

# THIS IS SHEFFIELD

**Our City Centre Plan 2018–28**

Sheffield



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# <sup>1</sup> A Time of Opportunity



The Heart of the City - Peace Gardens, Millennium Sq and Winter Garden

This is your plan. Please read carefully and add your comments online at [sheffield.gov.uk/planninganddevelopment/citycentreplan](http://sheffield.gov.uk/planninganddevelopment/citycentreplan). There, you can also comment on progress since the last consultation in 2013, as well as on the new proposals described here.

The 21st century is the century of cities. Great cities like Sheffield are solving the problems of today – climate change, housing, health, inclusive economic growth – and creating the world of tomorrow because cities and their people, leaders and businesses operate at a level where they can get stuff done. The best global cities use their heritage and history to establish energetic, 21st century versions of themselves that maximise opportunity and quality of life for their residents.

80% of global growth is generated in cities<sup>1</sup> and 66% of the world's population are expected to live in cities by 2050<sup>2</sup>. Cities concentrate large number of workers, businesses, academics, innovators and artisans in a small space, connected by pulsating physical, economic, and social networks. New ideas thrive, businesses and academics inspire each other and people have unprecedented economic, social, educational and cultural opportunities.

Sheffield is at an important point in its history. Our rapidly expanding creative and tech sectors are growing our economy, building on our world-renowned expertise in advanced manufacturing and wellbeing. Our population is growing and with this growth come new ideas, confidence, focus and drive. We are a city that thinks and creates, that invents and makes. But like all cities we face challenges of inequality, climate change, air quality and congestion.

We have the scale and initiative to create the solutions to these challenges, with Sheffields, for Sheffields and deliver them in a way that works with fairness for all our citizens.

The city centre is key to all of this. On first impression and in daily use it must convey the essence of the place, our past and our future, that authenticity and distinctiveness alongside the new and diverse. It must show what we do, and who we are, whilst offering a clear way in for others. Anyone who grew up in Sheffield will remember what it meant to “go to town”. It is the place where we discovered the city,



*Sheaf Valley - Ponds Forge Leisure Centre and Castlegate*

discovered each other, and began to discover the world. “Town” is where Sheffield comes together, its centre of gravity. It is where the unexpected can happen, forging unforeseen or unimagined connections which convey the city at a glance and shape our identity. The city centre is where Sheffield began, and the city centre must be the essence of Sheffield.

The city centre reflects Sheffield's past and present and it must encapsulate our future – an innovative city of makers

that is transforming the advanced manufacturing industry; a city that values its rich cultural life, from pubs to theatres, politics to music; and a city for people with high quality public spaces, from the Peace Gardens to Grey to Green. The job of the City Centre Plan is to lay the groundwork for these developments, to shape them over time to ensure that they are resilient, sustainable and equitable.

21st century city centres are about more than shopping. They have striking economic, social and cultural strengths,

concentrating business, jobs, ideas, arts and culture, creating edgy but economically strong urban environments which can sustain and attract high quality shops.

Sheffield's centre grew up around making, first and foremost, and then living, working, playing and learning in the city. Shops, as with the original idea of the marketplace, will remain at the heart of a city centre, and the Heart of the City project will see a significant uplift in the quality of retail in our city centre, whether global brands or local independents along with new places to work, live and enjoy. Shops are only part of the mix, ensuring that the diversity of spaces, places and activities that the city used to have returns to our streets.

Our new city centre has to be first and foremost for people, for Sheffieldsers. This means more people living and working in the city centre, with families, students and working people living in a range of homes and flats. It means a city centre that moves and connects people with cycling, walking, trams and HS2 designed to help people move around, improve their health and tackle our air quality problem. It means upholding our commitment to quality public realm, ensuring our rivers and green space are a valued and visible part of our city centre's identity. And it means a smart city centre that is at the forefront of understanding, testing and deploying new technologies to create sustainable, clean, green and flexible streets and buildings that benefit the city and its people.

Importantly, we have the opportunities to design and deliver the next Sheffield, whether locally-driven like Castlegate, Kelham, Porter Brook and the University campuses or through major inward investments like Heart of the City, Moor or HS2 and HS3.

The City Centre Plan is about laying the foundations for Sheffield's success. The ingenuity, invention and pride of Sheffield people is all around us; we have all the pieces of the jigsaw, everything is in place—whether universities or libraries, green and blue spaces or thrilling architecture, an outdoor city multiplied by an intensely creative city, a rich public realm, increasingly threaded together by walking, cycling and public transport, a pragmatic culture yet an inventive one too.

We have to ensure that our future city centre contributes to a model of economic growth that improves the lives of all Sheffieldsers and their environment and is prepared for climate change; that is connected by frequent, clean transport that reduces carbon, congestion, poor health and inequality; that provides easily affordable, highly sustainable housing and workspaces; social and cultural facilities accessible and well-resourced, providing greater opportunity to all.

We can only get this right if it is shaped by you. It is your city centre and we need your ideas, passion and perspectives on how we create a city centre that works for you. Some projects are of course under way having been consulted on earlier, such as the regeneration of The Moor, though we are interested in what you think of how they are turning out, but others like the future of Castlegate, Heart of the City and the Bus and Train station areas need your involvement in the discussion, your ideas and views now, and fundamentally, the beginnings of a different approach to shaping our city together.

**Councillor Julie Dore**  
**Leader Sheffield City Council**  
**March 2018**



The Moor new shops and residential in upper floors

Photo Kyle Emerson

<sup>1</sup> World Bank – [www.worldbank.org/en/topic/urbandevelopment/overview#1](http://www.worldbank.org/en/topic/urbandevelopment/overview#1). <sup>2</sup>Urbanet – [www.urbanet.info/world-urban-population](http://www.urbanet.info/world-urban-population).

**LIVING IN THE CITY**

At Kelham Island, we can see new, sustainable city centre housing emerging, including family-friendly housing returning to the centre for the first time in decades. We will plan for more very low energy housing, for a wider range of people, in and around the city centre, as well as the spaces and amenities that families need, such as a new school at nearby Pye Bank.

**KELHAM ISLAND**



SMALL BUSINESS CULTURE

RESTAURANT DIVERSE RESIDENTIAL CAFE

**NEW CENTRES OF GRAVITY**

New developments down towards the rivers help create different centres of gravity within the city centre. These will be high-quality buildings with high-quality public realm, extending the Grey to Green networks and creating new public spaces alongside residential and commercial opportunities, such as larger floor offices, hotels and apartments.

**WEST BAR SQUARE**



**CASTLEGATE**



**UNIVERSITY ST GEORGE'S**



TRAM NETWORK

WALKABLE CITY GREEN PUBLIC REALM BIKE INFRASTRUCTURE

**NEW MOBILITY**

Like most British cities, our centre got rebuilt around the car in the 20th century. For the 21st, we are planning for flexible, cleaner, healthier and more accessible mobility, as seen in recent enhancements to the Brook Hill, Levenshays and Glossop roads, where we are introducing high quality Priority Streets for walking, cycling, public transport and private vehicles.

New Heartspace atrium for St. George

Making the Heart of the City a new centre of gravity

Diverse city living at the Eyewitness Works Development

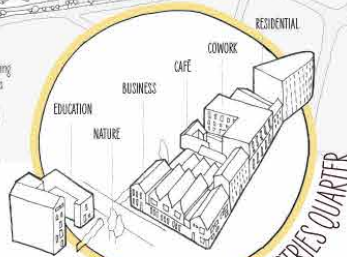
**HEART OF THE CITY EXTENDED**



SMALL BUSINESS LARGE OFFICE RESIDENTIAL

We've created a successful central business and cultural area around Peace Gardens. Now a similar approach is being applied to the streets around Cambridge St and Pinstone St, combining shopping, offices, leisure and homes, often in the same building, whilst upgrading historic streets, spaces and landmarks and supporting independent businesses.

**BUILDING BLOCKS**  
The western half of the UO is becoming home to multi-functional mixed-use blocks combining distinctive workplaces, training centres, flats of various sizes with cafes and shops, all with access to the Porter Brook.



**CULTURAL INDUSTRIES QUARTER**

**PORTER BROOK**



FLOOD RETENTION BROOK BIODIVERSITY POCKET PARK

**RESTORING THE RIVERS**  
Like most great cities, Sheffield developed around rivers – yet we neglected them for decades. Now we are uncovering and increasing access to the Don, the Sheaf and the Porter Brook, to enable smarter floodwater handling as well as better fishing!



PUBLIC REALM MIXED USE CAFE EDUCATION CULTURE

**LEARNING IN THE CITY**  
We are fortunate to have our universities so close to the centre of the city – they provide energy and invention as well as new spaces. The Hallam University Campus Masterplan proposes more concentration in its central campus, around the entry to the Cultural Industries Quarter and Station, enabling that area to be further transformed into safe, attractive pedestrian- and cycle-friendly places.

**HALLAM CENTRAL CAMPUS**



HSS and HSS offer opportunities to connect us much better internationally, nationally, and regionally, as well as to futureproof the station and its surrounds.

**CASTLE REMAINS RIVERSIDE**  
INCUBATORS FINE GRAIN  
Incubators like Castle House allow start-ups to flourish.  
A new Central Library would become the city's sitting room, a place to discuss and discover.

**BACK TO THE FUTURE**  
Castlegate will be one of the key areas for development, envisaged as a truly mixed-use set of building blocks, with a diversity of space and tenure for new kinds of high tech and creative work. Transformation will be kickstarted by discovering the remains and stories of the castle and hidden River Sheaf, and by extending the Grey to Green flowing water meadows to meet the river Don.

Main high quality pedestrian friendly routes

- BUSINESS**
- 1. High St/Lower St offices & restaurants
- 2. Pinstone St/Upper St office & retail
- 3. HSS and HSS station next to mainline
- 4. HSS Campus
- 5. Central Business District redevelopment
- 6. Riverside Business District expansion
- 7. Broad St West Exchange Square mixed-use development

- RETAIL**
- 8. Heart of the City 2
- 9. Moor/Furnival Gate larger retail, leading St. Leonards
- 10. Moorfoot connection to London/Local Rd
- 11. Independent shopping
- HOUSING**
- 12. UoS Engineering Workspace new urban road-use development
- 13. UoS new teaching and laboratory building

- LEARNER CITY**
- 14. Our Wood/Levenshays housing
- 15. Park Hill flats, office, studios, school, art
- 16. Larger one-student flats to rent over office, studio or cafe
- CULTURE & LEISURE**
- 17. Sun Valley expansion
- 18. Central Library/Greaves Art Gallery renovation/restoration

- GREEN CITY**
- 19. New green space at (Don/Don/Woodside/Quarry Fields)
- 20. Distinct Porter Brook and mixed-use developments
- CASTLEGATE**
- 21. Extension of All Town Hall
- 22. South House: reuse of listed store as new Learning Centre

# 2 Vision 2028



In the next ten years Sheffield City Centre will become:

- A better place to work particularly in the 3 new distinct Business Districts, to live in its 5 emerging communities and to enjoy in new shopping, leisure and entertainment areas, attracting and retaining a diverse range of skilled people to the city region
- A broader-based economy including the knowledge intensive, creative and digital industries, also linked to the Sheffield-Rotherham Advanced Manufacturing & Innovation District
- A proudly unique place which celebrate its distinctive 900 year history, Pennine landscape, unique architecture and renowned friendliness and warmth
- A rich, contemporary, big city offer of shopping, leisure and culture from high art to craft ale, which is as strong and inviting in the evening as it is in the daytime
- Buildings, public spaces and amenities will be welcoming and accessible to all ages, abilities, cultures and income levels
- Good quality, truly public realm will continue to act as a key instigator of regeneration reflecting Sheffield's Fair and Green City reputation
- The city centre is a safe place throughout, where walking or cycling is often the first choice, but well connected by all transport modes
- An expanded and more densely occupied central area, where people can choose to live at all ages to enjoy a healthy, sustainable lifestyle and including well-designed tall buildings in the right locations and uses
- A model of preparedness for climate change, with innovative physical and organisational solutions to extreme weather which also enhance liveability and the quality of the city's streets and waterways



