vision. For example, a strong economy will help to raise average incomes and enable more people to access the housing market, more efficient public transport should reduce car use which will reduce carbon emissions and improve air quality. Meeting all of the aims will contribute to creating a healthy city.

For each aim, we also suggest a number of more specific objectives for the Sheffield Plan.

Image by PIRO4D from Pixabay

Vision

In 2038 Sheffield will be a fair, inclusive and environmentally sustainable city. It will be playing a nationally significant economic role at the heart its region, with thriving neighbourhoods and communities, and have a distinct urban and rural identity.

Aim 1: A fair, inclusive and healthy city

Aim 2: An environmentally sustainable city

Aim 3: Thriving neighbourhoods and communities...
with good access to open space, local services and facilities

Aim 4: A strong economy...
based on lifelong learning, innovation and enterprise that delivers decent living standards for everyone

Aim 5: A vibrant City Centre...
which is a great place to live, work and visit

Aim 6: A connected city...
that has sustainable transport and excellent digital connectivity

Aim 7: A green city...
that continues to cherish, protect and enhance its green spaces and heritage assets

Aim 8: A well-designed city...
with a reputation for quality buildings with a strong local identity

Consultation questions

Q1a: Do you agree with the draft vision?

Q1b: Please explain your answer

Q2a: Do you agree with the 8 aims?

Q2b: Please explain your answer

Aim 1: A fair, inclusive and healthy city

Tackling inequality and ensuring that the city becomes fairer, more economically inclusive and healthier over the next 20 years is a key priority for the Council. At the moment, we know that some neighbourhoods experience a range of different problems, including unaffordable housing, poorer health, low incomes and infrequent public transport services. Those who live in poorer parts of the city have worse health and live shorter lives than those in better off areas. Quite simply, where you live in the city affects you future life opportunities. Whilst the Sheffield Plan cannot, on its own, provide a solution to all these problems, how we shape our physical environment and where and how we develop can play an important part.

Housing inequality takes different forms in different neighbourhoods, and it is important to understand needs at a local level. However, across the city as a whole, in 2019 average house prices were 5.65 times the average household earnings. Home ownership is unaffordable for many households, and recent findings show that the private rented sector, which is growing,

also remains unaffordable for many. Our latest market analysis shows that we need around 900 additional affordable homes per year over the next 5 years to tackle the existing backlog and meet future needs.

One way the plan can help make new homes work better for all people within our communities is to require them to be built to higher design standards. Providing accessible homes helps people with mobility issues and families with young children, while enabling people to stay in their homes for longer as they get older. Better space standards and private amenity space have benefits for both physical and mental health. The importance of providing quality greenspaces close to peoples' homes has been brought into sharp focus by the Covid-19 pandemic.

It is important that the Sheffield Plan protects the city's valued open spaces, parks and countryside and promotes improvements to greenspaces that have become rundown. Greenspaces give people excellent opportunities for physical activity and informal recreation, helping to reduce levels of obesity in the city.
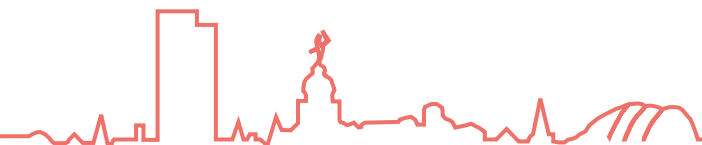
> **i**
>
> **Affordable housing**
>
> National planning policy defines affordable housing as: 'housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)'. A fuller explanation of what this means is provided in the Housing Fact Sheet.

Investment in public transport, cycling and walking infrastructure, as well as planning for new developments in places where people can get to without using their cars, will help not only reduce carbon emissions but also improve air quality (a major issue for health inequality in the city). Making it easier for people to walk or cycle also encourages them to lead more active, healthier lifestyles.

A feature of the plan is to support Sheffield's competitiveness by creating the conditions to increase high skilled jobs in key sectors. More and better

paid jobs, especially in places that people can travel to easily from their homes, will contribute to making Sheffield a fairer place to live.

> **!**
>
> **Draft objectives for a fair, inclusive and healthy city**
>
> - To develop and grow the city in a way which is fair and inclusive, maximising the benefits for disadvantaged communities and vulnerable people – meaning the gap is closed between the wealthiest and poorest areas of the city
> - To develop the city in ways which improve the health and wellbeing of all Sheffield's residents and which reduce health inequalities

> **?**
>
> **Consultation questions**
>
> Q3: How can new development help to create a fairer and healthier city?

Aim 2: An environmentally sustainable city

The Council declared a Climate Emergency in February 2019. In response to this emergency, the Council is:

a. Working towards Sheffield becoming a zero carbon city by 2030 (the national target is 2050)

b. Holding a Citizens' Assembly, which will help to guide the way to zero carbon

> At our current rate of energy consumption, we would use the whole 16 million tonne future carbon budget in **less than 6 years.**

To help us work towards becoming a zero carbon city, we commissioned some analysis from the Tyndall Centre for Climate Change Research[2]. Their report set out a 'carbon budget' for the city based on energy usage, and recommended that for Sheffield to make a fair contribution to global

2. More information available at: https://www.sheffield.gov.uk/home/your-city-council/climate-emergency-response

climate change goals, future emissions must not exceed 16 million tonnes of carbon (from energy only). This includes carbon emissions from:

- Passenger transport
- Freight
- Industry
- Heating
- Electricity use

It does not include carbon emissions from:

- Imports
- Aviation
- Shipping

The Sheffield Plan will play a very important part in how we tackle climate change, through both our approach to locating new development in the city, and through the planning policies which we will use to manage development. Such policies will ensure new development meets specific standards for things like renewable energy generation and carbon reduction, and is resilient to

future changes to the climate. We will be consulting on the policies in the full draft of the Sheffield Plan in 2021.

Zero carbon

Normally referred to as 'net zero carbon', which means that the amount of carbon emissions is zero either through emitting no carbon or through offsetting projects.

Pollution can have significant impacts on both the environment and people's health. The Sheffield Plan will help protect the City from the adverse impacts of air, water and land pollution. It will also help conserve our mineral assets and preserve soil quality.

The location of new development can have a significant impact on the environment. More compact cities, which have higher density homes, a mix of types of development, and good access to services and jobs, tend to have less of an impact on the environment than cities which spread

out more. This is partly because people don't have to travel as far to access the things they need, therefore less carbon and air pollution are emitted from transport. However, dense urban development can create an 'urban heat island', which is when roads and buildings absorb the sun's heat, causing the air temperature to rise. This can be bad for people's health, particularly for more vulnerable groups including the elderly and very young. It also means more energy is needed to cool buildings in the summer.

Flood Risk

Parts of Sheffield suffered from major flooding in June 2007 but much has been done since then to improve flood defences and mitigate the risk of flooding. There is, however, more to do and it is important to take account of the likelihood of flooding in different parts of the city when considering locations for development, to make sure that buildings and people are not put at unacceptable risk. In some areas, it might also mean protecting open land from development where it is needed to store water during times of flooding.

!

Draft objectives for an environmentally sustainable city

- To work towards making Sheffield zero carbon by 2030

- To create a city that makes efficient use of natural resources, mitigates climate change, and is resilient to likely future changes to our climate (including increased risk of flooding)

- To protect and enhance Sheffield's water resources, and minimise the pollution of water, air and soil

- To enable vital mineral resources to be safeguarded and extracted but without causing unacceptable harm to the environment (including climate change)
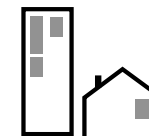
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Consultation questions

Q4a: Do you agree with our suggestions for how the Sheffield Plan could help to deliver a zero carbon city?

Q4b: What other ways could the Sheffield Plan help with this?
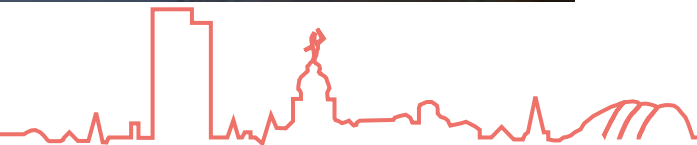
Aim 3: Thriving neighbourhoods and communities with good access to open space, local services and facilities

What do our neighbourhoods need?

Our ambition is to create mixed communities in all parts of the city, with a variety of housing types and sizes that meets the needs of different types of households. This includes catering for the needs of households on different incomes. Providing new homes through the Sheffield Plan can help achieve this but other strategies and programmes will also play a part, for example by influencing how existing homes are altered to meet the needs of older people or by carrying out environmental improvements in a neighbourhood to make it a more attractive place to live.

Successful neighbourhoods, that are inclusive and sustainable, rely on having basic services that are within walking distance of most homes. District Centres provide a wider number of facilities and act as a focal point for several neighbourhoods and it's therefore vital that they are accessible by public transport. Building higher density housing schemes on brownfield sites around District Centres and using vacant floorspace above shops can help the viability of the centre and reduces the need to travel.

We have looked at the type of homes that are needed at a neighbourhood level. The city is split into 13 different housing market areas which cover around 100 smaller neighbourhoods. There can be significant variations in housing sizes, types and tenures within the 13 market areas, so when sites are allocated in the Sheffield Plan it will be important to consider needs at the smaller neighbourhood level. However, the 13 areas provide a helpful way of understanding the distinctive housing offer that is already available, and may be needed in the future, in different parts of the city.

1. City Centre.
Significant shortfall of affordable housing and also a demand for larger accommodation and home ownership. 10% of older households would consider living in the City Centre.

2. Chapeltown & Ecclesfield, Burncross, Grenoside and High Green.
Under-supply of smaller properties for downsizers and newly forming households.

3. Burngreave, Darnall, Fir Vale Tinsley and Woodside.
Demand is high for social rented housing and there is a strong need for small flats, large houses and sheltered social housing. Significant capacity to allocate sites along the canal for transition to housing as part of a mix of uses.

4. Arbourthorne, Gleadless, Manor, Norfolk Park and Wybourn.
Affordability remains an issue, and there is a growing need for older people's social rented accommodation.

5. Brightside, Firth Park, Fox Hill, Parson Cross, Shiregreen and Wincobank.
A significant shortfall of accommodation for older people, particularly in the social rented sector. There is also a need for 4 bed homes.

6. Hillsborough, Stannington, Wadsley and Walkley Bank.
There is a shortfall of smaller, 1 and 2 bed homes across the area which affects newly forming households as well as older downsizers.

7. Peak District Fringe (including parts of Lodge Moor and Dore).
A significant number of potential movers want a smaller, more affordable home, that would meet the needs of both downsizers and newly forming households. There is a demand for private rented housing.

8.Oughtibridge, Wharncliffe Side and Worrall.
Few opportunities for downsizing or smaller properties in the private rented sector for newly forming households. An increasing need for accommodation for older people.

9. Batemoor, Beauchief, Greenhill, Lowedges, Norton and Woodseats.
Some neighbourhoods with very low levels of social housing have a particular need for new affordable housing. There is also a need for smaller homes for sale.

10. Beighton, Handsworth, Mosborough, Owlthorpe, Richmond and Woodhouse.
Few starter homes or downsizing opportunities available. By 2038, this area will have the highest shortfall of specialist older people's housing.

11. Bradway, Dore, Ecclesall, Fulwood, Millhouses, Ranmoor and Totley.
There is only a small private and social rented sector, so those unable to buy are likely to need to move elsewhere. There are also fewer small homes to provide opportunities for downsizing or newly forming households. A variety of new homes would help diversify the available housing options, including older people's independent living, smaller homes for private rent and also homes for social rent.