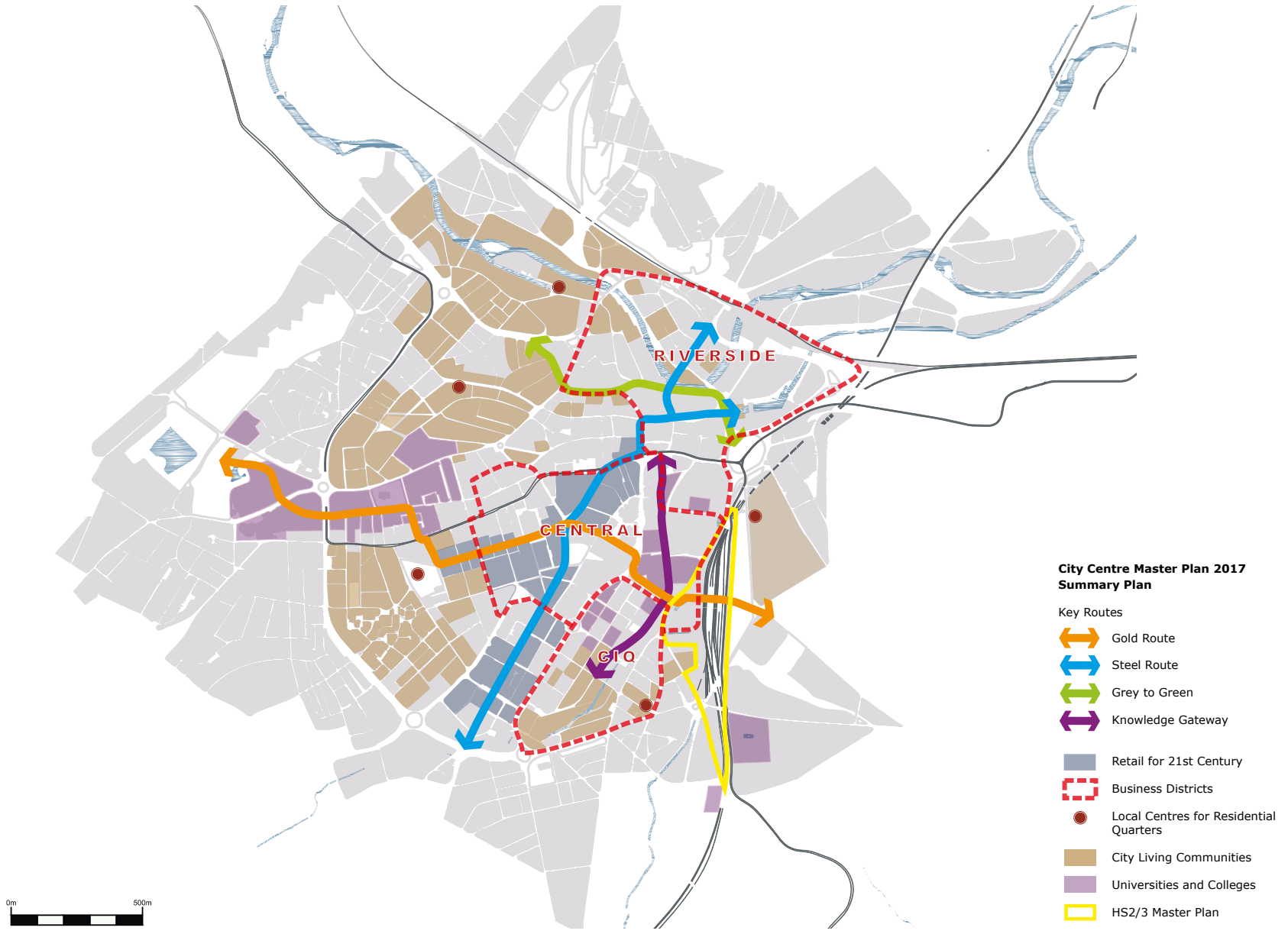
Photo Kyle Emerson

*New high quality strategic cycle and walking route through the University campus soon to be extended to Heart of the City via Trippet Lane*



# Plan i: City Centre Spatial Summary

Plan i Shows The Main Retail, Business, Higher Education and Residential areas, and key pedestrian/civic routes



# 3 City Centre & the Economy



Riverside Business District, Nursery St Park and Flood Defences

- Since 2011 there has been a 9% growth in Gross Value Added in the Sheffield economy
- Wages have increased 11% for men and 21% for women
- Unemployment in Sheffield has halved since 2014
- The city now has more private sector jobs than it did prior to the recession
- The city has also seen an increase in its business stock of 28% since 2011
- Sheffield has the second highest employment rate of all the Core Cities
- It has the second lowest number of business closures of all the core cities - businesses that thrive in Sheffield survive here

Sheffield's economy has been transformed in the last two decades. In contrast to the 80s and 90s Sheffield has proven much more economically resilient in the aftermath of the 2008 crash.

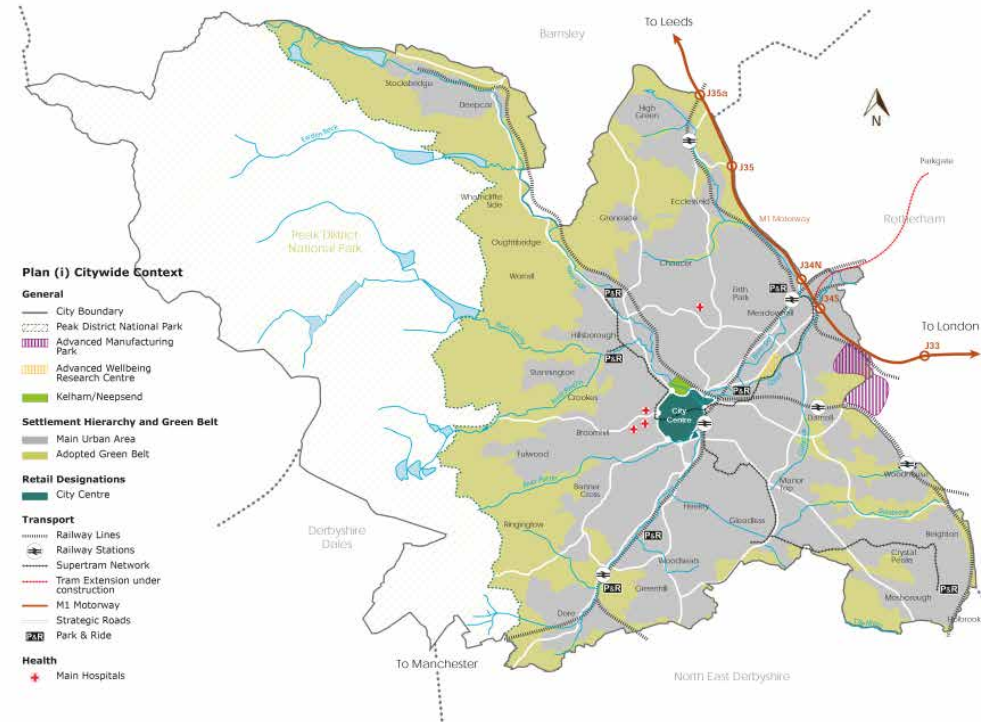
However, although Sheffield is improving across a broad range of economic measures, it is not doing so at the same rate as the national or Core City average which leads to a widening gap and has direct implications for the quality of life for Sheffield residents.

There are a series of challenges which have continued to constrain the city's social and economic potential. They include six challenges:

## UNEMPLOYMENT IN SHEFFIELD HAS HALVED SINCE

# 2014

## Plan ii: City Centre in Wider Context



- **Sheffielders earning more and having the skills to get on**
- **More and better quality jobs**
- **More new, growing and productive businesses**
- **A housing market that provides quality, choice and affordability across the city**
- **Physical and digital infrastructure and attractive places which drive growth and jobs**
- **A City Centre that is the regional business and cultural centre for the metro area**

These challenges are closely linked. For example, the number and type of businesses in our economy, our skill base and the level of inward investment we attract all impact on wage levels and household incomes in the city.

In turn, these impact on the vibrancy of the city centre and viability of our housing market.

The City Centre has a unique role to play in addressing these challenges. City centres are driving both local city economies and the national economy as the UK continues to specialise more and more in high value service activities. Many of the highest skilled and best paid industries now prefer to locate in major city centres because they benefit from 'agglomeration results' of large numbers of skilled people being close to one another<sup>3</sup>.

Because of this concentration, the city centre already drives key sectors of the city region economy and is predicted to continue to do so to an ever greater degree. Across the City Region, the ambition is to create 70,000 new jobs by 2024. There are currently 67,600 jobs in the City Centre and the Sheffield City Region Integrated Infrastructure Plan identifies the city centre as one of

its key growth zones for future employment growth, forecasting over 20,500 additional jobs up until 2024, a 42% increase.

However, Sheffield has the lowest job density of all the Core Cities and this suggests that the city can create more job opportunities for the size and scale of the city and its population. The city can play a greater economic role in the City Region, which places even more emphasis on the city centre's ability to attract, nurture and grow businesses and jobs.

This growth in jobs also has implications for Sheffield's transport system and housing offer.

The key sectors forecast for growth in the City Region are: business financial and professional services (BPFs); creative and digital; advanced manufacturing; and logistics. The city centre contains a concentration of the first three and provides an R&D incubator for the fourth, meaning that it is expected to see a large increase in employment in the next decade.

The city centre is the natural locus of most knowledge intensive industries. The sector employs some 22,500



Town Hall Square

in the city centre, which provides high quality space for many blue chip BPFs companies such as HSBC, Aviva, Capita Group, Arup, DLA Piper and Irwin Mitchell. But there is scope for much more expansion in this sector which requires a pipeline of new floorspace to be available.

The city centre also boasts a thriving creative, tech and

## WAGES HAVE INCREASED



# 11% MEN & 21% WOMEN

digital sector, with many specialisms including: data management and analytics, telecommunications and networking, gaming, e-commerce, marketplace devices and open source hardware, app and software development, enterprise software and cloud computing. Key companies include Wandisco, Plusnet, Zoo Digital, the Floop, Sumo among many others. Employment in the CDI sector grew by 27% in 2011-2014 and it is expected to grow significantly in the future.

The city centre will play an important role in supporting other growth zones in the city region, most notably the trailblazing Advanced Manufacturing Innovation District (AMID). This includes University of Sheffield's Advanced Manufacturing Research Centre (AMRC) including Rolls Royce, McLaren, Boeing and Factory 2050 at the Sheffield Business Park. A similar cluster around Sheffield Hallam University's Centre for Health, Wellbeing and Sports is emerging at the Olympic Legacy Park in Attercliffe. Both are located along an economic axis between the centres of Sheffield and Rotherham where world class research, technology and manufacturing businesses will thrive (see Plan ii).



Cultural Industries Quarter - Jaywing's distinctive new workspace in a former cutlery forge

The changing skills profile of the city is one of the city's major success stories. Sheffield is now the best performing Core City on apprenticeships and one of the top Core Cities for Level 4 qualifications with higher levels than the national average.

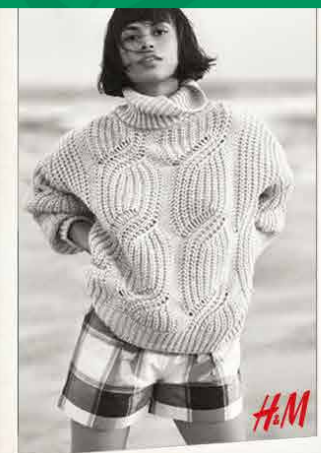
But it is also necessary to have the 'move-on jobs' and lifestyle to retain those with skills and ambition within the city, particularly graduates or other qualified people. There remains a large gap between the numbers of people educated to level 4 and above and the number of people working at this level. The quality of the City Centre is of key importance in attracting and retaining the jobs that allow people of all skill levels to progress in their careers within the city.

At the same time, the City Centre also retains areas of more traditional workspace, once commonplace but increasingly rare which provide space for essential making and servicing activities which contribute to its vitality and versatility of both the city centre and wider city economy. These activities might include small engineering and metal trades, brewing, vehicle repair, or music rehearsal space. In an expanding residential and office market such areas can easily be forced out but some require protection and support to ensure these activities can continue to contribute to the centre's vibrancy.

<sup>3</sup>Centre for Cities, (2013) *Beyond the High Street*, 24

<sup>4</sup>Business Register and Employment Survey (2016)

# 4.1 21st Century High St



The Moor showing proposed next phase

## KEY STATISTICS

- **The Heart of the City Project 2 (previously called Sheffield Retail Quarter) is predicted to increase retail spend in the City Centre by up to 14% (from some £484m to £552m p.a by 2023.)**
- **Almost 30% of retail spend in the City Centre already comes from those who work there**
- **Fashion retail represents only 7.4% of city centre retail in comparison to an average of 20% in competitor centres**
- **Sheffield has 261,000 residents in the top four affluency groups and currently has above average spend in relation to its retail offer**
- **Sheffield therefore has a higher 'spend potential' than many cities where the size & quality of retail offer is greater, such as Cambridge or York, indicating there is very significant potential for further retail growth**
- **£125m has been invested to date in regeneration of the Moor by Aberdeen Investments**
- **£550m planned investment in Heart of the City 2**

A new era for retail in the City Centre is now dawning. After several years of planning and development work a major transformation of the City Centre shopping experience will be seen over the next five years.

## CHANGING RETAIL

The size of the 'High Street' retail economy has contracted nationally in part following the 2008 recession but also for deeper structural reasons such as multi-channel shopping.

But Sheffield City Centre's retail remains uniquely unbalanced in comparison with local and regional demand and thus still offers a major investment opportunity despite the national trend. The advent of internet shopping now has a pronounced effect on High St shopping and continues to grow. However there are many examples of retailers who are meeting this challenge, for example by creating 'showroom

stores', by offering value or by providing 'click and collect' or other variants which combine the convenience and choice of the internet with the immediacy and pleasure of physical shopping. In addition, there is evidence of a reverse trend of originally fully 'virtual' retailers now taking actual space on the high street.

The contribution of locally distinctive and independent production and retail is also becoming more valued and important.

Many retailers want fewer shops but with larger space to showcase their entire range. Customers who research or order on-line also want to see the same range in the store. Others may want to see and touch goods before ordering on line. Customers will also travel further to the places that provide the variety of retail and the best stores in the region if there is a fuller experience which may include eating out, entertainment or enjoying lively streets and spaces.

So whilst there may be an overall contraction in high street retailing, those centres will succeed which can offer a winning combination of convenient hours, quality and specialist shopping, food and drink, vibrant culture and entertainment with distinctive places and attractions. Sheffield's new retail investment will be fully informed by these developments and will aim for that leading edge.