12. Stocksbridge and Deepcar.
There is a relatively low supply for 1 and 2 bed homes for newly forming households and older downsizers. There is no extra care provision for older people in this area.

13. Broomhill, Crookes, Crosspool, Heeley, Nether Edge and Walkley
Has the greatest overall need for affordable housing, with higher than average house prices but also significant numbers of households that are on lower incomes. Limited opportunities to allocate land for homes in the Sheffield Plan; recent housing completions have largely been for apartments. Infirmary Road offers opportunities for new housing.

How many new homes do we need?

Over the next 18 years Sheffield needs nearly 40,000 new homes[3] to meet the needs of our growing population and to replace a small number of homes that we predict will be demolished or converted to other uses. This takes account of predicted population growth and the link between incomes and house prices, using a standard Government calculation (see the Housing Technical Note for more information on this). We think this would be enough homes to support the planned growth in new jobs and would enable us to meet the local needs identified in the different housing market areas described above. New homes represent the largest land use that we need to plan for and therefore the spatial options introduced in Section 3 of this document focus largely on the alternative ways that we could meet this need.

Although the number of homes needed per year sounds like a lot, it is worth noting that we have built an average of 2,055 homes per year over the last 5 years, so we are not anticipating a
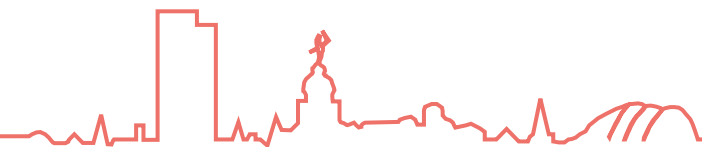

big increase in the number of homes built each year. However, we know that it will be a challenge to provide the required number of homes every year all the way to 2038. Much of the recent supply has been student accommodation and we know that we need other types of housing.

The majority of people's housing needs will continue to be met through the existing, diverse, housing stock. Through the Sheffield Plan we need to consider how to meet the specific housing needs of different groups within the community, such as families, older people, gypsies and travellers and to create opportunities for self-builders. There is a legal requirement for local plans to allocate sufficient sites for gypsies and travellers and our latest assessment show we need an extra 44 pitches. Suitable sites for these different types of homes, including sites for gypsies and travellers, will be selected from the list of sites provided in the Housing and Economic Land Availability Assessment that has been published alongside this document.

3. An average of about 2,185 homes per year (including homes needed to replace those that are demolished or converted to other uses).

The minimum number of homes we need, which is set by Government, exceeds the amount of urban and brownfield land available in Sheffield based on current density policies.

We've undertaken an exhaustive search of all urban and brownfield development options. This shows that under current policies it is possible to deliver around 30,000 new homes and meet all our employment land needs in the existing urban areas.

The remainder of the land for housing will therefore either need to be released from the Green Belt or accommodated by building at higher densities, especially in the City Centre and surrounding areas. Proposing to release Green Belt land is a last resort.

As already noted under Aim 1, we need around 900 new affordable homes every year to help everyone to be able to live in a safe, secure, warm home that they can afford, as part of a fairer city. We need new homes for young families starting out, as well as to meet the needs of the ageing population, and to encourage people to come and work in Sheffield which will support our growing economy.

Over the last 15 years, 95% of all new homes have been built on brownfield land, protecting greenfield sites within the city. We think it is important to continue to develop brownfield land in the urban area as a priority, as this helps us to invest in existing communities and make the best use of the land available. Existing communities can benefit from new homes built in their areas, particularly when those homes provide house types that are different from the existing offer, and enable people to stay in an area as their housing needs change.

It is important that the homes we need are built in Sheffield rather than in surrounding districts. This is because we want to reduce the need for long distance commuting around the region, as this leads to increased travel by car, causing poorer air quality and congestion.

Every year, people move from Sheffield to the other districts in Sheffield City Region. In particular, there is a trend for people wanting housing suitable for families to move to Rotherham, North East Derbyshire and Barnsley.

We need to make sure our residents, in particular our young people, have access to affordable housing. That's why we're proposing that 30% of homes in the highest value areas of the city will be affordable and 10% of homes in much of the rest of the city. There are, however, some areas such as the City Centre where it is not currently viable to provide affordable housing as part of private developments so, in these areas, the Council will use its own land and borrowing to fund any affordable homes that are needed.

It's also vital that we meet the needs of an aging population. We are proposing that all new homes can be more easily adapted to cater elderly residents and 10% of all new homes are suitable, or can be adapted, for wheelchair users.

However, many more people move to Sheffield from elsewhere in Britain and abroad, particularly younger, working-

age people and students. This is really important to make sure that there are enough people to work in Sheffield's growing businesses. As the main city within Sheffield City Region, we would expect to see a relatively higher proportion of younger households, and a higher demand for City Centre living.

Neighbourhood Planning

Neighbourhood plans are written by local communities to guide new development. In Sheffield, there are two draft plans that have been submitted for examination and a further two plans are at an early stage of being developed. If approved, they will be used alongside other local and national planning policy in making decisions about planning applications.

Under Government planning rules, the Sheffield Plan will be expected to set out how many homes need to be built in each neighbourhood planning area.

!

**Draft objectives for thriving neighbourhoods and communities**

- To create a housing market that works for everyone and which provides quality, choice and affordability across the city

- To ensure Sheffield has an adequate supply of residential development land so the city can meet its requirement for new housing

- To significantly increase the supply of affordable housing, accessible market housing and specialist housing for older people, disabled people and other vulnerable groups, particularly in places of greatest need

- To provide sites for Gypsies and Travellers in appropriate locations to meet the current needs and to guide the provision of additional pitches if further need arises

- To create neighbourhoods that work for everyone, with a mix of housing and access to a range of local facilities, services and open space, offering all residents the best life chances regardless of age, health or disability

Consultation questions

Q5a: Do you agree that the annual housing requirement figure in the Sheffield Plan should be the same as the housing need figure calculated by the Government?

Q5b: Please explain your answer.

Q6: How should the Sheffield Plan respond to the housing needs of specific groups? (Examples include people on low incomes, first time buyers, older people, self-builders and people with mobility problems)

Q7a: Should the Sheffield Plan adopt the Government's minimum space standards for new homes?

Q7b: Please explain your answer.

Q8a: Should all new homes be designed to be adaptable for lifetime use at minimal cost?

Q8b: Please explain your answer.

Q9: In which areas of the city should homes be provided for self builders?

Q10a: What are the most important factors to consider when allocating Gypsies and Travellers and Travelling Showpeople sites?

Q10b: Do you have any suggestions where these sites could be provided?
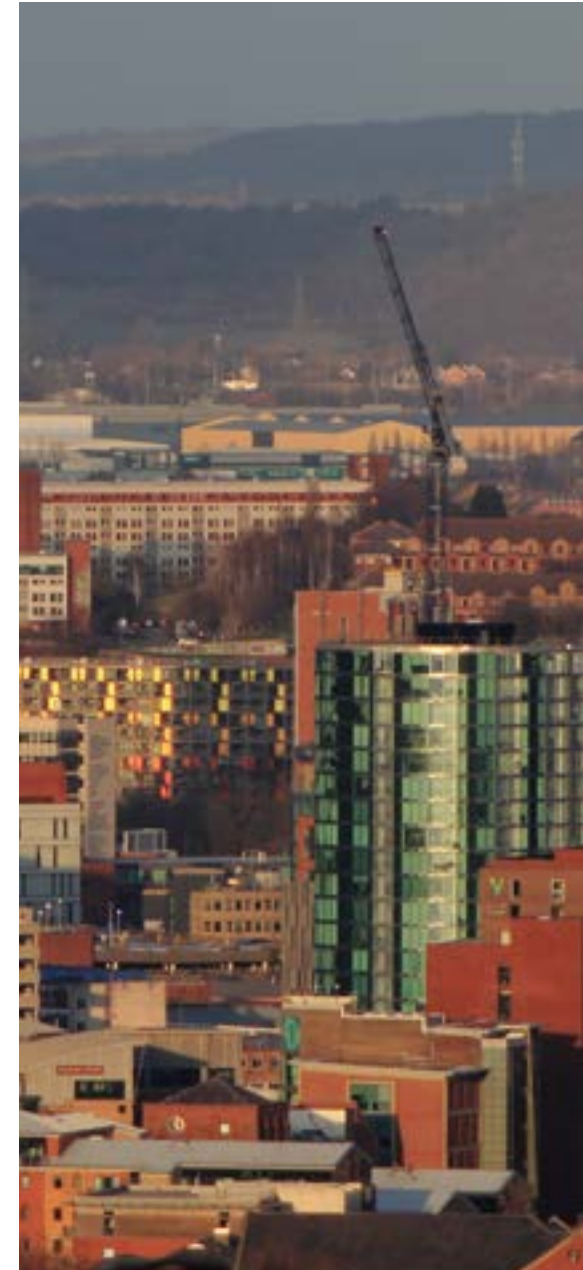
Aim 4: A strong economy based on lifelong learning, innovation and enterprise that delivers decent living standards for everyone

Employment

Our economic vision is for everyone in the city to be able to reach their full economic potential and achieve a decent living throughout their working life. At a basic level this means creating more, and better paid, jobs. But it's also about ensuring that everyone has access to a good education and life-long learning and training opportunities, regardless of where they live or grow up.

The [Sheffield City Region Strategic Economic Plan](#) aims to create 70,000 additional jobs across the city region between 2015 and 2025, with an additional 25,550 jobs set to be created in Sheffield. Whilst more jobs are needed to cater for the city's growing population, an important aim is to increase the overall number of skilled and better paid jobs.

These new, higher value jobs are needed to develop a strong and growing economy. They need to focus on the city's strengths of advanced manufacturing, creative and digital industries, financial and professional services, higher education, the outdoor city, and health and medical services.

As the only city in the Sheffield City Region, Sheffield is a major employment centre for the SCR economy, particularly for higher skilled jobs. Sheffield must develop as a destination city or 'Magnet City' where its unique economic, cultural and sporting assets become a stronger attraction to innovative and creative businesses and visitors. This will involve building on existing assets, in particular a high quality physical environment.

The Advanced Manufacturing Innovation District (AMID) covers much of the Lower Don Valley and extends into Rotherham. It is rapidly becoming Europe's leading innovation led, advanced manufacturing cluster where world-class manufacturers collaborate and co-locate alongside a concentration of skilled engineers, high-tech firms and applied research facilities. It is a place where new technologies and operating methods are explored, and industry relevant research and development can be turned into products that can be sold across the world. The city will also seek to build on the strengths of the AMID by looking to expand its area where appropriate.

> The Sheffield Plan aims to support jobs and economic growth in Sheffield by making 140 hectares of employment land available.

There are, however, areas where the city under-performs compared to national levels and other UK cities. Like many major cities in the North, Sheffield suffers from a 'productivity gap' whereby its productivity does not match the national average. The make-up of our economy is important and if we support the direction of travel to rebalance the economy towards opportunities in more highly productive industries, as well as skills development and job creation in high productivity occupations, then we will start to increase our performance relative to other places. Put simply,
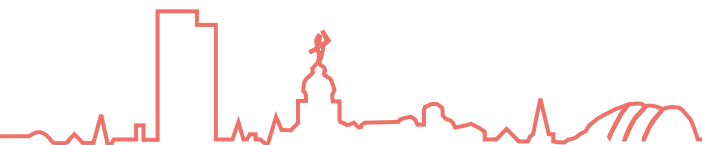
Sheffield should be doing better given its size and assets and to continue to underperform prevents both the city as a whole, its residents and the wider City Region from fulfilling their potential.

Prospective economic growth in Sheffield as the Outdoor City is captured by a study by Sheffield Hallam University[4]. It shows that Sheffield has higher than average participation in outdoor activities, and with that comes higher than average expenditure on outdoor trips and equipment.

Failure to consolidate these growth sectors will lead to significant economic inactivity and have an adverse impact on economic growth. This will disproportionately affect those with more limited ability to access job opportunities and exacerbate the problem of low incomes for those in low-paid jobs and on benefits. Furthermore, retaining and creating higher skilled and higher paid jobs within Sheffield will help to reduce the number of people commuting out of the city.

The full potential for economic development and the job growth required in Sheffield cannot be achieved without a supply of land and sites available for new business and industrial premises. The Sheffield Plan must, therefore, ensure that there is sufficient land available to meet the needs of existing and new businesses, especially in the employment growth sectors. Each sector, however, will have preferences for where they locate (e.g. City Centre or close to motorway links) and the plan must seek to meet their needs as much as possible.

The link between economic activity, transport, housing and health cannot be underestimated. Better access to higher wages and jobs of all levels has a positive impact on housing and health.

This Aim must be achieved at a time when the city will be dealing with the economic impacts of the Covid-19 pandemic. There are likely to be changes in the way we work, in particular how we use office space. The plan will need to consider what impact this will have on the type, location and amount of office space needed. The crisis is also likely to have had a disproportionately negative impact on lower paid and less skilled people in our workforce, so we will have to work even harder to create the right conditions to ensure there are new employment opportunities for all our residents.

We estimate that the amount of land required to accommodate the new jobs in the City Centre is around 2 hectare/year. The amount of land estimated to accommodate new businesses in other parts of the city is around 8 hectare/year. We can meet our employment land need and supply requirements for around 10 years but will need to identify further employment land when reviewing the plan in 5 years' time. The city's employment needs will continue to be met within the main established employment area, particularly the City Centre, the Lower and Upper Don Valley, Smithy Wood and Halfway/Oxclose.

Other established employment areas include- the Blackburn Valley/Ecclesfield Common, the Sheaf Valley, Dore House Industrial Estate, Stocksbridge steel works, Wharncliffe Industrial Area at Deepcar and the Thorncliffe industrial area in Chapeltown.

More information can be found in a

separate Employment Land Need and Supply Technical Note.

!

Draft objectives for a strong economy

- To enable more and better quality jobs to be created in the city's economy in order to raise average incomes and build a future based on Sheffield's competitive advantages in the areas of advanced manufacturing; education, learning and knowledge; creative and digital industries; advanced technology; research and innovation; medical technology and services; sports science; outdoor leisure

- To ensure there is a sufficient range of locations and premises available for new businesses and those relocating from within the city and elsewhere

- To support the growth and development of the city's universities, colleges and training providers to enable an increase in the skills and capacity of the workforce
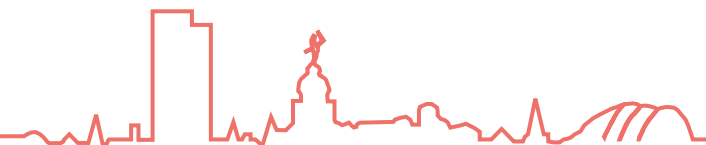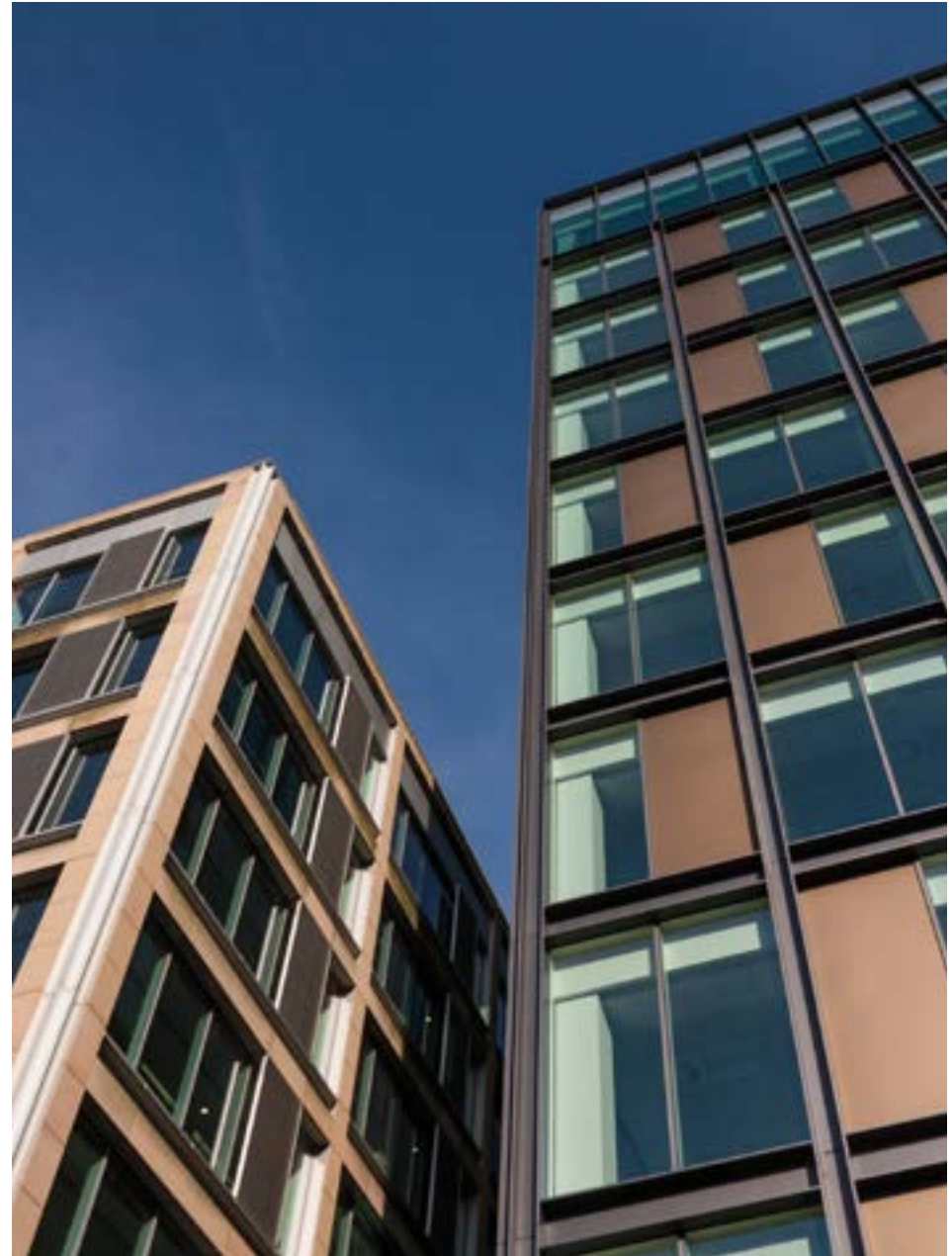
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Consultation questions

Q11:   Where should land be allocated for employment uses and why?

Q12a: Should some of Sheffield's employment land requirements (e.g. for warehousing and distribution) be met on sites in other parts of Sheffield City Region?

Q12b: Please explain your answer.

Vision and Aims for Sheffield

Aim 5: A vibrant City Centre which is great place to work, live and visit

Sheffield City Centre is a major economic driver within the City Region, with a concentration of highly skilled sectors as well as valuable cultural assets and two world class universities. To be successful, it needs to be an attractive place to live, work, visit and invest in. It also needs to be able to adapt to changing economic and social circumstances, especially in response to the Covid-19 pandemic.

To date, celebrated successes such as Kelham Island contrast with student residential enclaves. The challenge is to meet the needs of the current population and attract new people to live, work and spend time in the City Centre. The City Centre is therefore a major focus for the Sheffield Plan.

Commissioned by the Planning Service, Deloitte and Planit-ie are working with the Council to produce the Central Area Strategy – a framework for accelerating the delivery of sustainable residential growth across the City Centre.

A wide range of evidence has begun to be gathered for the Central Area Strategy – identifying key sector trends and the perceptions of stakeholders including new and existing investors in the city; landlords; landowners; existing residents; and businesses. The headlines from the evidence gathered so far suggest:

- The City Centre is seen as a place for work, but it could have a stronger community and sense of place with the amenities to create the demand for city centre living.

- There is a need for better connectivity into and across the City Centre (public transport, walking and cycle infrastructure) to improve the feeling of safety, air quality and help more people access jobs & services.

- A lack of demand, and associated low residential values compared with other regional cities, is making the delivery of a wider choice of quality homes (type and tenure) harder to achieve.

- The city must cement it's identity as a place for innovation, entrepreneurialism and inward investment.

- Increasing productivity is essential through a consolidated commercial market that will increase wages and attract new high-skilled jobs.

The Central Area Strategy is considering a neighbourhood approach to future plan making so that the urban fabric can be stitched together and strengthened to develop the identity of the City Centre. Certain areas will then be prioritised such as the southern area of the Devonshire Quarter, at Moorfoot / Eyre Street, Castlegate, Neepsend and between St. Vincent's and Kelham Island. This approach will ensure delivery is focussed on making the best use of public and private assets, and will generate demand for differentiated neighbourhoods and investment opportunities.
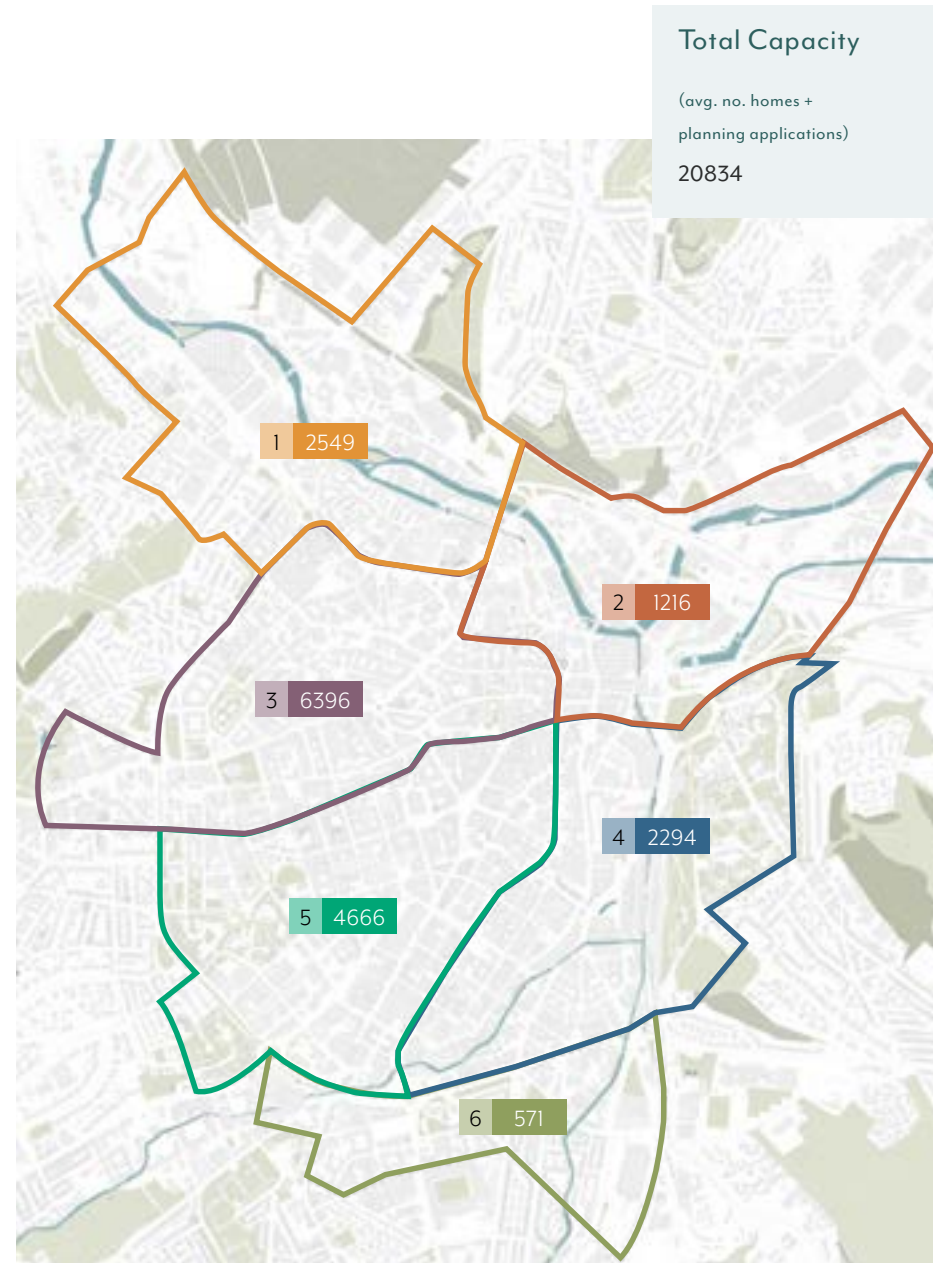
Based on the emerging evidence, therefore, it is possible to deliver around 20,000 new homes in the City