*The Moor Market - a Market Hall for the 21st Century*

# 30%

**OF RETAIL SPEND IN THE CITY CENTRE ALREADY COMES FROM THOSE WHO WORK THERE**

## LOCAL BACKGROUND

When the City Centre and Meadowhall shopping centre are combined, Sheffield easily ranks as a top 10 UK retail and leisure destination. The objective for the City Centre is not to compete with Meadowhall but to achieve a compact, walkable shopping centre which supports and complements its many other functions as a hub of regional business, education, civic and cultural life and a growing resident population.

The physical shape of Sheffield's central retail area has been characterised for a century by its linearity, historically stretching over two miles from Moorfoot to Wicker Arches with a more recent development of the Division St/Devonshire St branch for smaller independents (see plan iv, page 20).

As a result many national retailers until quite recently maintained two branches in the city centre. This extended form does not match current shopper behaviour or retailer requirements and has been contracting for the last two decades, mainly by the withdrawal of large scale retail from the northern, Castlegate, section in favour of the central and southern, Moor/Fargate/Division St area.

The City Centre Plan will continue to promote this consolidation albeit gradually and taking into account the needs of retailers still operating in Castlegate (see section 4.9, page 67).

However the established prime shopping location - Fargate – offers very limited plot depths due to the presence of important listed buildings such as Cutlers Hall and the churches and chapels on Norfolk St.

Many of the UK's largest retail brands trade in the CC from stores that are less than half their average sized stores in cities with similar populations.

### HEART OF THE CITY 2 PROJECT

There is now an unparalleled opportunity for Sheffield City Centre to provide a shopping, employment, living and leisure offer which meets 21st century demand for current large and small retailer requirements. Whilst the key ambition continues to be a fuller, higher quality retail offer, the concept now proposed is a more multi-layered form including leisure and hospitality, offices, and great public spaces, and this is reflected in the new name – Heart of the City 2 which references the successful and similarly multi-stranded development around Peace Gardens, St Pauls and Millennium Squares.



*The first phase of Heart of the City 2 with new offices, retail and restaurants around a new Charter Square opens early 2019*

The new retail units in Heart of the City 2 (HoC2) will be designed to provide a rich and distinctive destination incorporating significant historic buildings such as Leahs Yard, Laycock House, and the Citadel. It will also provide efficient and flexible state of the art units for retailers large and small with a range of business, leisure and residential accommodation in the upper floors. This will be delivered over the next five years, in the area between Fargate, the Moor, Peace Gardens and Devonshire Quarter on a block by block basis working within a flexible master plan (see plans iia and iib, pages 18 and 19).

The preconditions for this long-awaited scheme are now in place. Site assembly has been completed and a development manager Queensberry selected. Phase 1 at Charter Sq/Pinstone St completes in 2019/20 providing grade A offices for the HSBC over large and medium size new retail with food and beverage units in the first of a series of new high quality public spaces.

Subsequent phases will provide a complete range of retail spaces including smaller units for independents and specialists. There will be a high ratio of food and drink opportunities, as these form an integral part of today's shopping experience for many people.

It will also provide opportunities for high density office employment, hotels and primarily non-student residential in its upper floor development platforms, strengthening the appeal of the Central Business District as a whole.

The large scale transformation will also include a major new shopper and visitor car park and purpose-built facilities for shared servicing/delivery and click and collect, allowing most streets to be pedestrian priority with good access by public transport and cycle.

### THE MOOR

The combined investment by Scottish Widows Investment Partnership (SWIP), Aberdeen Asset Management and the Council in The Moor has already delivered an almost complete renewal of the public realm and allowed a rebirth of Sheffield's much loved Markets in an iconic new contemporary market building.



*The Moor – the Light shopping, restaurant and cinema destination*

This investment has signalled a significant renewal of confidence in the Moor, its role in the retail life of the city centre and a key step towards a more compact and high quality shopping offer.

New retailers particularly in the mid-range and fashion market are choosing the Moor to expand or establish a presence in the city centre.

The new Moor Market is a standout attraction of the City, providing a clearly independent retail destination with a renewed emphasis on locally produced or specialist food and other products. It has brought back a celebratory element to the shopping experience of the Moor that complements the national brands returning to the street.

Phase 2 of Aberdeen's investment has brought The Light, new flagship stores and additional new shops and kiosks, a new 9 screen cinema with gallery level bars and restaurants linked to a transformed Charter Sq. South providing the Moor for the first time with a night time and weekend leisure offer which will extend the operating hours of the whole area.

Meanwhile Aberdeen's Phase 3 development will provide a further major flagship fashion store at Moorhead/Furnival Gate which together with a bowling alley and other planned redevelopments. With improved pedestrian crossings this will re-establish Moorhead as a focal destination for shoppers.

The consolidated shopping area will be strengthened by new high quality public spaces starting with Moorhead and Charter Sq. with through traffic discouraged thus allowing much improved bus running and pedestrian connections. Access to some existing car parking/servicing may need to be re-routed.

To enable this, the Charter Sq roundabout and subways have been replaced by a pedestrian friendly public square with improved bus passenger facilities and cycle access serving The Moor, Heart of the City 2 and the Central Business District. These proposals are further explored in the Transport Section below.

In addition, the conversion of vacant upper floors on the Moor to student accommodation has brought significant numbers of new residents. This has added greater life and vitality which could be repeated in a number of other blocks, particularly in the Moorfoot area albeit with a wider range of tenure and occupants (see also 4.7 City Living).

Reconnecting the Moor to the lively London and Ecclesall Road corridors including Hallam's Collegiate Campus, New Era Square and the Antiques Quarter are also a longstanding ambition for the Council and for Aberdeen. Key interventions could include improved crossings of the Inner Ring Road modelled on the Sheaf Square example, an upgraded public realm of the Moor south of Cumberland St, the reopening and enhancement of the councils Moorfoot Building 'Passage' and redevelopment of vacant or poor quality retail warehousing for newer mixed uses.

### FARGATE

Fargate and Orchard Square continue to attract the largest footfall in the City Centre and to serve a key strategic role as part of the Primary Shopping Area identified on the Local Plan Proposals Map.

The Fargate/Orchard Sq/High St area currently represents some 33% of city centre retail turnover. Although not currently an area of major proposed redevelopment its retail function, including key retail outlets, will be supported and maintained as a core component of the strategy.



*Independent fashion Devonshire Quarter*

However a greater proportion of units, particularly smaller ones, may move to food and drink in common with a broader trend throughout the central retail area. A refresh of the public realm is required in part to support this trend.

For example, Town Hall Sq and Fargate will remain a major event space but in future some specialist markets, funfairs and promotional activities could also be shared with other spaces such as the new Charter Sq, The Moor etc.

### INDEPENDENT RETAIL

Division St and Devonshire St are currently the main City Centre concentration of independent fashion, specialist shops and food and drink, supported by its strong footfall and lively Devonshire Green park. The Council wants to retain the distinct character of this area and will continue to support independent retailers to thrive by, for example, using planning policy to protect the balance of smaller units over retail chains.

But the success of these streets has driven up values in some cases putting rents beyond the reach of many start-ups - a process which is outside the control of the Council. So in addition independent retailers are or will be encouraged in different parts of the city centre such as Heart of City 2, Moor Markets, Chapel Walk, Campo Lane in the Cathedral Quarter, Shalesmoor in Kelham/St Vincents

and more generally in the Castlegate Quarter.

Where needed the Council and BID will provide leadership and support, working with groups of independents, to help create a critical mass and then to promote this vital and valued part of the retail sector (see below Vacant Shop section).



*Independent cafes and shops on Campo Lane, Cathedral Quarter (Kyle Emerson)*



## VACANT SHOPS AN OPPORTUNITY

Numbers of vacant units in Sheffield city centre are broadly in line with the national and regional averages although the redevelopment around the Moor and Heart of City 2 has increased short term vacancies there and there are more long term vacancies in Castlegate due to the consolidation of retail.

But there will always be churn in the high street which means units may be vacant for a period. This should not be regarded as necessarily negative but more as a normal feature of city life and economy, but also as an opportunity to allow individual creativity and small scale enterprise to revitalise the City Centre for limited periods in places where this might not otherwise be affordable.

Short term reuse of vacant buildings has been seized by the Council, the Universities and the BID as a key opportunity for partnership and as a way of bringing in new ideas and energy to maintain the vibrancy of the City Centre or showcase other activities the city has to offer. Support will be offered for instance through the Renew Sheffield project encouraging building and land owners to make space available on flexible terms and providing support and mentoring for start-ups.



*Theatre Delicatessen – successful ‘meanwhile use’ of temporarily vacant retail space*

## FREE SUPERFAST BROADBAND

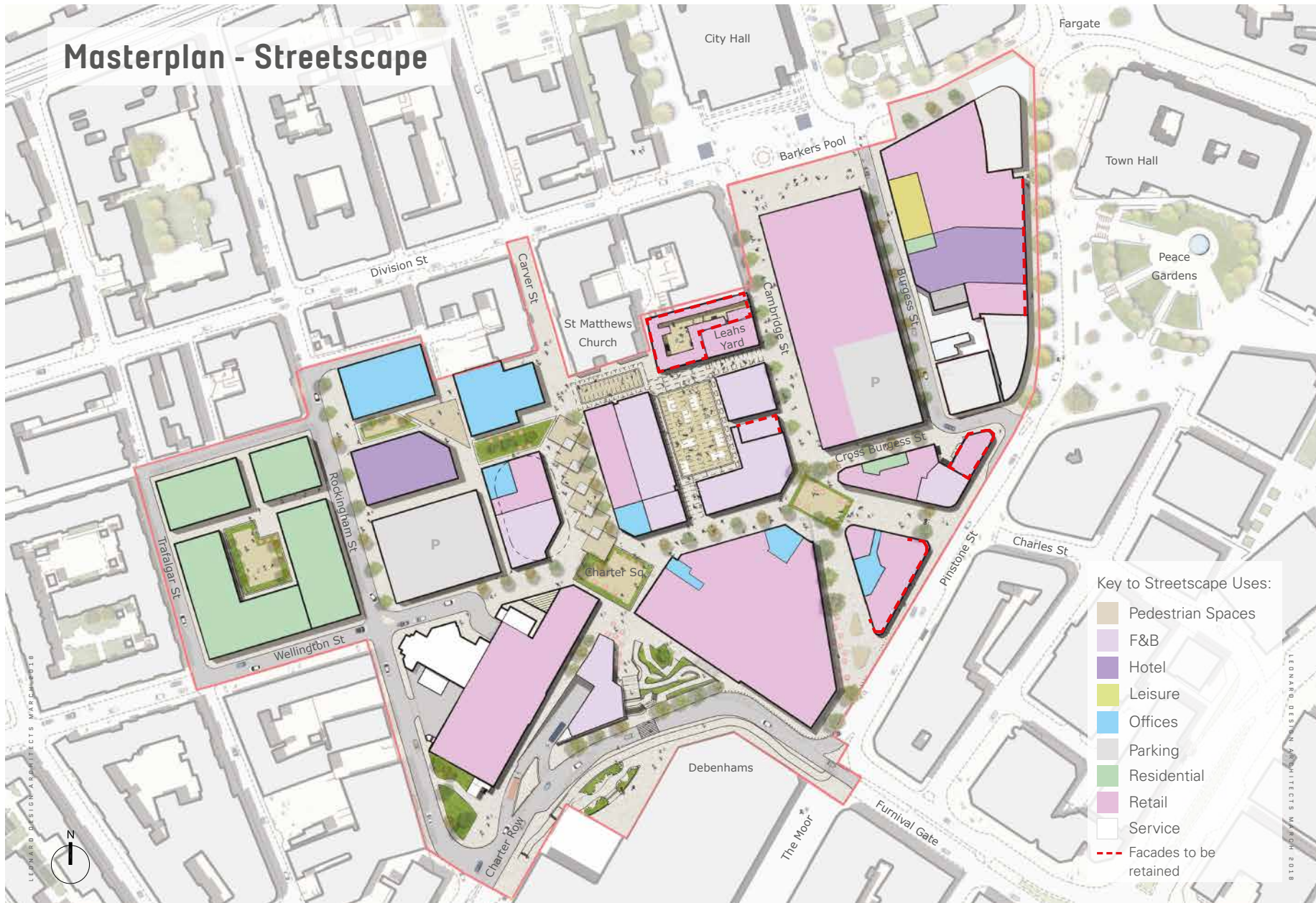
Thanks to a partnership between the City Council, City Centre BID and Idaq superfast broadband will be rolled out across a large part of the city centre in 2018 using Council street furniture and with potential for further extensions. This will provide fast free wi-fi in public spaces and streets, enhancing both the visitor/shopper experience and supporting web-based business development.