Centre which will release pressure from the edges of the city.

It will be essential that such development is delivered alongside other uses that make-up a successful City Centre. These include the following established priorities for the City Centre over the next decade:

- Completion of Heart of the City 2 – a mixed use development delivering high quality retail, leisure, offices, residentiazl, restaurants and public realm

- The Sheaf Valley and Midland Station – HS2 and Northern Powerhouse Rail will be the catalyst for this next major regeneration project in the City Centre, maximising the opportunities created by improved connectivity to expand the City Centre's business districts and delivering accessibility and air quality improvements for the area.

- Mixed use development is also expected as part of the University campuses, West Bar, the Moor and Moorfoot and Castlegate.

Total Capacity

(avg. no. homes + planning applications)

20834

1	2549
2	1216
3	6396
4	2294
5	4666
6	571

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Map 1: Potential for new homes in the Central Area

!

Draft objective for a vibrant City Centre

- To make Sheffield City Centre the main business, shopping and cultural centre for the wider City Region, providing vital jobs and high quality urban living, and creating a welcoming and attractive visitor destination

?

Consultation questions

Q13a: Should more tall buildings (over 10 storeys) be encouraged in the City Centre?

Q13b: If so, where are they best located?

Q14: Which areas or streets in the City Centre should be zthe main focus for shops?

Q15: Which areas in the City Centre should be the main focus for major new offices?

Q16: How can we encourage more people to choose to live in the City Centre?

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Aim 6: A connected city which has a sustainable and safe transport network and excellent digital connectivity
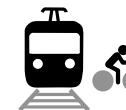
Transport

For Sheffield to be successful, people need to be able to travel effectively. There are many reasons why travel is necessary, for example to get to work or school or to shops, services or leisure facilities. Businesses also need to be able to transport supplies of materials and produce to each other and to their customers. But we know we need to reduce unnecessary trips by private car, because that will reduce congestion, improve air quality and make public transport more viable.

Getting the transport infrastructure right will be fundamental to the success of the plan. That's why we've already launched a new Transport Strategy. This important plan will run alongside and support the Sheffield Plan.

To make sure our city grows sustainably we need to improve our transport connections, whilst at the same time improving air quality, minimising our impact on climate change, and improving the health of our citizens. We need to reduce the number and length of journeys that are made, and enable more journeys to be made by public transport, cycling, and walking. Not only does this improve health and the environment, it also frees up road space for essential trips, such as deliveries to businesses.

Even without housing growth, congestion will become worse unless we enable people to make more of their journeys in sustainable ways. The Sheffield Plan needs to ensure that people and jobs are connected by providing new homes for a growing workforce, particularly in places that are served by high frequency bus, tram, tram-train, or rail, as well as in locations which reduce the need to travel.

Focussing more development into the central area is more likely to reduce the need for travel, especially by car. If a small number of strategic sites (outside the central area) are required in order to deliver the required housing numbers, proximity to public transport will be one of the key considerations. This section of the document looks at this in more detail.

The use of parking standards, transport assessments and travel plans, and developer contributions will also be very important in securing sustainable development. We also need to plan effectively for emerging and new technologies, including for example provision of Electric Vehicle charging infrastructure.

The Sheffield Transport Strategy sets out the vision for transport within the city and beyond. The Strategy identifies the connectivity that is needed to help the city's economy and population to grow in a sustainable and equitable way.

Mass Transit

The Sheffield Transport Strategy identifies the need for Mass Transit corridors which will provide fast, direct public transport services from the suburbs to the central area, providing for existing journeys and future demand. This could be provided by rail, tram, tram-train or high frequency bus services. Together with park and ride, these services will enable more people to avoid bringing cars into the central area.

The corridors are:

- Connecting Sheffield, the Advanced Manufacturing Innovation District (AMID) and Rotherham
- Upper Don Valley
- Chapeltown and High Green to Sheffield
- Meadowhead to City Centre
- North orbital route (connecting Hillsborough, Northern General Hospital, Meadowhall and AMID)
- Handsworth, Woodhouse and Beighton to City Centre

- West and South Sheffield to City Centre, Lower Don Valley and Meadowhall

Sheffield City Region's Integrated Rail Plan identifies potential opportunities to explore rail and tram-train provision on key corridors. Sheffield's intra urban rail network is quite constrained because of the city's topography, and the SCR's 2019 Rail Reinstatement Study proposes that the best opportunities to maximise rail as a mass transit option are:

1. the Upper Don (the Don Valley Line)

2. Sheffield to Chesterfield via Beighton (the Barrow Hill Line)

Development along these corridors would increase their viability by increasing the population in the station catchment areas.

Our priorities for the tram are to work with South Yorkshire Passenger Transport Executive in securing the future of the existing network, including options to expand park and ride on the network, as well as exploring options for increasing resilience, and expansion of the network.

Active Travel

Our priorities for improvements to active travel are to deliver enhanced conditions for cycling and walking.

The Sheffield Transport Strategy establishes that cycling improvements will be prioritised in the areas where there is greatest opportunity for people to cycle for short trips, especially into the City Centre, and where this would be instead of making car trips. The initial priorities are identified as:

- The City Centre, and suburbs in the Broomhill, Broomhall, Highfield, Sharrow and Nether Edge areas
- Middlewood, Wadsley Bridge, Southey Green and Parson Cross, including links to the City Centre.
- Darnall, Attercliffe, Handsworth and Greenland to link to the City Centre, Meadowhall and the Advanced Manufacturing Park.
- The Mosborough Townships, to serve stops on the blue Supertram line
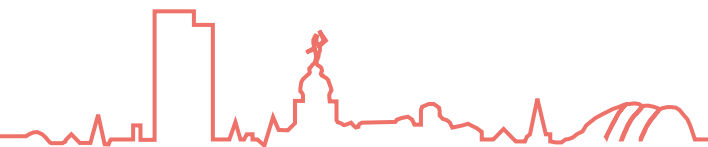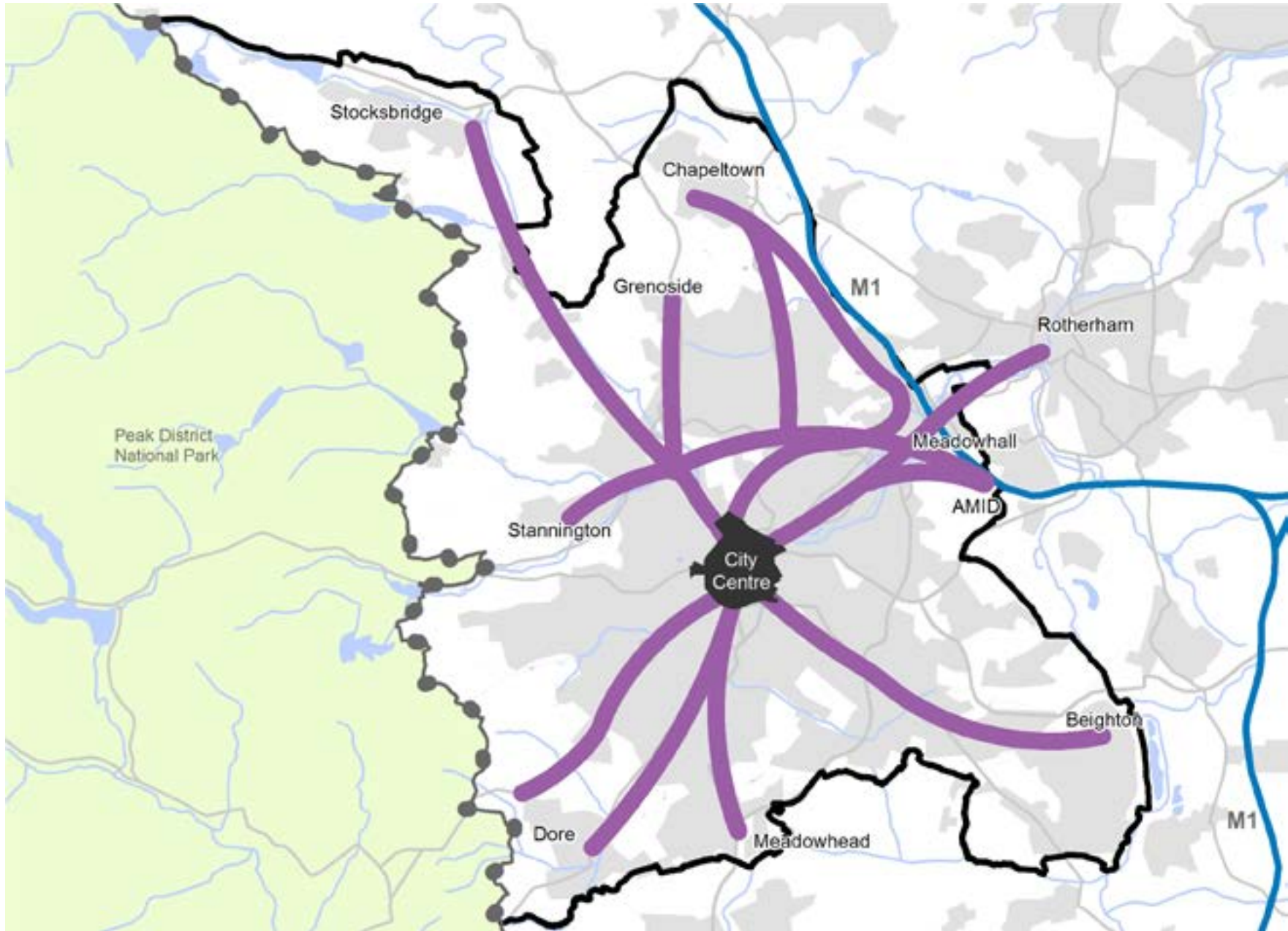
Map 2: Mass Transit Corridors

Vision and Aims for Sheffield

High Speed Rail

Demand for rail travel has been growing across the country and in Sheffield, and the need for more capacity and faster, more frequent journeys is widely recognised. High Speed Rail 2 (HS2) and Northern Powerhouse Rail (NPR) will transform Sheffield's connectivity when they are delivered.

Sheffield Midland Station has been confirmed as the location of an HS2 station to serve the Sheffield City Region and the area around the station would see regeneration alongside that, as outlined in the Midland Station and Sheaf Valley Development Framework. Whilst the improvements to the station buildings and new public realm provide a very high quality arrival point, there remain several undeveloped plots in the immediate vicinity. There are also issues around traffic congestion; taxi and private drop off; poor air quality and severance of neighbouring communities which need to be addressed.

Investment in the station and surrounding area will create a new city district with high quality commercial floor space, attracting demand for new housing. The City Centre is, and will continue to be, the key employment, transport and cultural hub for the city and the wider City Region.

Digital Connectivity

Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. The provision of next generation mobile technology (such as 5G) and of high-speed full-fibre broadband is a key priority of the Government, the Sheffield City Region and the Council.

There are numerous benefits to providing such infrastructure, including to meet the demands from an increasing resident population; to enable businesses to be more productive and competitive; to provide universal coverage so that residents, workers and visitors are always connected; and to meet consumer demand for higher bandwidth, including for home working.

The Covid-19 pandemic has brought into even sharper focus the need to ensure high-quality, efficient digital infrastructure given the huge increase in home working and consequent reduction in commuting journeys both by public and private transport.
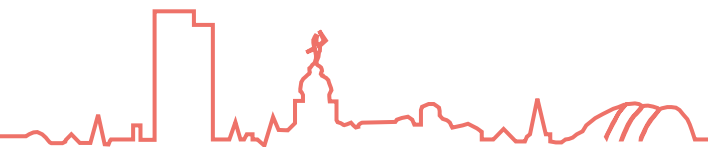
! Draft objectives for a connected city

- To create an integrated and sustainable transport network that promotes and enables walking, cycling and public transport, in order to reduce congestion, improve air quality and safety, and enable healthier lifestyles

- To develop excellent connections with the rest of the City Region and national and international transport networks, including developing new and faster road and rail connections:

  - between Sheffield and Leeds and Manchester, including a High Speed rail service with a City Centre station;

  - between Sheffield and Doncaster Sheffield Airport

- To locate new development where it minimises the distances that people and goods need to travel, by mixing land uses to increase opportunities for people to make single journeys that serve several purposes

- To create a digitally connected city with comprehensive broadband coverage, including in rural areas, and to make efficient use of telecommunications infrastructure

? Consultation questions

Q17: What are the most important transport issues that the plan needs to address?

Q18a: Do you agree with the identified transport priorities?
Q18b: Please explain your answer.

Q19: Do you think that improving walking and cycling infrastructure will encourage more people to choose to live in areas within or close to the central area?
Q19b: Please explain your answer.

Aim 7: A green city that continues to cherish, protect and enhance its green spaces and heritage assets

Protecting green spaces and the natural environment

Sheffield has steep hills, valleys, reservoirs and gritstone rock on its doorstep – providing great opportunities for outdoor recreation. This plays a big part in making Sheffield an attractive place to live.

The plan will protect areas that are important for Sheffield's environment, ecology and heritage. Where there are unavoidable impacts, the plan will require that development provides extensive mitigation.

Sheffield's Green Belt boundary should only change to allow for new homes to be built in exceptional circumstances when all other reasonable alternatives have been exhausted. Most of our Green Belt is too environmentally sensitive to be considered suitable for development.
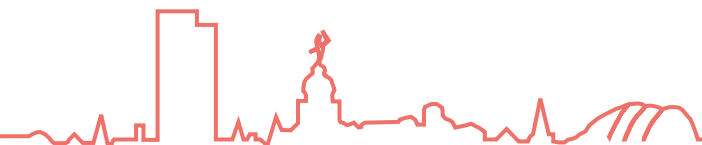
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Green Belt

Green Belt isn't always green and open countryside. For example, there are some brownfield sites in Sheffield's Green Belt. The fundamental aim of Green Belt is to prevent urban sprawl by keeping land permanently open. It can be used to prevent towns and villages merging into each other, to assist in safeguarding the countryside from encroachment by built development and to encourage recycling of derelict land in urban areas. It is not a designation based on ecological value or landscape quality although these would be factored into deciding which sites (if any) should be allocated for development.

We have undertaken a Green Belt Review to check whether land in the Green Belt still performs the 5 purposes of Green Belts that are set out by the Government. The review has also looked at whether there is any land that should be added to the Green Belt

Furthermore, the importance of having urban green space close to people's homes has been highlighted during the Covid-19 lockdown.

There are many greenspaces within the urban areas, including parks, play areas, allotments and playing fields. Many of these greenspaces are highly valued and of good quality. We need to make sure that we have enough greenspaces for the future population of the city to enjoy, particularly for new neighbourhoods that could be established in the City Centre. Doing so will also help us respond to the Climate Emergency (e.g. by reducing run-off of rainwater that can cause flooding). However, there may be other spaces which are of poor quality and are not needed, and these could potentially be redeveloped for other uses such as housing.

Different types of sites in different locations can be important for biodiversity. For example, a brownfield site in the urban area can support more biodiversity than a mown field in the countryside.

When we start to look for specific sites for development, we will ensure that the best quality open spaces and sites that are valuable for biodiversity are protected.

!

Draft objectives for a green city

- To safeguard and enhance Sheffield's unique natural landscape setting of valleys, woodlands, trees, rivers, wetlands, urban green spaces and open countryside, in order to:

  - provide excellent opportunities for outdoor recreation

  - improve health and wellbeing

  - protect and enhance habitats and biodiversity

  - mitigate climate change

- To make efficient use of land by maximising the use of previously developed land and promoting higher density development in accessible locations

?

Consultation questions

Q20a: Do you agree that greenspaces within the urban area which are poor quality and no longer needed could be redeveloped for other uses?

Q20b: Please explain your answer

Aim 8: A well-designed city with a reputation for quality buildings with a strong local identity

Sheffield is a distinctive city with an urban form that in many places reflects its early industrial heritage, specifically the metal trades, and a unique topography that has resulted in the city's townscape. Heritage assets are an integral element of the character of many areas of the city and conserving them alongside new development will have benefits for the wider culture and economy of the city, as well as creating a more individual sense of place. Much of the city's character is also defined by the distinctive landscape of river valleys, dramatic hillsides, extensive tree cover and views out to the city's Peak District setting.

The city has many attractive Victorian, Edwardian and Garden City-style suburbs where the quality of life is good. But that is not true everywhere; there are areas where new development and environmental improvements can make a positive contribution to local identity, helping to transform the character of physical environments that have become run down and are lacking in distinctiveness.

National planning policy recognises that good design is a key aspect of sustainable development and an integral part of good planning. Sheffield has done much to promote high quality design across the built environment and the new Sheffield Plan needs to help maintain these achievements. High quality design also means ensuring that all places of employment, public buildings and the spaces between them are safe and accessible to all (and so impacts on Aim 1). Building design also has a significant impact on the environment through, for example, energy conservation and recycling of building materials (and therefore also impacts on Aim 2).

In the Sheffield Plan, we are proposing that design of buildings, streets and spaces should be sustainable and high quality, whilst respecting and enhancing the characteristic features of the city. However, this consultation also provides an opportunity for respondents to suggest how current design policies should be revised to respond to future challenges, such as the Covid-19 pandemic. There have been suggestions, for example, that all new apartments should have access to private outdoor space such as a roof garden or a balcony.

> **!**
>
> **Draft objectives for a well-designed city**
>
> - To create attractive, safe places with distinct identities, and to enhance the character of urban and rural areas in Sheffield by requiring high quality design of new neighbourhoods, buildings, public spaces, and streets
>
> - To achieve inclusive design of buildings, streets and public spaces so that they can be easily accessed and used by everyone, regardless of health, age or disability
>
> - To protect, conserve and enhance buildings, landmarks and areas that are attractive, distinctive and/ or of heritage or archaeological value

?

Consultation questions

Q21: How should the requirements relating to the design of new developments be changed to respond to future challenges such as climate change or pandemics?

3. Spatial options

Introduction to the Spatial Options

The Sheffield Plan will allocate land for different uses, and there are a lot of different land uses to consider. However, housing takes up far more land than any other type of use so the main focus of the spatial options is on where new homes should be built. But we also look at how the distribution of homes will impact on the need for, and availability of, land for other uses, as well as the implications for travel.

We expect new offices, industry and shops to be built in areas where those types of use are already well established. So, for example, offices will be focussed in the City Centre, whilst industrial sites will be provided in the Upper and Lower Don Valley and areas such as Smithy Wood and Oxclose. Shops will continue to be concentrated in the City Centre, in District and Local Centres, at Meadowhall and in established retail parks.

Sheffield needs over 40,000 new homes between now and 2038 to meet the needs of our growing population. We explain on page 25 how the housing need figure has been calculated.

In this section we outline three options (A, B and C) that set out different ways of accommodating the 40,000 homes that are needed in the city by 2038. As we have already noted in the section on 'A Green City', Government planning policy requires exceptional circumstances to be demonstrated before making changes to the Green Belt boundary. This means we have to examine fully all other reasonable options for meeting identified needs for development before removing land from the Green Belt. This means that we have to consider whether Option A would meet the city's housing needs before considering Options B and C.

We estimate that there is already capacity for around 20,000 new homes in the existing urban area outside the City Centre. This includes 6,400 homes on large sites that already have planning permission, as well as an estimated 5,000 new homes on small sites and 'windfall sites'. In the urban area, homes will be developed at a variety of different densities – higher densities nearer to District Centres and high frequency public transport routes, and lower in more suburban areas. There are also areas, such as Attercliffe, which we expect will transition to housing over the plan period, and beyond.

All three options show around 20,000 new homes being provided outside the City Centre but within the urban area (the suburbs). We do not think there is much potential to vary this figure because it already takes into account the location and the character of the area when assessing how many homes a site could accommodate (see box below). The issue is where

the other 20,000 homes that we need should be built. Option A suggests focusing them all within the central area of Sheffield (mainly in the City Centre) and proposes to make better use of land by reusing land such as former industrial sites. Options B and C would still result in a significant amount of housing in the central areas of Sheffield, but not to the same degree as Option A. In Option B about 12.5% of our new housing would be located at the edge of the city, mainly on land currently designated as Green Belt. In Option C this figure increases to 25%.

Over the last 15 years, 95% of all new homes in Sheffield have been built on brownfield land, protecting greenfield sites within the city.

National planning policy requires us to take a **brownfield first** approach. This is important, as this helps us to invest in existing communities and make the best use of the land available.