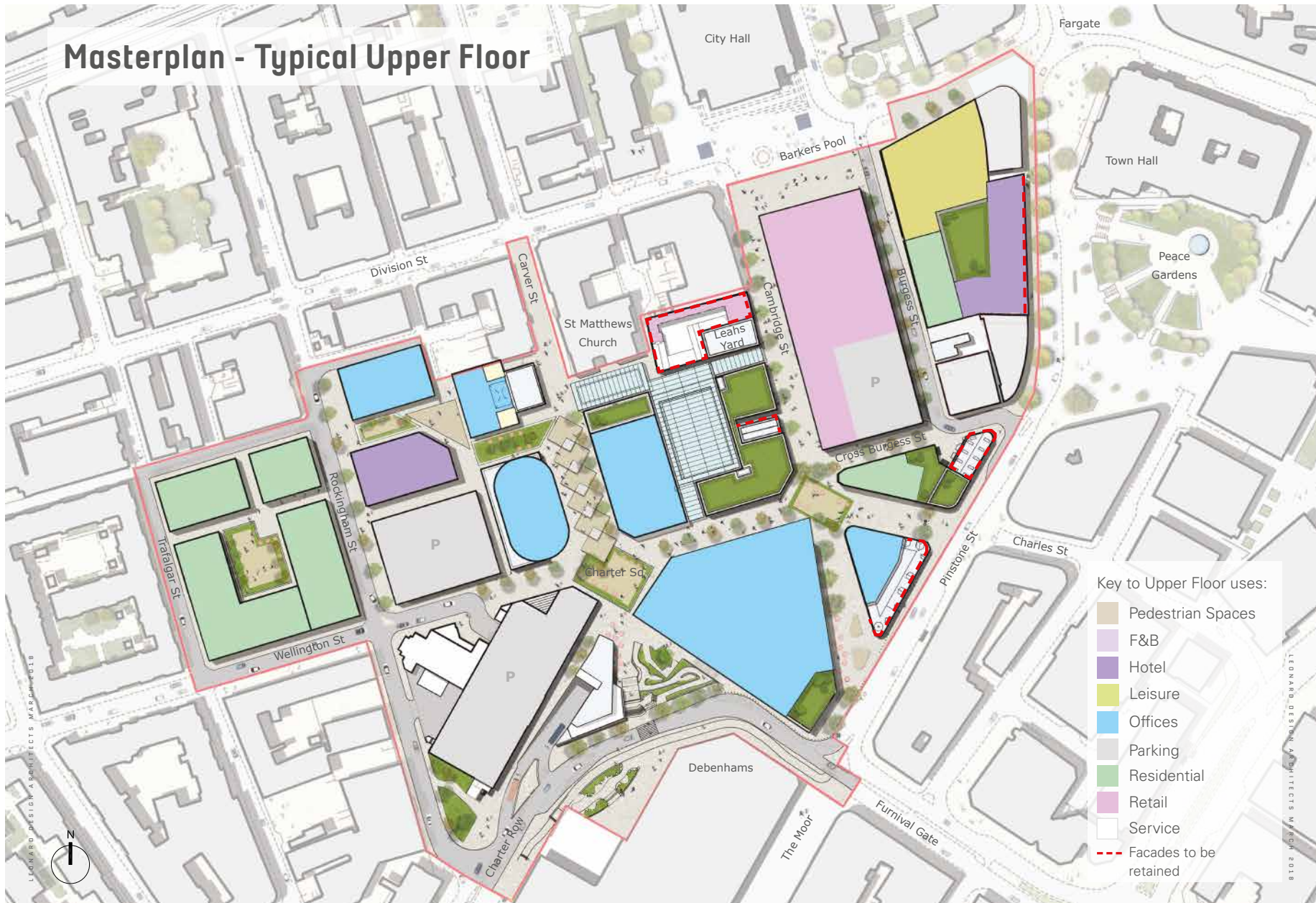


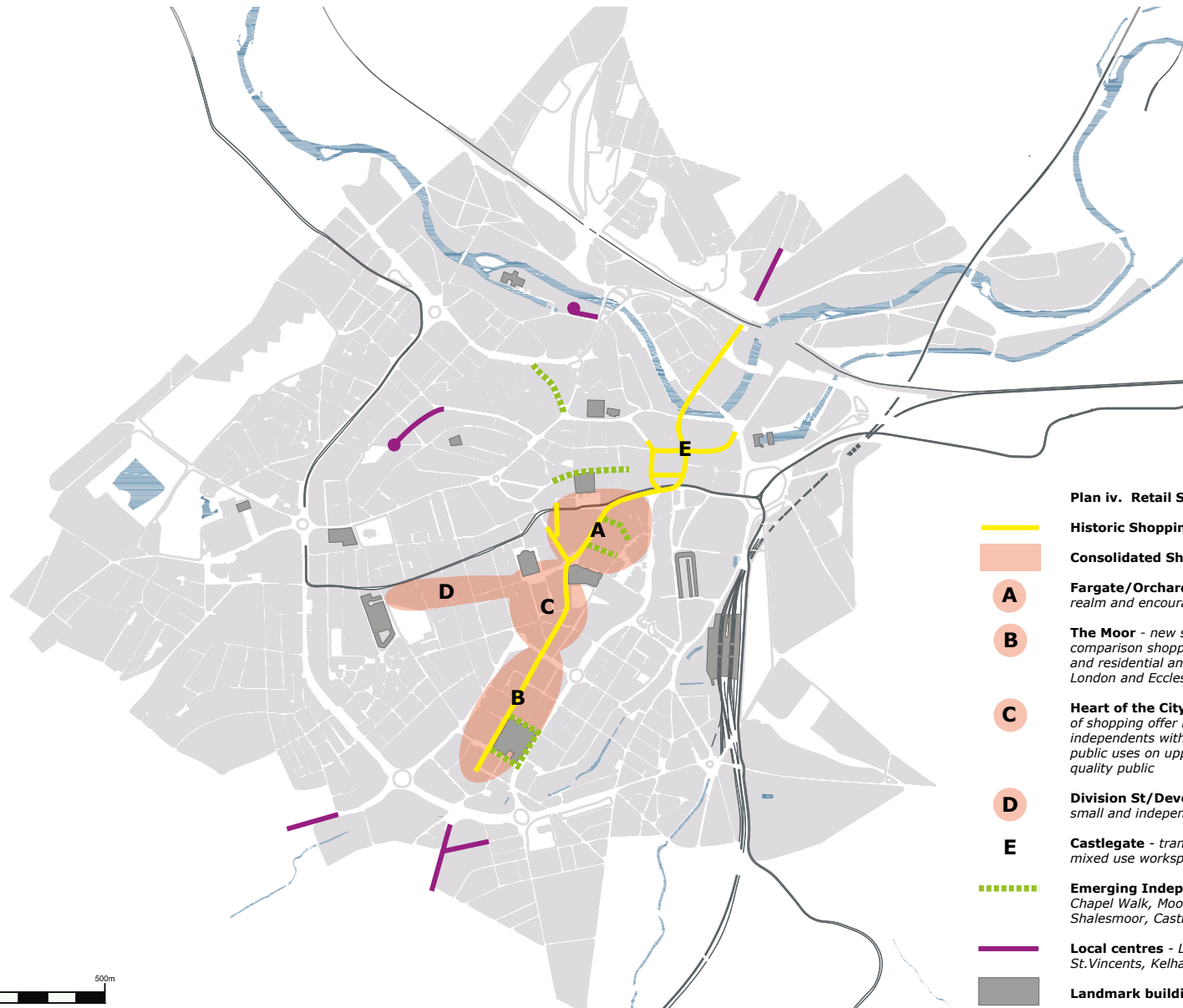
*Steam Yard and Tamper – independent coffee houses in Devonshire and Cultural Industries Quarters*

## SUMMARY OF PROPOSALS

- A higher quality, more compact and connected primary shopping core around Fargate, Moor and Heart of City 2
- An equally strong offer of leisure, food and drink, great public spaces and a broad range of cultural attractions and events which all complement the retail and provide a complete and multi-faceted ‘big city experience’
- New infrastructure for deliveries, ‘click and collect’, ‘view and click’ and customer access, enabling new forms of multi-channel retailing
- A much more extensive Central Business District and high quality apartments on floors over retail floors, strengthening the customer base and weekday day and evening footfall
- Co-ordinated opening, management and promotional leadership from the City Centre Business Improvement District (BID) partnership such as the Live After Five campaign
- Imaginative and flexible reuse of all vacant buildings and land in the retail centre, embedded in standard practice and promoted through the BID, Renew Sheffield and Showcase initiatives
- New opportunities and support for independent and specialist retail in the HoC2, Moor Markets, Chapel Walk, Castlegate, Shalesmoor and Cathedral Quarters
- A new role is promoted for Castlegate including a space for small retail start-ups as large floorplate retail relocates
- Support and space for the development of local convenience and specialist shopping hubs for new City Centre communities like Kelham and St Vincents
- Better linkage and way marking between the CC and the distinctive neighbourhood shopping centres such as Antiques Quarter, London Rd, Sharrowvale, Spital Hill and Ecclesall Rd
- Roll out of superfast broadband in city centre during 2018







**Plan iv. Retail Strategy**

- Historic Shopping Spine Moorfoot to Wicker**
- Consolidated Shopping Core**
- A** **Fargate/Orchard Square** - refresh public realm and encourage more food and drink
- B** **The Moor** - new space for fashion and comparison shopping with further leisure and residential and improved links to London and Ecclesall Roads
- C** **Heart of the City 2** - major expansion of shopping offer including brands and independents with office, residential and public uses on upper floors. New high quality public
- D** **Division St/Devonshire St** - established small and independent retail and food & drink
- E** **Castlegate** - transition from large retail to mixed use workspace, leisure, independents
- Emerging Independent areas** - Chapel Walk, Moor Market, Campo Lane, Shalesmoor, Castlegate
- Local centres** - London Rd, Ecclesall Rd, St. Vincents, Kelham Island, Spital Hill
- Landmark building**

# 4.2 A City for Business



Central Business District - Digital Campus Phases 1-3. Phase 4 also planned

## KEY STATISTICS

- **City centre employment has risen by 3,900 jobs in the last five years - a 7% increase**
- **270,000sq ft of office floorspace was taken up in 2015-16 the highest for ten years**
- **The number of businesses in Sheffield grew by 14% 2011-16**

The growth sectors in the global economy are increasingly dominated by high skilled, office based employment. Those forecast for highest growth in Sheffield City Region in its Independent Economic Review are business, professional/financial services (BPFS) and creative and digital industries (CDI). These sectors are concentrated in Sheffield City Centre and so the availability of a range of good quality office space and an attractive, broader city centre offer are both vital. Therefore the City has been developing a range of strong central business locations each of which has a distinctive function: to ensure that all requirements can be met (see plan v, page 25).

**Central /Heart of the City:** prestige accommodation in great public spaces and with direct access to retail, mainly for Business, Professional and Financial Services and established Creative and Digital.

**Riverside:** larger floor-plate, direct road access and waterside setting with strong links to the legal and public sector.

**Cultural Industries Quarter (CIQ) and Castlegate:** creative, cultural and digital many in distinctive restored industrial or retail buildings.

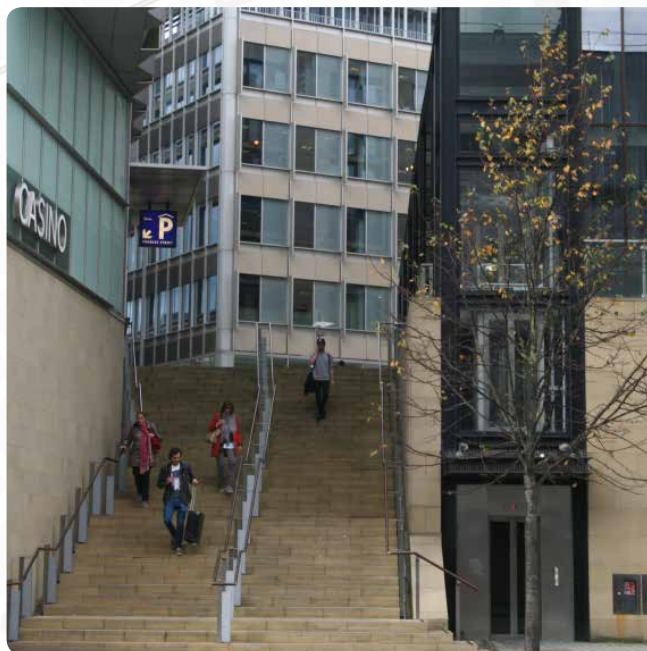
The two universities are also significant occupiers of offices within the City Centre, for their administrative as well as educational needs. In 2015 the universities accounted for approximately 35% of office take up.

Demand remains strong in the city centre. Speculative office development has returned for the first time for

several years – for instance 3 St Paul's Place, the city's most prestigious new office development followed, by the next phase of Digital Campus. Major refurbishment and restructuring of existing buildings for Grade A space is also ongoing recent examples including Holly Street, Steel City House and Milton House.

To ensure this trend continues the Council will where necessary take measures to further stimulate demand and grow the amount of new floor space, to drive higher rents and to assist financial viability. The Council will actively pursue opportunities to attract relocations in key sectors, particularly from the South East by highlighting the advantages which Sheffield offers including an attractive liveable, City Centre as well as cost effective premises; retention of skilled workforce and a very high quality of life.

In the next ten years the three business districts are expected to physically coalesce to create a more dense office and workspace environment particularly in the Eastern half of the City Centre, whilst maintaining their unique identities (see Plan v).



Central Business District – St Pauls Square and Alsop Steps

**For Central** this could be facilitated by significant sites becoming available in the Lower Sheaf Valley including, Sheaf Square, part or potentially all of the Pond St Bus Station, parts of the Odeon/Academy sites and sites around Sheaf Square. This provides an opportunity to extend the CBD to the Midland Railway Station (now identified as the main future HS2 station for Sheffield City Region) and so that it conjoins the CIQ, Castlegate and the Riverside Business Districts.