We have published a Housing and Economic Land Availability Assessment (HELAA) alongside this document which identifies all the land that is potentially available for development. Landowners have already put forward sites for inclusion in the HELAA but not all the sites that have been suggested will be suitable for development; inclusion of a site in the HELAA does not necessarily mean that it will ever be developed. It is simply a database of available land from which we select the most suitable and deliverable sites to meet future development needs. We have used information from the HELAA to help us calculate how much development could be accommodated in the existing urban areas and, therefore, how much might need to be provided through urban extensions on land that is currently in the Green Belt.

As part of preparing the Sheffield Plan, we have attempted to identify all the land that is potentially suitable for housing development, though it is important to emphasise that only some of this would need to be allocated for development in the Sheffield Plan.

We also need to ensure that there

is sufficient land reserved to provide for the new jobs that will support an increasing population, as well as putting in place the necessary infrastructure such as transport, health and education.

The options presented are three scenarios but it isn't a case of choosing one or the other, but deciding where between the three we should aim for. The advantages and issues associated with the three approaches are presented at the end of this section.
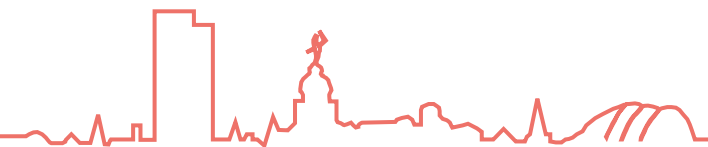
Overview of the Options

	Description of Option	New Central Area homes	New Urban Area homes (outside Central Area)	New Green Belt homes	Total new homes
Option A	High density, vibrant walkable neighbourhoods with a wide choice of homes. Where: The Central Area – in and around the City Centre and at Attercliffe.	20,000 (50%)	20,000 (50%)	0*	40,000
Option B	Mid-rise and vibrant central area and some new houses with private gardens in the suburbs. Where: The Central Area and some limited areas on the edge of the City	15,000 (37.5%)	20,000 (50%)	5,000 (12.5%)	40,000
Option C	Less dense central area, more new houses with private gardens in the suburbs Where: the edges of the city including some Green Belt.	10,000 (25%)	20,000 (50%)	10,000 (25%)	40,000

* Though under national planning policies we estimate that 250-750 homes would be developed in the Green Belt through conversion of existing buildings or redevelopment of brownfield sites (a continuation of current policy).

Table 1: Summary of the Spatial Options

Spatial options

Option A: High density, vibrant neighbourhoods in the central area with some high rise

This option would mean focusing a lot more housing in the central area than we proposed when we consulted in 2015.

20,000	20,000	0
Central Area	Urban Area	Green Belt

We define the central area as the area within the inner ring road plus areas such as Kelham Island, Neepsend and Infirmary Road, which lie just outside it. This approach could also be applied at Attercliffe.
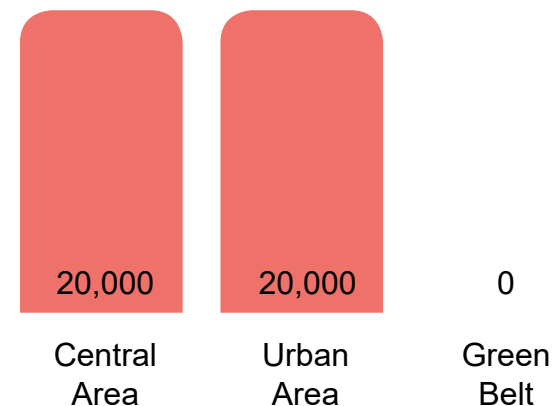
Remodelling some older employment areas, where businesses have already relocated elsewhere (and where there is potential for further business relocations), would increase the supply of land available for new housing.

Work undertaken on the Central Area Strategy suggests that it would be possible to accommodate 20,000 more homes in the central area of Sheffield. It would mean mid-rise and some high-rise buildings with well-designed apartments and active street frontages. Clustered townhouses and courtyard dwellings would also have a role to play. It would provide a range of housing options along a spectrum of affordability to support diverse, walkable neighbourhoods. Wherever new development takes place, it needs to take account of designations such as conservation areas and listed buildings. The City Centre has more of these designations than the rest of the city and they will influence aspects of the design of new development such as height, massing and materials.

We think this option would require the most significant public sector support and investment to enable sites to be developed, perhaps requiring the Council to buy land, relocate businesses, improve infrastructure and assemble sites ready for development.

In the rest of the urban area, our analysis shows there is capacity for approximately 20,000 homes up to 2038. Although there would be no need to alter the Green Belt boundary, there would still be a small number of new homes provided in the Green Belt as a result of the conversion of existing buildings and potential redevelopment of larger brownfield sites which may be allowable under national planning policies[5]. We estimate this could provide between 250 and 750 new homes over the whole plan period.

Option B: Mid-rise and vibrant central area and some new houses with private gardens in the suburbs

Option B makes a more cautious assumption about the capacity of the central area, showing 15,000 new homes, but still looks to enable 20,000 homes in the rest of the urban area such as along key public transport routes and close to District Centres. This would mean we need some Green Belt release (about 1.5 - 2% of the current Green Belt) to accommodate 5,000 homes up to 2038. This approach would enable more family-sized housing to be delivered than in the central area.

Under this option, in order to promote the delivery of brownfield sites first, it may be possible for the Green Belt sites to be safeguarded (held in reserve) and considered for release when the Sheffield Plan is reviewed (by 2028 at the latest); they would not be available for development under the current plan.

A small number of large Green Belt sites could be prioritised – each would be of a sufficient scale to enable a new sustainable, walkable, neighbourhood to be created, with good (or potential for good) public transport accessibility and capable of supporting local services. Infrastructure requirements (such as school places or health facilities) would be provided alongside new homes.

The release of smaller Green Belt sites could be considered but these would be less sustainable as they would be unable to support the delivery of new infrastructure or affordable housing, unless they are in very sustainable locations.

We have some sites in Sheffield, such as the former aerodrome at Norton, that are brownfield sites in the Green Belt, and these could be prioritised over other sites. They would not all be available for development before 2038.

| 15,000 | 20,000 | 5,000 |
| Central Area | Urban Area | Green Belt |
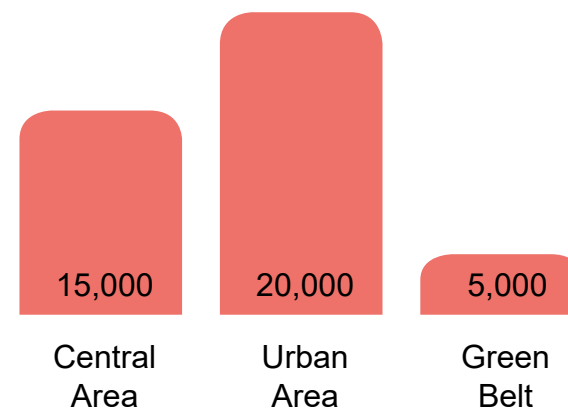
i

What is safeguarded land?

A local plan can remove land from the Green Belt without making it immediately available for development. It can only be allocated for development through a future local plan review and this would only happen if the land was needed to meet future housing needs.

Option C: Less dense central area, more new houses with private gardens in the suburbs

This option would mean providing more homes on the edges of the city as urban extensions, mostly on land currently designated as Green Belt. We estimate that about 3-4% of the current Green Belt would need to be built on to accommodate up to 10,000 homes up to 2038.

Nevertheless, 10,000 new homes would be delivered in the central area. And as with Option A and B, approximately 20,000 homes would be located within the urban area.

New housing sites would be in the most accessible locations and where it would cause the least harm to the environment. Important wildlife sites and valuable landscape areas would continue to be protected.

As with Option B, some of the Green Belt sites could be safeguarded (held in reserve for when the Sheffield Plan is reviewed, by 2028).

Large Green Belt sites could be prioritised – each would be of a sufficient scale to enable a new sustainable, walkable, neighbourhood to be created, with good (or potential for good) public transport accessibility and capable of supporting local services. Infrastructure requirements (such as school places or health facilities) would be provided alongside new homes.

The release of smaller Green Belt sites could be considered but these would be less sustainable as they would be unable to support the delivery of new infrastructure or affordable housing, unless they are in very sustainable locations.

10,000	20,000	10,000
Central Area	Urban Area	Green Belt
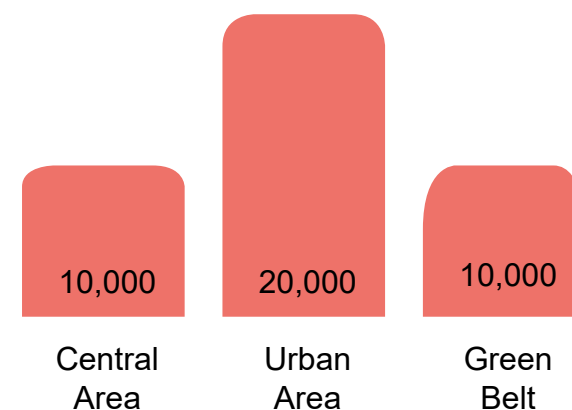
This approach would enable more housing that is suitable for families to be delivered, because at lower densities it would enable more larger houses with private gardens to be built. A wide mix of homes can, however, be developed with low-rise apartments, as well as small and large houses to meet a variety of needs.

Some land in the Green Belt has been declared as available by landowners or developers. These sites will be assessed for their development potential. For more information on how we will do this, see the Site Selection Technical Note. However, if either Option B or C were to be taken forward, it is likely that not all of this land would need to be allocated for development in the Sheffield Plan.

How will we decide which sites to allocate for development, including suitable locations for urban extensions?

In deciding which sites to allocate, we intend to take the following into account (in no priority order):

- The potential to make use of suitable brownfield sites and underutilized land
- Whether the site is (or could be) well-served by public transport
- The capacity of transport infrastructure and the potential to increase capacity where needed
- The availability and capacity of local facilities and other social infrastructur
- The impact on assets or areas of particular importance (e.g. designated wildlife sites and irreplaceable habitats; the Peak District National Park; conservation areas)
- Whether the site would be at risk of flooding
- The impact on the provision of open space
- Local housing need, particularly the need for affordable housing
- Compatibility with neighbouring land uses
- The potential to improve fairness and social inclusion
- Impact on the purposes of Green Belt (for sites in the Green Belt)
- The availability of sites (whether the landowner is willing to see the land developed) and
- Whether it would be economically viable to develop the site, having taken into account any new infrastructure that would be needed to make development sustainable

More information on how we will select allocated sites can be found in the Site Selection Technical Note.

Some examples of different housing densities

Higher density - Apartments
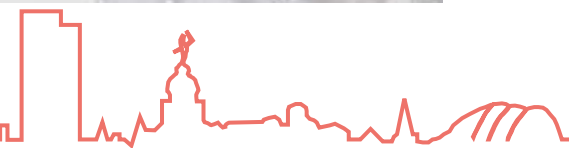Approx 300 Dwellings per hectare

Higher density - Houses
Approx 70 Dwellings per hectare

Mapping © Crown copyright and database rights 2020 OS licence number 100018816. Use of this data is subject to terms and conditions. Imagery ©2020 Google, Getmapping plc, Infoterra Ltd, Bluesky & Maxar Technologies

Medium density - Houses
Approx 50 Dwellings per hectare

Lower density - Houses
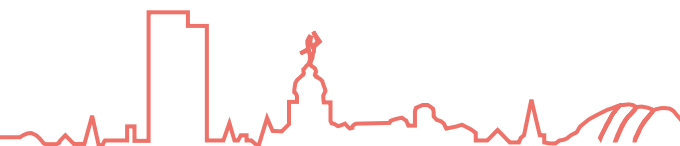Approx 40 Dwellings per hectare

Mapping © Crown copyright and database rights 2020 OS licence number 100018816. Use of this data is subject to terms and conditions. Imagery ©2020 Google, Getmapping plc, Infoterra Ltd, Bluesky & Maxar Technologies
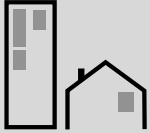
Spatial options

Analysis of options

This table explains some of the issues in relation to how the three options deliver the aims of the plan.