Further opportunities will also arise within and on the edges of the Retail Area which will further expand the scale of the CBD and create a significant critical mass of floor-space and occupancy that creates footfall, demand and vibrancy. Norfolk St/Union St, (soon to be reconnected with Fitzalan Square as part of the Knowledge Gateway project), will continue to reclaim its historic role as the principle business street in the CBD.

Within **Riverside** the West Bar Square development will provide over 400,000sq ft of new large floor plate offices and expand the northern fringe of the City Centre. There is also scope within Riverside for considerable new office space around the former Victoria station and for growth of the CDI and specialist technical services sectors at Castlegate around the proposed Castle House Tech Co-Working space which offers an opportunity to develop start-up and other services for the Advanced Manufacturing Innovation District in the Lower Don Valley. (see also 4.9 Castlegate below).

The **Cultural Industries Quarter** – one of the UKs first – has been the focus of creative and digital incubation and employment in SCR for thirty years and remains a key hub of arts enjoyment and production. However the stock of reusable industrial buildings is now more limited as residential, university and ancillary uses compete for spaces.

The CIQ will continue to be an important centre for creative production, galleries and cultural activities closely interwoven with education. Improving the connectivity and quality of public realm through the Knowledge Gateway project will help to extend and refresh its attraction to creative businesses looking to locate in an increasingly vibrant part of the City Centre.

CITY CENTRE EMPLOYMENT HAS RISEN BY

3,900

JOB IN THE LAST FIVE YEARS  
- A 7% INCREASE

Redevelopment of the area south of Matilda St is expected to contain a much greater proportion of residential in the upper floors but established gallery and studio uses should be retained and ground floor spaces should continue to be provided for business, commercial or community activities. The recent relocation of the Jaywing head offices to a former cutlery forge on Sidney St demonstrates the potential.

CIQ's core area is in need of a refresh and will be consolidated and strengthened by public realm improvements to its main street Paternoster Row, new move-on space in the Digital Campus and new workspace in mixed use developments along the Porter Brook such as Matilda St and Sidney St. supported by a growing range of cafes, bars and specialist shops as on Arundel St.

Whilst these increases in office floorspace are welcome there is also a continuing counter-trend for secondary office space to be converted into residential use, particularly in the traditional office location of the Cathedral Quarter. Whilst this has some benefits in taking relatively poor quality stock out of the market it reduces the amount of less expensive workspace that could be suitable for start-ups and businesses that need low cost accommodation.

The plan therefore supports proactively bringing vacant retail buildings and upper floors back into use for employment particularly in Castlegate. This could also address the fact that a significant amount of demand for office space is coming from smaller scale enterprises, often home grown and not in the first instance offering the 'good covenant' sought after by institutional investors. This may require a more pro-active and creative approach and product from property managers and investors.

The contraction of the Cathedral Quarter as a large office location is expected to continue over the next 5 years with for instance the relocation of Sheffield Newspapers and HSBC. The plan aims to ensure that this does not lead to a negative decline and that a new identity for the Quarter will be established which is more residential and mixed use but still including workspace making best use of its distinctive character. Many of the historic buildings are very suitable for owner occupation by small professional businesses or conversion back into attractive town houses. (see City Living section on Cathedral Quarter below 4.8).

#### FLEXIBLE EMPLOYMENT ZONES

The City Centre also contains several industrial areas which continue to provide accessible and affordable accommodation for high-end manufacture from metals to craft beer or the heavier end of services such as car repair or music rehearsal spaces which contribute significantly to the richness of the city centre economy. The areas are mainly in Neepsend. They will be protected from further residential growth in the Local Plan as Employment Zones (see section 4.9, page 74).

#### PROPOSALS

##### CENTRAL BUSINESS DISTRICT: PRIME LOCATION FOR BUSINESS, PROFESSIONAL AND FINANCIAL SERVICES

- The **Pinstone St/Union St and Carver St/Holly St development sites** are well located but in a mix of ownerships. The Council will work with landowners and developers to assist site assembly and delivery to expand the CBD particularly into the Sheaf Valley.

- Within the **Retail Area** opportunities for an increased amount of high quality office space over retail will be facilitated and promoted as with the Charter Sq/ Cambridge St site pre-let to HSBC.
- The **Sheaf Square site** enjoys an excellent location and public realm setting directly next to the main rail station and will now benefit from planned advance work on the Master Plan for the HS2 Station Area. Interim uses may be entertained subject to the agreement of the owners the HCA.
- The former **Nelson Mandela Building and adjoining sites** on Sheaf St/Pond St also enjoy a prime location Sheffield Hallam University will be bringing them forward for mainly commercial office uses.
- The phase 4 of Digital Campus Vidrio will be developed in light of the success of three previous phases, providing a further space for the Digital and Creative sector.
- Use of the **Pond St Bus Station** has declined significantly over the last ten years as passengers have increasingly chosen to access public transport on main streets. The size of and need for the facility may be expected to further reduce as the proposed new Public Transport Ring emerges although proximity to the railway station remains critical as does a central location for long distance coaches.
- This will allow at least part of the site to be made available for redevelopment which could connect Digital Campus with the CBD.
- The **Knowledge Gateway** public realm project will link these areas together with parts of the Hallam University Campus from Paternoster Row to Fitzalan Sq.

##### CENTRAL BUSINESS DISTRICT: PRIME LOCATION FOR BUSINESS, PROFESSIONAL AND FINANCIAL SERVICES

- **West Bar Square**, the largest office development site in the City Centre, will be brought forward in phases based on an approved comprehensive Master Plan, Council assisting with promotion and site assembly as necessary.

- **'The Square'** development at Broad St West Castlegate remaining sites will be marketed and subsequently new sites will be brought forward around the proposed New Exchange Square, which will be reclaimed from redundant highway, (see also Castlegate section 4.8).
- The former **Castle Market** site will be reclaimed and part of it may be used to promote small-plot development opportunities for self-build which could include small businesses owner occupation mixed with residential and active ground floors. This will be a unique opportunity in the city centre.
- Vacant historic buildings and upper floors within **Castlegate** will be promoted for low cost Tech and CDI businesses, starting with the Castle House Co-working centre and potentially supported by a sector themed Enterprise Zone offering incentives such as Business Rate relief. A cluster of technical services businesses in Castlegate/Wicker linked to the Advanced Manufacturing Innovation District will be promoted.
- Regeneration will be promoted by the continuing transformation of the central waterfront comprising the Sheffield Canal and Rivers Don and Sheaf, completing public realm improvements using the former inner relief road – the **'Grey to Green Corridor'** – as well as creating the Castle Hill/Sheaf Field Park on the former Castle Market site.



Jaywing's distinctive new workspace in a former cutlery forge

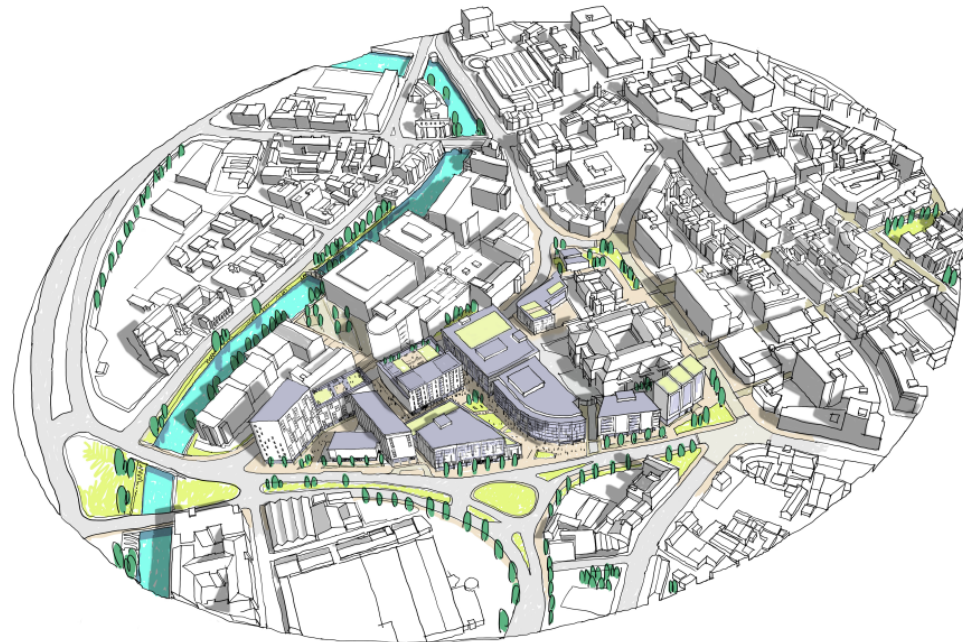
## CULTURAL INDUSTRIES QUARTER

The CIQ will continue to be an important centre for creative production and cultural activities. The Knowledge Gateway project will improve quality and useable spaces to help extend and refresh its attraction to creative businesses looking to locate in an increasingly vibrant part of the city.

Redevelopment of the area south of Matilda St is likely to include a larger element of residential occupation in the upper floors but ground floor accommodation for creative and digital business continues to attract strong interest. Established gallery and studio uses should be retained where possible and at least lower floor spaces should continue to be provided for business, commercial or community activities.

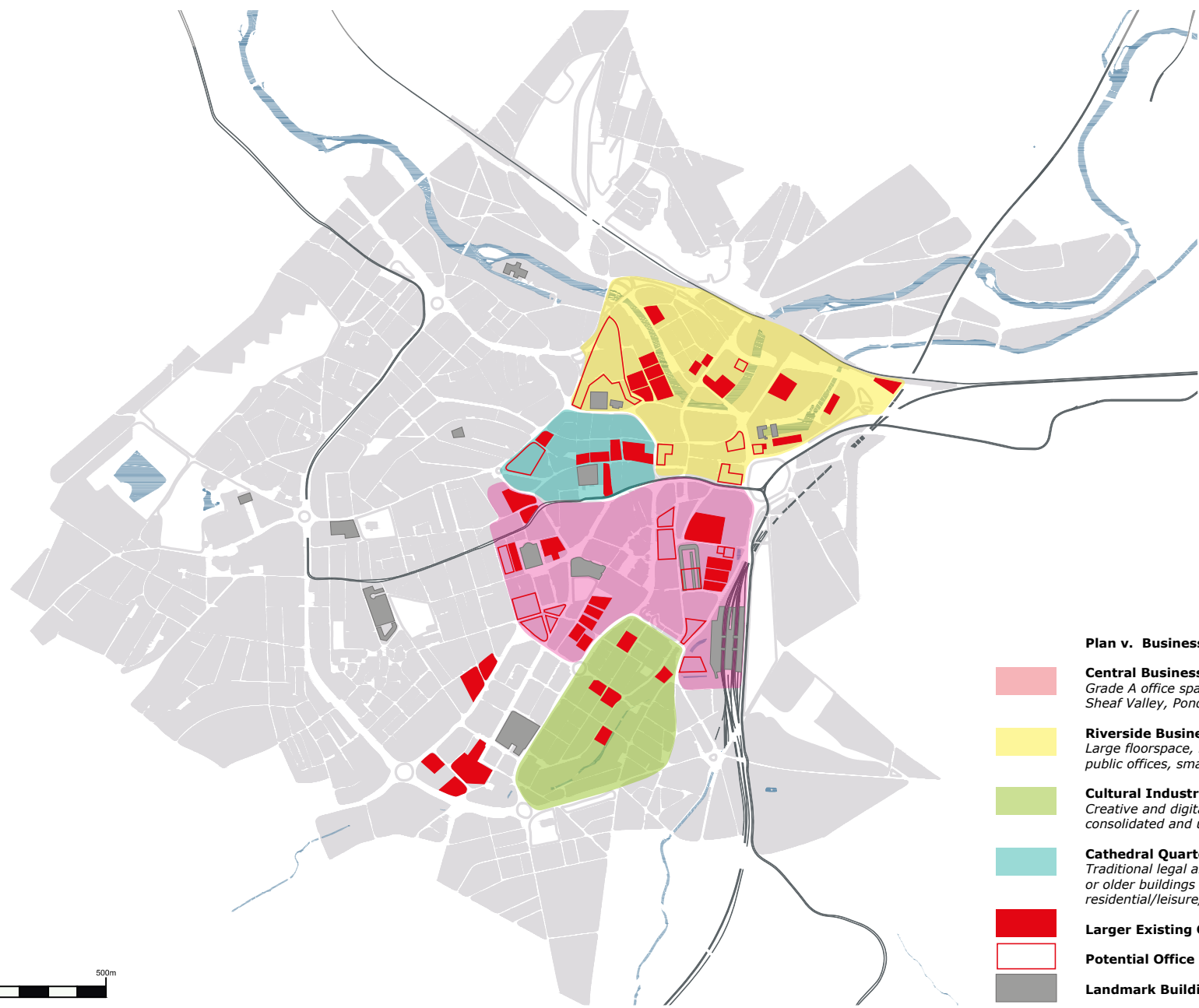
- The Council-owned development site adjoining the new Matilda St pocket park will provide new commercial floor space targeted at small scale creative businesses, extending the Paternoster Row/Brown St frontage with non-student residential on upper floors.