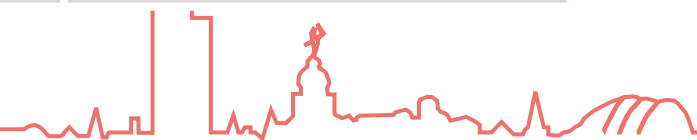| Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 1: A fair inclusive and healthy city	More people would live within easy reach of employment and leisure opportunities. Higher density living provides greater opportunity for social interaction which has potential benefits for mental health. But residents might have less access to open space and private outdoor space than people living in less dense areas; this could be detrimental to physical and mental health, unless adequate provision is made.	Opportunity to address the specific housing needs of each housing market area. Potential to deliver more affordable housing than Option A as Green Belt development is more likely to deliver affordable housing than City Centre development (due to lower development costs and higher values). Developing peripheral sites offers opportunity to provide new quality open spaces so enables better access to green infrastructure infrastructure (and associated health benefits).	Greatest opportunity to address the specific housing needs of each housing market area. This option is likely to deliver the most affordable housing. Developing on further peripheral sites offers greater opportunity to provide new quality open spaces so enables better access to green infrastructure (and even greater potential health benefits). Large Green Belt sites would be designed to promote sustainable transport including walking and cycling. They will also provide local facilities, enabling new and existing residents to access services without being car reliant.

Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 2: A zero cabon and environmentally sustainable city	Potentially lower carbon emissions and air pollution than options B and C due to reduced travelling distances from new homes to jobs and facilities. Apartments offer greater opportunities than houses to provide environmental features such as green roofs or solar panels; they are more cost effective and maintenance is dealt with by management companies rather than individual householders. Maximises opportunities for development to utilise the district heating (energy from waste) network. Potential issues related to urban heat island effect. Parts of the Central Area of Sheffield are in high flood risk areas so any risks of flooding would need to be mitigated.	Potentially higher carbon emissions and air pollution than Option A, due to increased travelling distances from new homes to jobs and facilities. Larger housing sites on Green Belt land can be accommodated without the need to build in high flood risk areas. Opportunity to build flood alleviation works into new open spaces on larger sites, protecting both new and existing developments.	Potentially even higher carbon emissions and air pollution than Options A and B, due to more new homes having increased travelling distances to jobs and facilities. As with Option B, larger housing sites on Green Belt land can still be accommodated without the need to build in high flood risk areas. Opportunity to build flood alleviation works into new open spaces on larger sites, protecting both new and existing developments.

Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 3: Thriving neighbourhoods and communities with good access to open space, local service and facilities.	Provides the opportunity for a more balanced population in the central area with some larger housing suitable for families and housing for older people. Less likely to meet demand for family housing in the suburbs. Need to explore different models of high density housing; supply is currently dominated by apartments which are unlikely to attract families. Likely to meet the housing needs of younger people moving to the city to study or work but is less good in terms of meeting the needs of some households already in the city (many of whom want houses with gardens).	Green Belt sites would deliver suburban family housing that we know there is a demand for. The majority of new homes would be built in the existing urban area, with a continued focus on brownfield sites. Significantly less reliance on delivery of apartments in the central area. Lower risk of people wanting larger family homes moving out of Sheffield.	Additional Green Belt sites would deliver more larger homes suitable for families that we know are in higher demand. Including a greater mix of Green Belt sites in the housing supply would spread new homes across the city, and be most likely to ensure consistent delivery of homes regardless of changes in the housing market. Increases the likelihood of being able to deliver new homes in some areas of Sheffield that have few urban site options. The majority of new homes would still be built in the existing urban area, with a continued focus on brownfield sites. Significantly less reliance on delivery of apartments in the central area. Less risk of people wanting larger homes moving out of Sheffield.

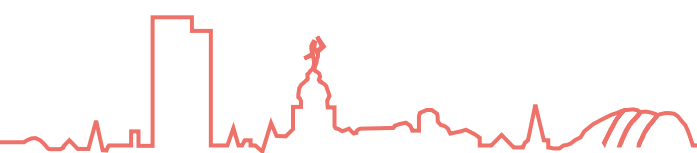| Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 3 (Cont): Thriving neighbour-hoods and communities with good access to open space, local service and facilities.	Opportunities to remodel former industrial areas, likely to require public sector support. People wanting larger homes might move to other parts of the City Region if there is insufficient supply in Sheffield.		

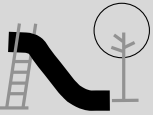| Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 4: A strong economy based on lifelong learning, innovation and enterprise that delivers decent living standards for everyone	Building more homes in the City Centre provides homes that may be more attractive to graduates and a younger, more mobile workforce. Potential loss of existing employment premises and sites, especially light industrial & service and distribution in the City Centre. Could jeopardise the employment growth ambitions for the City Centre by reducing the amount of land available for office development and to support existing businesses that have locational requirements in the City Centre. Residential value in the City Centre could discourage start-up businesses from locating in the City Centre. Less ability to deliver larger family homes that would attract workers to move to/remain in Sheffield.	Lessens the impact on employment premises and sites in the City Centre. Opportunity to develop sites that would provide convenient access to employment areas outside the City Centre (e.g. the Advanced Manufacturing Innovation District).	Further reduces the impact on employment premises and sites in the City Centre. Opportunity to develop further sites that would provide convenient access to employment areas outside the City Centre (e.g. the Advanced Manufacturing Innovation District).

Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 5: A vibrant City Centre which is a great place to live, work and visit	Increased support for new community facilities in the City Centre. An increased City Centre population will support existing shops, restaurants, bars, theatres etc. Opportunity to give a new role to areas no longer required for retail, for example, providing more community facilities. Maximises benefit of HS2/ Northern Powerhouse Rail.	Fewer people living in the City Centre could mean it is less vibrant and less attractive to employers.	Fewer people living in the City Centre could mean it is less vibrant and less attractive to employers

Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 6: A connected city that has sustainable transport and excellent digital connectivity	City Centre living generally results in lower car dependency than other locations. However, likely to lead to a greater concentration of traffic on inner ring road/City Centre (though partly dependent on the type of housing and levels of parking on offer). Majority of main employment areas are accessible by public transport from the City Centre Existing tram network should be able to accommodate the anticipated trips within the City Centre and Lower Don Valley and increased passenger numbers would help to fund the network. Increased housing delivery within a reasonable distance of the midland train station provides a greater opportunity to promote rail travel for inter urban trips.	More people living well outside the City Centre is likely to result in a greater need for travel than Option A, and journeys are more likely to be made by car. Growth proposals aligned to the tram network or high frequency bus routes would support the continuation of services and could support potential future expansion of frequency and capacity of existing routes. Cycling is less likely to be a transport option for locations well outside the City Centre. Large Green Belt sites located close to stations would have greater opportunity to promote rail travel for inter urban trips.	More people living well outside the City Centre is likely to result in a greater need for travel than Options A and B, and journeys are more likely to be made by car. Growth proposals aligned to the tram network or high frequency bus routes would support the continuation of services and could support potential future expansion of frequency and capacity of existing routes. Cycling is less likely to be a transport option for locations well outside the City Centre. Large Green Belt sites located close to stations would have greater opportunity to promote rail travel for inter urban trips.

Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 6 (Cont): A connected city that has sustainable transport and excellent digital connectivity	The distances between where people are, and where they are travelling to, are likely to be shorter so more trips can be made on foot or by bike. Investment in walking and cycling infrastructure is required to support this and will help to reduce car dependency and reduce emissions. Existing bus network should be able to accommodate the anticipated trips within the City Centre and provide access to employment/leisure sites.		

Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 7: A green city that continues to cherish, protect and enhance its green spaces and heritage assets	Very limited, if any, Green Belt release. Likely to lead to pressure to build on some underused or low quality urban greenspaces Need to investigate creating new urban greenspaces. Sheffield has plenty of natural assets, such as rivers, which can be utilised to provide quality natural spaces even in the most urban locations. Very little, if any, loss of agricultural land. Some brownfield urban sites may be valuable for their biodiversity.	Enable development of brownfield sites in the Green Belt. Loss of some Green Belt land. Some Green Belt sites could be held in reserve ("safeguarded") and delivered later in (or after the end of) the plan period, in order to promote building on brownfield sites first. Loss of some agricultural land Greater adverse impact on landscape character than Option A. May help to protect more urban greenspaces.	Enable development of brownfield sites in the Green Belt. Smaller site releases can address anomalies in the existing Green Belt boundary, but will be less sustainable than larger sites Further loss of Green Belt land. Developing on peripheral sites offers greater opportunity to provide new quality open spaces so enables better access to green infrastructure Some Green Belt sites could be held in reserve ("safeguarded") and delivered later in (or after the end of) the plan period, in order to promote building on brownfield sites first. Further loss of agricultural land. Greatest adverse impact on landscape character. May help to protect more urban greenspaces.

Aim	Option A - Higher density, vibrant neighbourhoods in the central area with some high rise.	Option B - Mid-rise and vibrant central area and some new houses with private gardens in the suburbs	Option C - Less dense central area, more new houses with private gardens in the suburbs
Aim 8: A well-designed city with a reputation for quality buildings with a strong local identity.	Possible adverse impact on Conservation Areas and Listed Buildings through higher density development and pressure to assemble sites. But, overall, the impact on heritage assets will depend on the location of allocated sites. Opportunity to use new development and environmental improvements to improve the living environment in areas that are rundown or that lack distinctiveness. Careful design is required in order to ensure that poor air quality and noise pollution do not have a negative impact on health. Potentially greater opportunities to maximise sustainable design (e.g. use of district heating (energy from waste) network) – see Aim 2 above.	Opportunity to use new development and environmental improvements to improve the living environment in areas that are rundown or that lack distinctiveness. But some risk that developers will favour Green Belt sites rather than brownfield sites within the existing urban areas. Impact on heritage assets will depend on the location of allocated sites.	Opportunity to use new development and environmental improvements to improve the living environment in areas that are rundown or that lack distinctiveness. But further risk (compared to Option B) that developers will favour Green Belt sites rather than brownfield sites within the existing urban areas. Impact on heritage assets will depend on the location of allocated sites.

Table 2: Analysis of Options

Consultation questions

Q22a: Which of the 3 spatial options (A, B, C) do you prefer?
Q22b: Please explain your answer

Q23a: Are there any other options that we haven't considered?
Q23b: If so, why do you think the other option(s) should be considered?

Q24: Which of the sites identified in the Housing and Economic Land Availability Assessment are suitable and available for development (please give reference numbers of the sites you refer to)?

Q25a: Do you agree with the criteria for selecting sites set out in the box on page 52?
Q25b: Are there any other criteria which we should take into account?

Q26: If it is necessary to remove some land from the Green Belt to meet future development needs, which would be the best general locations?