- Ground floor units at other residential led developments along Arundel Street and Sidney Street will also be promoted for similar uses, potentially mixed with studio/office space and small independent retail and food & drink uses at ground and first floors.
- Existing managed workspace premises at the Workstation and Sheffield Science Park would benefit from refurbishment and funding sources for this will be explored.
- The Sheffield Hallam University former Science Park premises on Howard St represents a significant development opportunity in the medium term for a taller office/workspace building as highlighted in the university's Campus Plan (see plan vi, page 29).
- Nearby Park Hill has become a significant alternative location for creative businesses moving on from the core of the CIQ and this will be encouraged.



West Bar Square – new offices, hotel, retail and non-student apartments in the Riverside Business District





**Plan v. Business District Strategy**

- Central Business District -**  
*Grade A office space - extended to include Sheaf Valley, Pond Street and HS2 station*
- Riverside Business District -**  
*Large floorspace, legal, professional and public offices, small tech & creative start-ups*
- Cultural Industries Quarter -**  
*Creative and digital production & display - consolidated and upgraded*
- Cathedral Quarter -**  
*Traditional legal and professional in smaller or older buildings many transitioning to residential/leisure/small retail*
- Larger Existing Offices**
- Potential Office sites**
- Landmark Buildings**

# 4.3 Knowledge City



University of Sheffield – main administrative building

## KEY STATISTICS

- The University of Sheffield is a Russell Group University consistently rising in the top 100 Universities in the world and in the Times Higher Education World Universities Ranking.
- With an income of £675m, 37,000 students apply annually for the 27,000 current available places. The University has won the Queen's Anniversary award four times since 1998 and has produced five Nobel Prize winners for Research since its establishment in 1905.
- Sheffield Hallam University is the sixth largest University in the UK and has a turnover of £257.7m, runs 708 courses, has 31,508 students and 93% of graduates are employed within 6 months of graduation.
- Over the past ten years Sheffield Hallam has invested around £140 million in its estate which has created spaces that are innovative, flexible, safe and sustainable. It is one of the best performers in the university sector in terms of sustainability.
- Sheffield College is ranked in the top five Further Education Colleges by the British Council for English Language teaching and was one of only three FE institutions honoured by the Craft Guild of Chefs in 2015. It has a £320m annual impact on the local economy.
- Each year Sheffield hosts around 60,000 students, many living in the city centre, 10,000 are international students from 25 countries including around 6,000 from China.



UTC on Matilda St the first new secondary school to be built in the City Centre for over a century



Hallam University ' Campus Spine' greenspace looking across Howard St to proposed new buildings and entrance to Atrium.

The transformation of the City Centre over the last 20 years has developed hand in hand with the growth of higher education including:

- Two world class universities - **University of Sheffield** (UoS) and **Sheffield Hallam University** (SHU)
- **Sheffield College** (SC) one of the largest FE colleges in Europe
- **Learn Direct**, the UK's largest provider of on-line study
- The **Source Retail Academy**
- The **Central University Technical College** the first secondary school to be built in the CC since the C19th and specialising in engineering and creative skills

Each has significantly expanded its activities in and around the central area.

Collectively they constitute a major part of the economy both at the higher level as suppliers to the knowledge industries and massively stimulating the City Centre, bringing vitality, footfall, diversity and spending power of 60,000 students and 12,000 staff each year.

At the same time the city centre has given their students a distinctive, stimulating, friendly and liveable home to which many graduates have responded by staying on in high numbers.

Both universities have invested strongly in their central campuses including the UoS' Engineering Building at St Georges, and SHU's Development & Society Building at Charles St and the Institute of Art located in the restored old General Post Office at Fitzalan Square.

Further ambitious building projects are planned. These include UoS' new Social Science Faculty Building on Northumberland Rd (circa £80m) and refurbishment and extension of the Mechanical Engineering facilities creating an Engineering 'Heartspace' (circa £50m), and SHU's Institute of Arts and planned developments in the Olympic Legacy Park. SHU's draft estates master plan maps out significant additional development of the Central Campus in the Howard St/Charles St area (see plan vi), eventually aiming for a single campus all located in the city centre.

In 2016 **Sheffield College** completed a £15.6m upgrade of its Central and Hillsborough campuses to create state of the art facilities for technology, engineering, design, sustainable construction and creative industries.

The **University Technical College** at Shoreham St in has brought large numbers of school-age students into the the heart of the Creative Industries Quarter to learn and train for careers in the Advanced Engineering, Manufacturing and Creative/Digital sectors, offering a fresh, career-focussed route into education for young people supported by local employers. It has also added a new energy to the CIQ.

Sheffield's Higher Education institutions compete internationally, requiring them to provide not just world class teaching and research, but also a setting and city offer to match. The first impression, quality and distinctiveness of the campus environment is an ever more vital component of success. Public spaces such as the Station/Sheaf Square, Barkers Pool, Weston Park and the Peace Gardens have given the city and the universities a world class setting for student arrival and for their set-piece graduation events but other parts of both campuses require improvement and connectivity.

The Council will continue to work closely with each institution to ensure full integration of the campus Master Plans with the wider City Centre Plan.

Major campus enhancement programmes are under way for both Universities supported by the City Council and City Region.

The University of Sheffield is investing significant sums in its Public Realm together with funding from SCR. These changes focus on the extension of the Gold Route axis of high quality public spaces from Devonshire Green through Portobello, Leavygreave and across Western Bank (completed) to the Arts Tower concourse and Weston Park. Key outcomes of these interventions are the creation of a high quality and well connected setting for the Faculty of Engineering, one of the highest rated in UK, the Arts Tower (the University's most well known landmark building) – and a development platform for the new Faculty of Science at Hounsfield and Leavygreave West. The campus will also be served by a high quality public cycle and pedestrian route with significant improvements to accessibility and safety. Improved connections to and through the North Campus are also planned linking it to the major cluster of city centre student accommodation in the St Vincent's Quarter (see plan vii page 30).

For **SHU** a new extended high quality setting for investment and expansion will be commenced by the Knowledge Gateway Project again supported by the Council, the City Region and SHU. The project will create an enhanced and more cycle and pedestrian friendly corridor linking the core of the Cultural Industries Quarter at Paternoster Row and SHU's Howard St main buildings with further expansion sites and the new Sheffield Institute of Arts at Fitzalan Sq (see plan vi page 29).

The route will also improve connectivity to the Heart of the City via Esperanto Place/Norfolk St and to Digital Campus and Park Hill via Pond Hill. This is important as the Pond St area offers significant expansion room for both SHU and the Central Business District.

Wherever possible it will seek to co-ordinate improvements to the campus public realm with the Streets Ahead highway repair programme, as well as improvements to wayfinding, road safety and pedestrian connectivity.

With 60,000 students and 12,000 staff, many living in or close to the City Centre the education institutions have a very large impact on travel patterns to and from the City Centre. The City Council is working with them to encourage more walking, cycling and use of public transport and incorporating improvements to access for each of these modes in improvements to campuses identified above. (see also Transport Chapter).

Both universities are now significantly involved in the events calendar of the City Centre as exemplified by the Festival of the Mind, Sheffield Food Festival, Tramlines and Off the Shelf, in support for the City Centre Business Improvement District (see also Retail Chapter) and new areas of partnership have also been developed in applied research and city animation.

In recent years the potential to harness academic knowledge and research capacity to analysing and tackling the city's challenges in a more systematic way and over longer time has been seized in projects such as Renew Sheffield, the Castlegate Partnership, Grey to Green, Love Square and many others and this will continue and grow led by the respective Civic Engagement teams of both Universities.

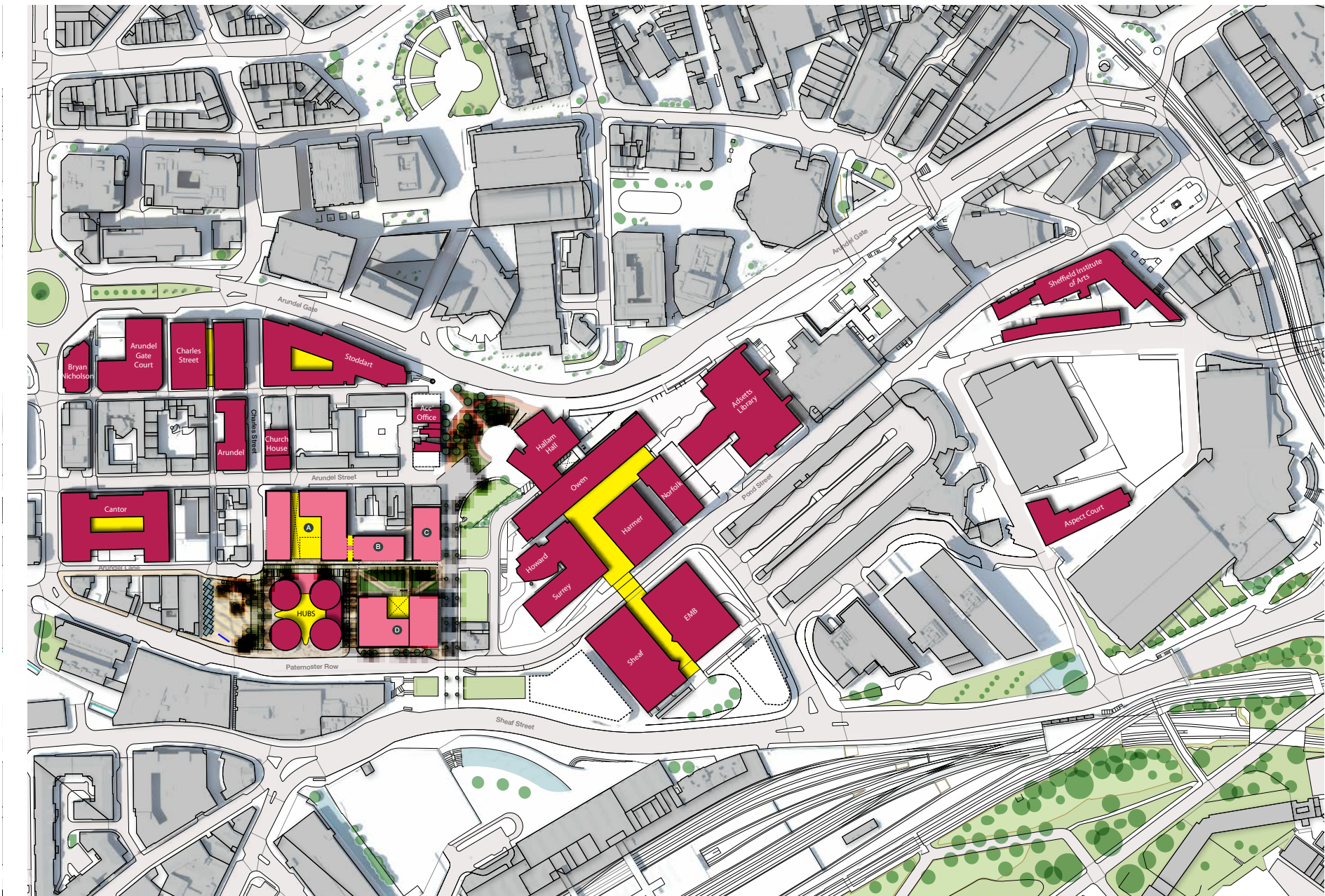


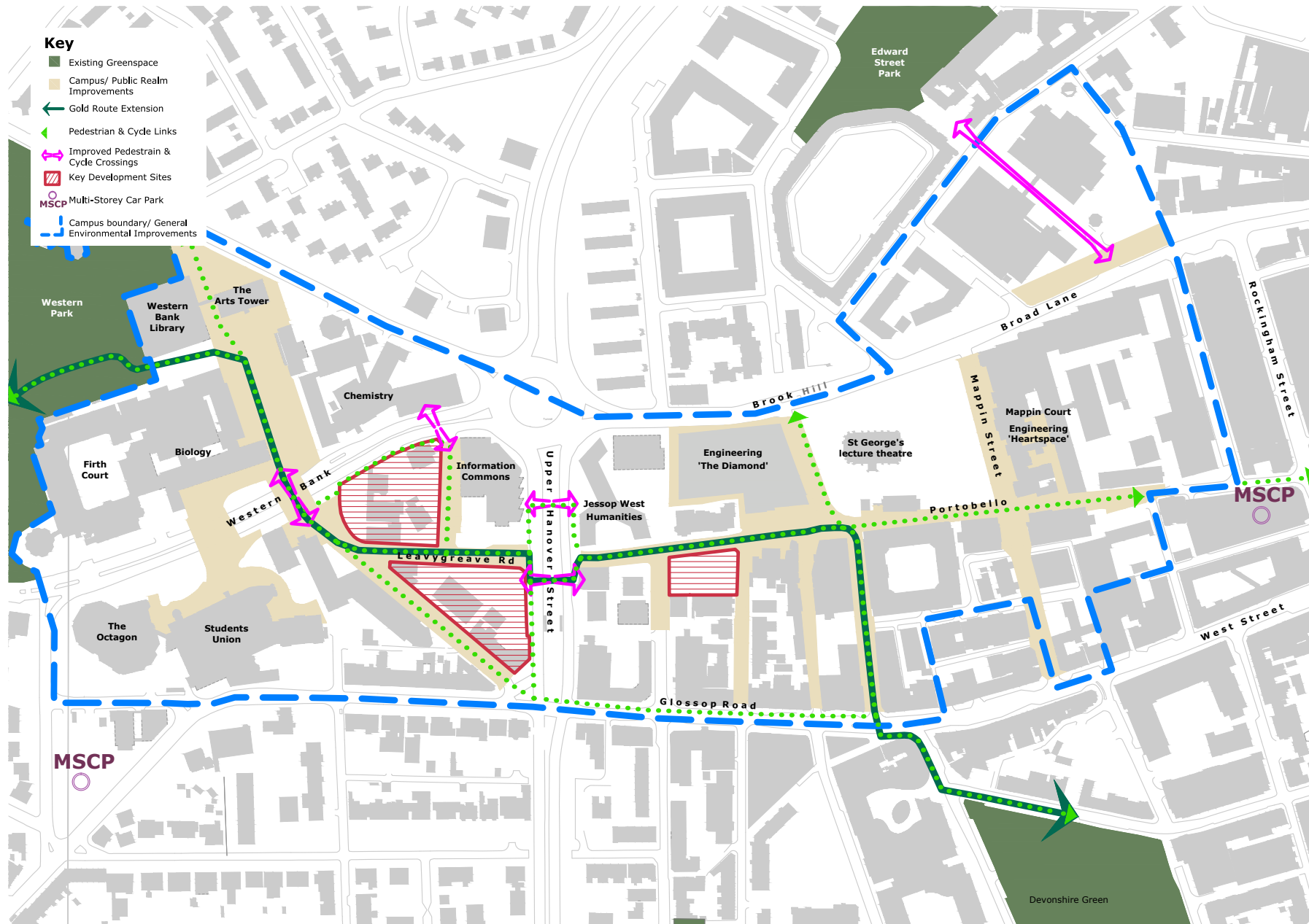
University of Sheffield new Engineering Building – 'The Diamond'

## SUMMARY OF KNOWLEDGE CITY PROPOSALS

- Support the implementation of Campus Master Plans for both universities and Sheffield College and work in partnership to implement higher quality public realm and connectivity
- Continue to encourage and support higher education involvement in the City Centre events calendar
- Work with the universities and colleges to promote sustainable, safe and healthy travel options
- Develop more focussed and long term urban research programmes in partnership with the higher education sector
- Encourage graduate retention and enterprise in the City Centre by providing a full attractive and distinctive offer of housing, leisure, cultural and retail provision

EACH YEAR SHEFFIELD  
HOSTS AROUND  
**70,000**  
STUDENTS, MANY LIVING  
IN THE CITY CENTRE





# 4.4 Sustainable City



Flowering water storage areas , 'Grey to Green' Phase 1 Bridge St. Riverside Business District

Developing a more compact and densely populated City Centre represents an important and very deliverable contribution towards a lower energy, lower carbon city. There are a number of key infrastructure investments required to advance this objective which are set out below. Others can be found in the Transport and Greenspace sections.

### LOCAL ENERGY NETWORKS

Sheffield pioneered Combined Heat and Power heat networks in the UK in the 1980s and its city centre network is still the largest in the country although now modest by northern European standards. In recent years the system has been able to take only limited new customers partly owing to lack of capacity.

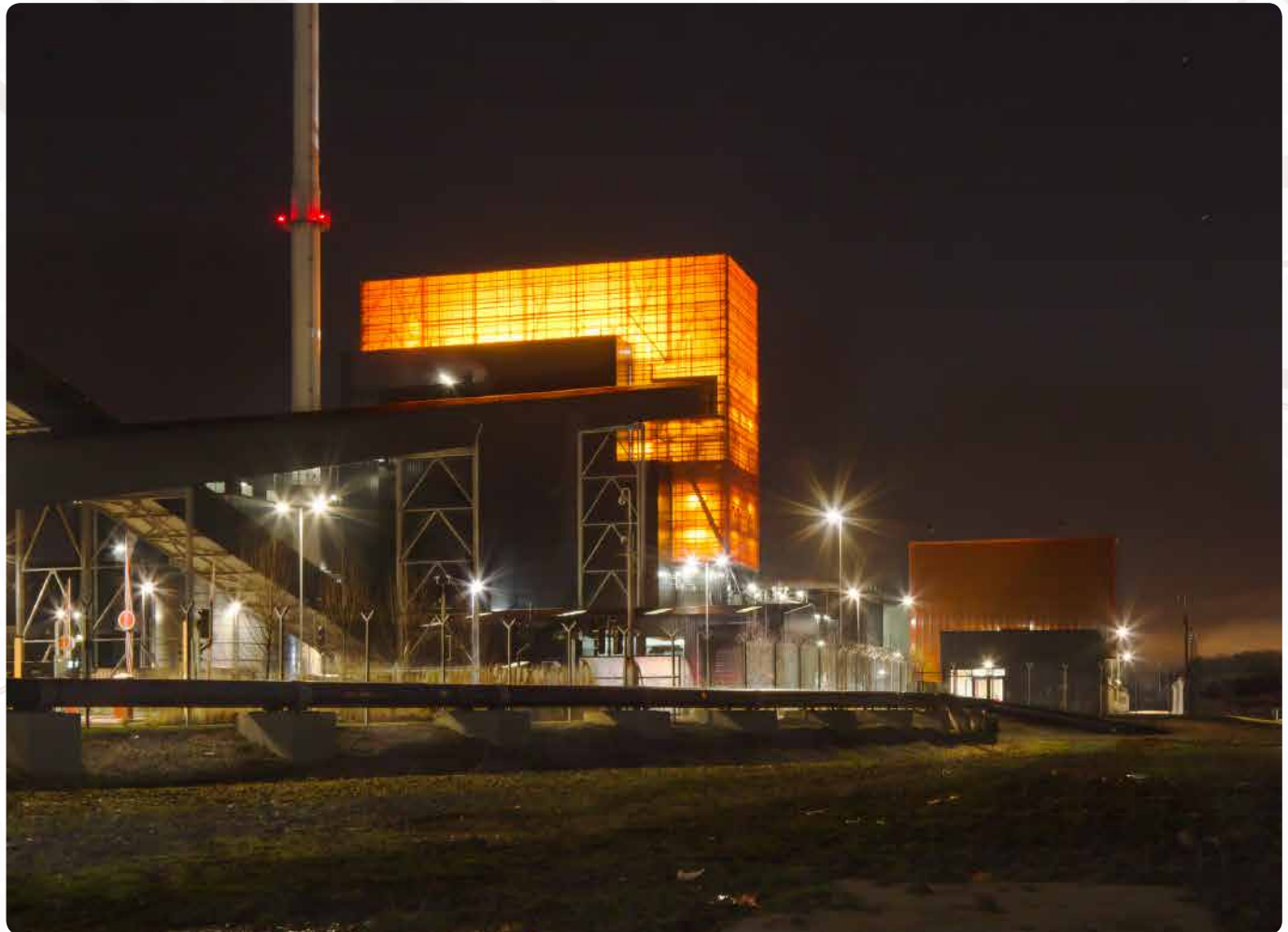
The advent of a new generator, Eon, in the City's District Heating market, with a 30MW Bio-mass power station at Blackburn Meadows and other renewable power projects in the pipeline at Mosborough and Claywheels Lane, offers fresh opportunities to reinvigorate and grow the City Centre network, which has not significantly expanded for several years, by increasing heat supply capacity and with the possibility of further industrial waste heat sources being connected in. Veolia and EON have signed up publicly to cooperating together as heat suppliers in the city.

A new business model for future delivery of heat or cooling over a much wider network is being developed but upgrading and extension of the City Centre network is an early priority for major infrastructure investments.

### FLOOD & DROUGHT RESILIENCE

Sheffield's location at the foot of the Pennines with its many fast flowing rivers means that flooding can occur quickly after heavy rainfall. River levels can also drop significantly in periods of low rainfall.

The UK Climate Projections (UKCP 09) data gives a clear indication that both frequency and severity of extreme weather events are expected to rise in the medium-term future, well within the lifespan of existing and currently planned developments.



*Blackburn Meadows Bio-mass Power station – to be connected to city centre combined heat and power system*

The catastrophic floods of 2007 were a clear demonstration of the reality and threat of climate change. Parts of the City Centre along the Don were particularly badly affected. However a comprehensive flood management strategy is now well advanced.

Due to the particular local rainfall patterns the Sheaf and Porter valleys did not experience a similar level of flooding in 2007 but do contain areas of high flood risk especially around critical transport assets such as the Inner Relief

Road and Bus and Railway Stations.

Sheffield's topography and industrial legacy mean that simply stopping or withdrawing development from flood plains is not possible without wholesale abandonment of strategic transport, social and industrial infrastructure. Therefore better flood and water management has to be the response.





*River Stewards with the Blue Loop Troop – volunteers who look after the regenerated River Don*

The Flood Management Strategy for Sheffield, developed since 2008 by the Council and the Environment Agency (EA) rests on four key elements;

- **Containment** - defence walls and banks to provide up to a 1/100 year defence level but also maintaining or improving accessibility and visibility of the river
- **Slowing the Flow** - greater than 1/100 year events which are predicted to come with changing weather patterns brought about by climate change will be dealt with by a range of upstream flood storage and natural flood management including better land management, tree planting and sustainable drainage measures
- **Stewardship** - the establishment of a permanent River Stewardship Service with strong volunteering support
- **Resilience** – businesses, residents and responders well-informed and trained to respond safely and effectively in the event of flooding

8km of formal flood defences are now in place on the Don from Kelham Island through the city centre to Meadowhall and Rotherham.

Giving protection up to the 1/120 year flood level. The works also provided improved access and enjoyment of the river in the Nursery St Pocket Park.

Maintenance of all these defences and the of the channel including the City Centre and Lower Don Valley are now covered by the Sheffield Flood Defence 'Business Improvement District' led by the Chamber of Commerce, the first of its kind in the UK.

As part of the Sheffield Flood Protection Programme (2015 to 2021), the City Council and the Environment Agency are planning two further important schemes that will raise the standard of protection of the Upper Don, and Lower Sheaf/Porter valleys through the city centre and surrounding areas to a standard of 1:200 (or 0.5% annual exceedance probability). This standard will include measures to protect against the effects of climate change (see plan viii, page 35).

The Upper Don and Sheaf Catchment flood alleviation schemes are at option appraisal stage with construction planned for implementation 2018 to 2021. Government has allocated grant-in-aid funds to part-finance construction with partner investment being sought from Sheffield City Region and other sources.

The vision promoted in the Sheffield Waterways Strategy (Sheffield First for Environment 2015) calls for all of Sheffield's rivers to be accessible, deculverted and rich in habitat, making an important contribution to the economic as well as the environmental quality of the city. The city centre has many opportunities to further this vision.

For instance the Porter Brook has considerably more potential for redevelopment of brownfield sites which will link to create continuous public access for walking, cycling and improved habitats. These opportunities could be brought together in a Lower Porter Brook Master Plan and implemented with the owners.

An exemplar of renaturalisation and improved access through deculverting is the Porter Brook Pocket Park at Matilda St. This has triggered initiatives along most of the Lower Porter from Eyre St to its confluence the station including a new volunteer conservation group led by local businesses.

Deculverting of the Sheaf through the Castle Market site is also an integral part of the regeneration plans for Castlegate.

Green roofs and more porous surfaces such as in car parking areas will be encouraged to hold rainfall for longer and feed into streams and rivers rather than the combined sewers.

A major demonstration of the 'sustainable urban drainage' principle has been completed in the first phase of the Grey to Green Corridor' which will eventually turn 1.5km of redundant former ring road carriageway into a chain of meadows and rain gardens slowing the flow of surface water from City Centre streets to the River Don and adding shade and tree cover. Further opportunities to extend this feature will be identified particularly in the HS2 Station Master Plan (see Castlegate 4.8, page 60).

In addition to urban 'green infrastructure' it is important to create and maintain urban 'blue infrastructure' in form of waterways and ponds as an adaptation measure to the projected changes in climate.

Waterways must be managed so that sufficient flows and areas of deeper water are maintained to support wildlife and fish stocks in low water periods as well as in flood conditions. Deculverting and renaturalisation of rivers will help provide these habitats as proposed Sheaf Fields deculverting at Castlegate.



*Matilda Street Park*

## HEAT ISLAND EFFECTS

Climate Change will also bring greater summer heat and the risk of drought as well as flood and this can be life threatening particularly for the elderly and frail.

Towns and cities significantly influence their local climate. Buildings and roads store heat during the day and release it at night. In addition, human activity (e.g. heating and cooling of buildings and traffic) lead to higher temperatures in towns and cities compared to more rural areas.

A more densely populated City Centre needs many more urban gardens and street trees to combat the Urban Heat Island Effect. Urban greenspace has already transformed many bleak corners and will continue to be required in association with new development wherever possible.



Sustainable Drainage – University Campus

## AIR QUALITY

Sheffield plans to achieve good air quality in all parts of the City Centre.

Since 2010 a citywide Air Quality Management Area (AQMA), has been in force to reduce levels of nitrogen dioxide (NO<sub>2</sub>) gas and PM10 fine dust particles to comply with EU health based limits.