4. Implementing the plan

Ensuring that the Sheffield Plan is deliverable is one of the most important parts of the plan development process. The plan needs to ensure development is financially viable; we want to promote and foster sustainable development, not hamper it. Delivery of infrastructure needs to be coordinated so that the right things are delivered at the right time, and in the most efficient way. We are developing an Infrastructure Delivery Plan (IDP) that will help to achieve this.

Most of the policies and proposals in the Sheffield Plan will be delivered by deciding planning applications for development proposals put forward by private house builders and businesses. Community Infrastructure Levy (CIL) payments and planning obligations (Section 106 agreements) will be used to support the delivery of the necessary infrastructure (see box overleaf).

The Authority Monitoring Report (AMR) and the Infrastructure Funding Statement (IFS) will report on things such as housing delivery and the collection and spending of CIL and Section 106.

The Government requires that all local authorities have a local plan that ensures development is viable. We want to use our plan to build a better future for Sheffield and its people.

It's about delivering homes, employment opportunities, schools, medical centres, shops, community facilities and better transport to support and create thriving communities across the city.

All the options set out in Section 3 would involve a significant amount of brownfield development which typically involves more upfront cost for developers making development less viable. Option A, in particular, is likely to require a proactive approach from the Council in terms of site assembly as many sites are in multiple ownership. However, the new Central Area Strategy should provide a clear vision for how sites could be developed.Infrastructure

It is essential that an increasing population is supported by sufficient quality infrastructure. All three of the Options outlined in Section 3 would create a need for significant new infrastructure, such as health, education and transport facilities. Under Options B and C, the development of fewer, larger sites is more likely to support new local facilities and services than numerous smaller scattered sites. The precise requirements would depend on the location of any urban extensions. Money generated by Council owned Green Belt sites could be used to deliver priorities such as affordable housing or subsidise brownfield development.

## How do we plan and fund infrastructure?

Infrastructure Delivery Plans (IDP) – an IDP identifies the city's infrastructure requirements including social, physical and green infrastructure. The IDP sets out what is needed, where it is needed and when it is needed and looks at how it might be funded.

Community Infrastructure Levy (CIL) - CIL is a levy that local authorities can charge (and we do) on new developments in their area. The money is used to support development by funding infrastructure that the council, local community and neighbourhoods want.

Planning Obligations – also known as Section 106 agreements – are legal agreements between an applicant seeking planning permission and the local planning authority. The agreement is used to mitigate the impact of a development and can include funding local infrastructure such as school places or improving parks.

We know that in some areas, services are already stretched and that new development will only increase the pressure unless new facilities are provided. We have already been talking to infrastructure providers to understand any existing infrastructure issues. It is important that we can deliver the right infrastructure in the right places at the right time. This will benefit both existing and new residents, workers and visitors to the city.

The development of the Sheffield Plan provides a forum to get public and private sector infrastructure providers involved with planning for Sheffield's future and promote joined up working. The Sheffield Plan will be supported by the Infrastructure Delivery Plan and this consultation provides a further opportunity to gather the evidence to help develop the IDP.
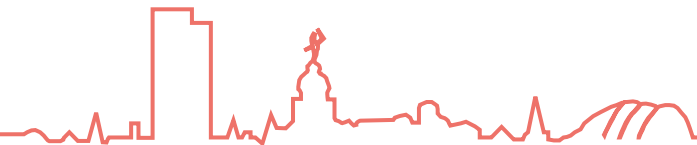
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Sheffield

Implementing the plan

Education

We regularly monitor new housing development so that the changes in population can be factored into planning the future capacity of educational facilities. An increase in capacity could be needed as a result of an individual housing scheme or a group of developments.

Education infrastructure requirements could include additional Early Years, Primary School, Secondary School and Post-16 provision. Demand for local, accessible provision for pupils diagnosed with Special Educational Needs is also considered.

In some parts of the city, schools are at or near to capacity, and new development might mean that we need to identify sites for new schools, or expand existing facilities if there is space to do so.

We will continue to work closely with developers to ensure high quality local education provision is available for all.

Health

A larger population will inevitably create the need to increase primary health care provision (such as GP surgeries) but we also need to make sure that we plan for changing models of health care. There is a move towards more purpose built GP practices (in Sheffield we have a particularly high number of practices operating from converted Victorian houses that are expensive to maintain and difficult to access). There is also now a greater emphasis on care in the community and preventative care.

Understanding Sheffield's population is important for planning health care and the type of housing that we build; an ageing population has different needs from an increasing student population and we need to make sure that we plan for everyone.

Parks and other community facilities

We continue to invest in parks and other community facilities; they are vital for improving health and well-being, holding events, contributing to improved air quality.

Utilities

As well as assessing the capacity of existing utilities, we need to carefully consider future provision. Increasing use of sustainable technologies will be planned for and promoted.   We also know that in some locations, the capacity of sewers will need increasing.
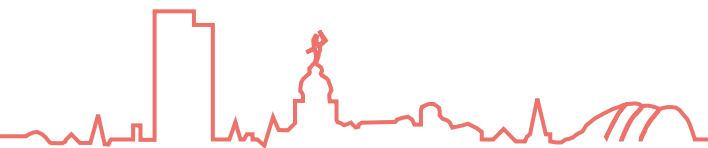
Digital Infrastructure

A high priority for Sheffield is to have excellent digital infrastructure to support the growth in digital industries. This will also enable more people to work from home, thereby helping to reducing traffic congestion and carbon emissions, especially at peak times. Our aim is to establish standards in the Sheffield Plan that will require all new development in the city to have ultra-fast broadband connections built-in as standard, assuming the technology still requires it. This will support technological innovation, creativity and small business start-ups.

More information on how we are planning to meet the need for transport, education and health facilities can be found in the Transport and Social Infrastructure Technical Notes.

Transport

Even without new housing, we know that transport in the city needs to be improved and we need to reduce the number of journeys made, especially by car. This is essential to reduce congestion, improve air quality and help tackle climate change. Transport has to be considered at every level; from the design of individual plots (measures such as secure cycle parking and electric vehicle charging), new developments (the provision of local infrastructure such as cycle ways, car clubs, access to public transport), right up to strategic transport such as high speed rail.

Coordinating new development and investment in transport is essential.

?

Consultation questions

Q27:   What should be the city's infrastructure priorities?

Q28:   The Issues and Options document does not provide draft policies but are there any matters that you would like us to address in local policies? A Draft List of Policy Themes and an Outline of the Issues to be covered is available on our website alongside this document

Q29:   Are there any policies in the current Sheffield Core Strategy or Unitary Development Plan that you think should not change?

5. Next steps

This is one of two public consultations that will take place about the Sheffield Plan. The timetable shows where we are now and your comments will help to shape the next stage which will be a full draft plan that includes site allocations and detailed policies. Further information about the timetable can be found in our Local Development Scheme

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┌──────────────────┐      ┌──────────────────┐      ┌──────────────────┐
│ Issues & Options │      │Draft Sheffield   │      │ Submission and   │
│  Consultation    │ ──>  │Plan Consultation │ ──>  │ Examination(incl.│
│                  │      │                  │      │ Public Hearings) │
│ July - September │      │ June-August 2021 │      │                  │
│      2020        │      │                  │      │January 2022-June │
└──────────────────┘      └──────────────────┘      │      2023        │
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┌──────────────────┐      ┌──────────────────┐
│  First review    │ <──  │ Adoption by City │
│                  │      │    Council       │
│    by 2028       │      │                  │
│                  │      │ September 2023   │
└──────────────────┘      └──────────────────┘
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ⓘ
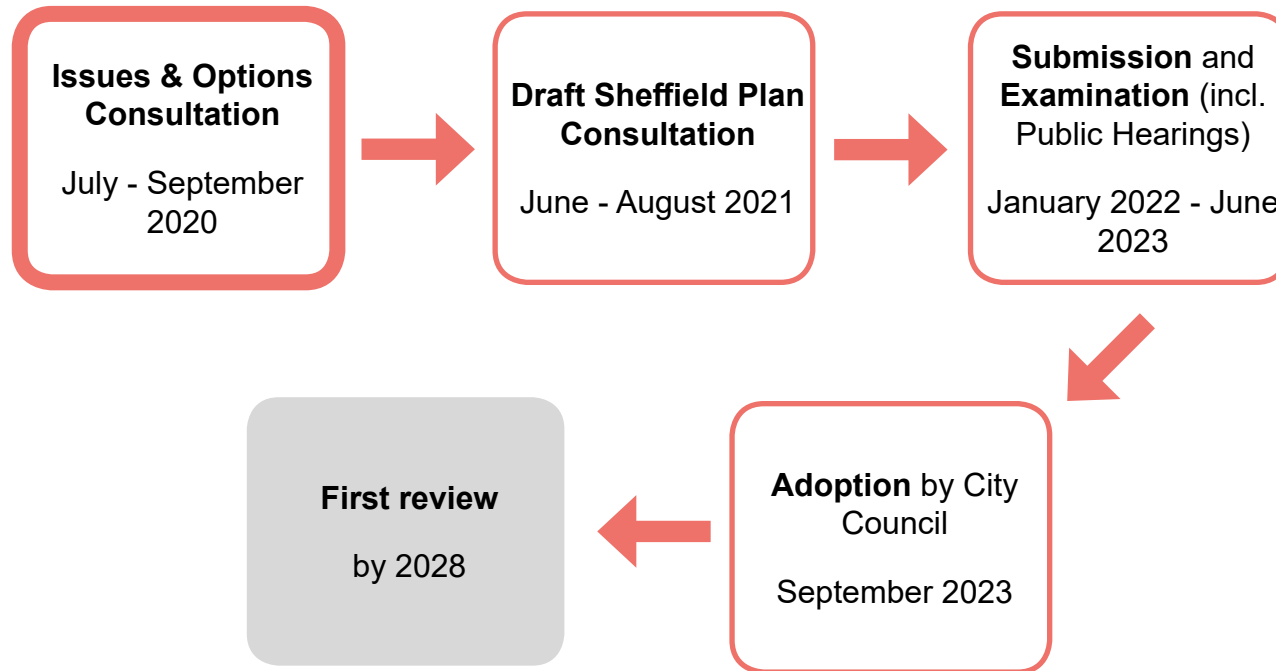
We haven't drawn up the options in isolation. We have followed national planning policy and, just as importantly, have been informed by the representations already made when we consulted on the Local Plan growth options in 2015.

Your views are vital in shaping the plan and how Sheffield develops in the future!

6. How to have your say

This consultation is to enable people to give their views and for us to gather evidence to develop the new Sheffield Plan. This document identifies a number of questions, but there may be other issues that you want to give your views on.

We recognise that this consultation is being carried out at a time of uncertainty and people are being discouraged from travelling. This means it is not possible to carry out face to face consultation in the way we would normally do. This consultation is being widely promoted online and through social media. We will be contacting everyone who has registered on our online consultee list in the past. Please add your details to the list if you would like to be contacted about future progress on the Sheffield Plan.

The Issues and Options document can be supplied in alternative formats. For non-English speakers, we can provide support from a translator via video or tele-conferencing, or provide translations of small parts of the document.

There is an online form that you can use to answer as many of the consultation questions as you like.

Please note that by law, we are required to make the comments we receive about the Sheffield Plan publically available. Your name will be displayed alongside your comment, but no other personal information will be published.

This meets the requirements of the General Data Protection Regulations 2018.

Get in touch and tell us what you think at:

https://www.sheffield.gov.uk/sheffieldplan