Implementation of Sheffield's Air Quality Action Plan through a Clean Air Strategy (CAS) will help to improve health and quality of life for all the people of Sheffield particularly those living alongside the main transport corridors and will also provide a more favourable environment for investment in the city. Based on an evidence based Feasibility Study for a Low Emission Zone (LEZ) in November 2013, overseen by a Steering Group of including local bus operators, the Freight Transport Association and the Road Haulage Association, the Council is now implementing a number of important actions, including:

- Promoting the take-up of ultra low emission vehicles (and their associated refuelling/recharging needs (electric, gas / biogas, hybrid, hydrogen) which cause less pollution, in partnership with parking companies, developers, local businesses and the public, especially by bus, taxi and freight operators
- Making public transport, cycling and walking as attractive and easy as possible.
- In the short term, encouraging retrofit of diesel vehicles, particularly Buses, Taxis and Goods Vehicles, to be at least Euro 6 emission standard whilst working towards a zero emission standard.
- In the long term, making a shift away from diesel fuel to alternative low emission vehicles and fuels (electric, gas / biogas, hybrid, hydrogen).

As the AQMA is citywide, the impacts of the CAS approach and the Air Quality campaign, which launched in October 2014 will also have a beneficial effect across the city— see [www.sheffield.gov.uk/AirAware](http://www.sheffield.gov.uk/AirAware).

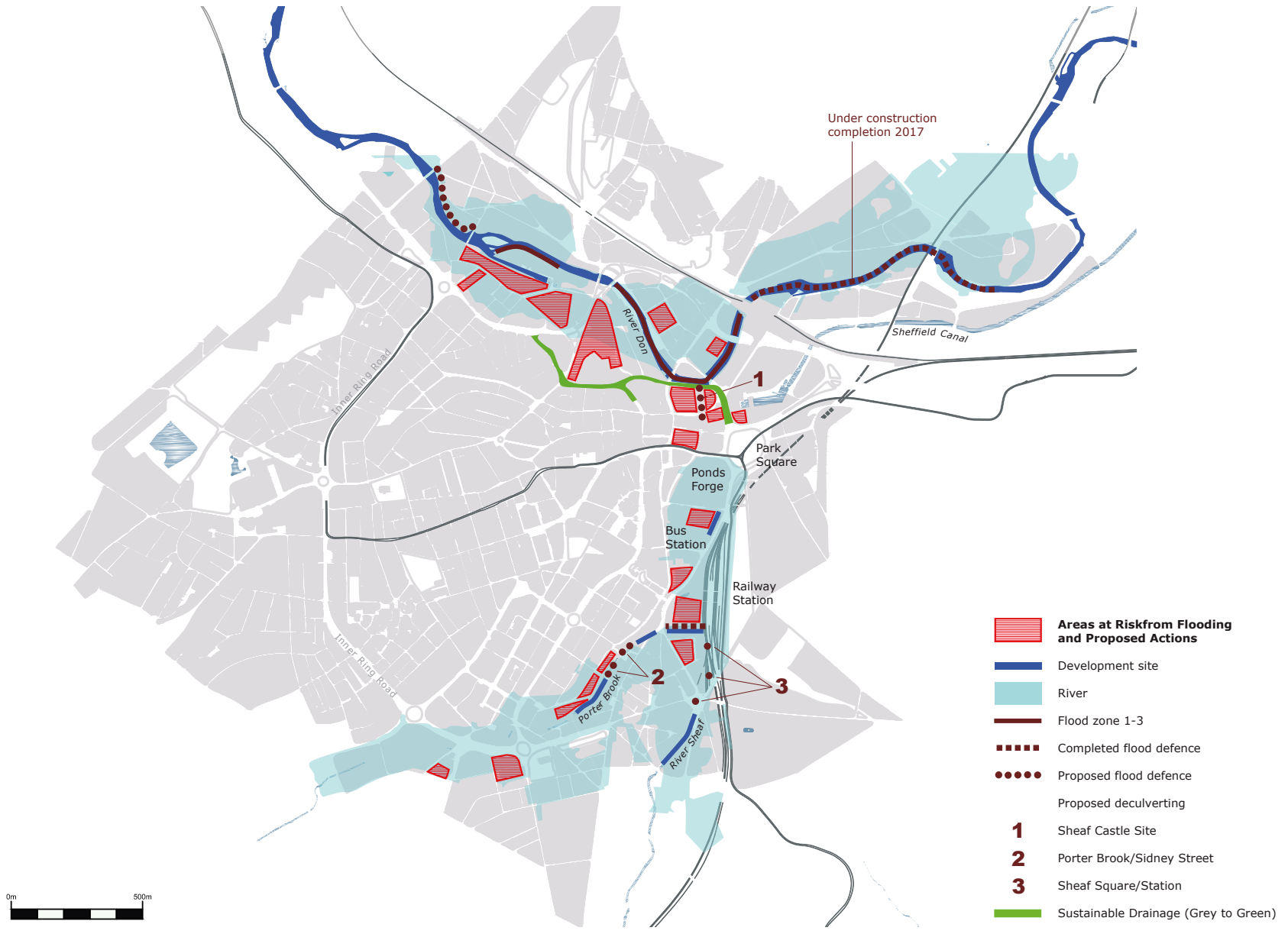
## STREET LIGHTING

The Streets Ahead programme will replace all street lights in the city with low energy LED lamps which will minimise light pollution as well as smart controls to allow them to be turned down in areas of low night time activity. The programme for the City Centre will be completed by 2020.

### SUMMARY OF SUSTAINABLE CITY PROPOSALS

(see also Transport proposals in Accessible City 4.5)

- Develop partnership and business model for extension of the City Centre District Heat Network, linked to new heat sources in the Lower Don Valley and with a potential extension to the Upper Don
- Promote deculverting of the City Centre reaches of the Rivers Sheaf and Porter
- Develop flood defence and resilience proposals for the Upper Don, Lower Sheaf and Porter and extend river stewardship arrangements to them
- Promote more green spaces including shade trees and green roofs in the City Centre
- Complete the Grey to Green SUDS scheme and develop further similar schemes as highway redundancy or other development opportunities arise
- Take decisive action to improve air quality in the City Centre by improving the performance of public and private vehicles, facilitating use of gas and electric powered cars
- Replace all street lighting with low energy, smart, directional street lighting as part of the Streets Ahead programme



# 4.5 Accessible City



*Initial artist impression of how the expanded Midland Station could look and its wider impact in the Sheaf Valley*

# "TO ACCOMMODATE MORE ACTIVITY AND MOVEMENT REQUIRES NEW AND ADDITIONAL INFRASTRUCTURE FOR PUBLIC TRANSPORT, WALKING AND CYCLING. OUR PREFERRED APPROACH IS TO MAKE THESE GENUINELY BETTER OPTIONS, RATHER THAN SEEKING TO PERSUADE OR CAJOLE PEOPLE OUT OF USING CARS."

## - SHEFFIELD'S TRANSPORT VISION

### KEY STATISTICS

- City Region projects up to 25,000 new jobs to be created in Sheffield 2014- 2024 – of which some 20,500 could be in the city centre- 2,500 a year
- This could result in 15% growth in demand for public transport and 22% for car-borne trips in Sheffield by 2024
- Up to 43,000 additional homes are required in Sheffield by 2034– of which, in principle, 10,000 could be located in the city centre, including 2,700 in the next five years
- British air quality regulation (2010) requires up to 30% reduction in NOx (nitrogen oxides) along corridors close to busy major roads into the city, improved vehicle technology will not automatically fix this problem
- By 2037 there will be 45% more people over 65 in Sheffield many with reduced mobility or ability to drive

### TRANSPORT VISION

The ambition is to attract thousands more people living, working and playing in the heart of the city and a critical factor in realising that vision is that people can move freely and safely around, without more congestion and with less pollution.

Transport has a key role in rebalancing the UK economy back towards the regions. The vision also reflects the priorities of the recent Sheffield Fairness and Green Commissions.

The vision for transport to 2034 draws on best practice from around the globe. Studies particularly from Europe and South America evidence that at the heart of most well-functioning contemporary cities, is a fully integrated public transport system, supported by a network of cycling and walking facilities, along with **clearly identified routes for private motor traffic**.

A more productive, multi-functional, densely populated and intensely used city centre requires higher quality infrastructure. Recent transport modelling by SYSTRA shows clearly that the city centre's existing road network cannot accommodate the amount of motor traffic which will be generated by the new employment, housing

and shopping projected in the CCP without significant increases in congestion.

When combined with the need to comply with air quality health standards to reduce carbon consumption to limit climate change and reduce energy consumption, this will only be achieved through demand management, very significant increase in use of mass public transport and attractive, safe walking and cycling routes.

As the most efficient means of moving the greatest volumes of people, these must work alongside, and not against, the need for reasonable access to destinations in the city centre for private cars, freight and servicing traffic.

To achieve these changes a family of route prioritisation measures – '**Priority Streets**' is proposed. This means giving priority to one particular means of travel on some streets. Overall the intention is to make as many areas of the city centre as accessible as possible by the most appropriate mode of transport. Where possible separate main networks will be designed for public transport, for private motors and for cycles – whilst also ensuring good access away from the main networks for all modes, and providing for active frontages on all main streets to promote a vibrant and thriving city.

In addition the public and legal pressure to reduce air pollution associated with vehicle emissions from cars, buses, taxis and trains now requires effective action across all the 'Core Cities' in the immediate future and these measures will inevitably reinforce the need for greater promotion and use of low emission modes of travel.



Midland Station and Inner Ring Road which will be reshaped to accommodate new HS2 and HS3 services

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# CITY REGION PROJECTS UP TO 25,000 NEW JOBS TO BE CREATED IN SHEFFIELD BY 2024

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To achieve this **Bus, rail and tram** should form a single, frequent, easily understood **'metro style' network** (building on the Sheffield Bus Partnership's single timetable and map initiative) but that offers journey times which really compete with the car. Faster and more reliable journey times can be assisted by the creation of **public transport priority corridors**. These will extend existing on street priority measures to help make public transport a genuinely attractive option, and facilitate potential future extensions of the Supertram system.

**Increased Cycling** requires a primary network of largely direct cycle routes, but also safe, comfortable conditions on all streets, door-to-door. The main routes should be physically separated from pedestrians, and where required from motor vehicles, for comfort and in order not to impede pedestrians, public transport and private cars. Across the city centre a grid of six strategic cycle routes are planned – three broadly west-east and three north-south (see plan xi). The first of these are already under way at University Campus-Portobello-Trippet La and Collegiate-Hallam Central.

**Pedestrians** similarly need direct, well-lit, level, clutter free walking routes (see plan ix) that are easy to use, especially for those whose mobility and sight may be limited. Away from the Main Traffic Routes, which require separate infrastructure (see below), streets would be covered by a **20mph speed limit** and modified to restrain vehicle speeds, where necessary – again to ensure safety and comfort door-to-door.

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*New high quality cycleway at Portobello*

For **motorists**, a network of **Main Traffic Routes** will be identified and improved, notably the Inner Ring Road and key radials, designed to reduce conflict with other transport modes, cope with traffic volumes, and allow movement of vehicles at up to 30 or 40 mph (see Plan xii). Some capacity upgrades will be required at selected junctions to address key pinch points, and also provide part of a wider solution to improve public transport priority, walking and cycling routes starting at Bridgehouses/Corporation St.

In this way the car remains an important part of the transport mix – especially for longer trips – whilst the street network can also accommodate growth by supporting the increased use of more efficient modes – walking, cycling and public transport.

*In the post-war period, Sheffield, in common with other major cities embarked on a major road-building programme including a series of heavily segregated, concentric ring roads and radials with pedestrians mainly crossing via subways or bridges. The Civic Circle (Arundel Gate/Eyre St/Furnival Gate, West Bar and Charter Row) was the inner most with an Inner and Outer Ring Road also planned.*

*These roads, particularly the Civic Circle, turned out to impose too much severance for pedestrians and in reality rendered much of the land between new roads inaccessible.*

*This policy was reversed in the mid-1980s. Over the last 25 years much work has gone into reshaping these "urban motorways" into city boulevards and more pedestrian friendly places. The Inner Ring Road was completed in 2008 with surface crossings and incorporating the Riverside within the city centre.*

## PROPOSALS FOR PRIORITY STREETS THREE CATEGORIES OF ROADS

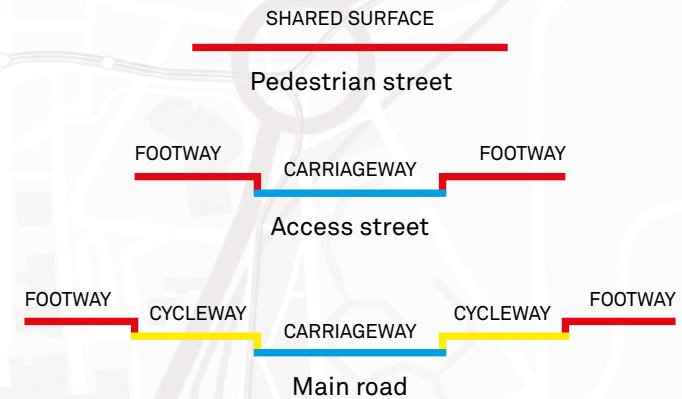
- **Pedestrian streets** (see Plan ix) have a design speed of 10mph. To achieve this:
  - The street will be laid out on a single level without raised kerbs;
  - Volumes of motorised traffic will be kept very low and possibly to limited times;
  - These streets will not form part of cycle routes, and cycling may be restricted, where required, to protect pedestrians' safety or accessibility.

Major shopping streets such as Fargate and The Moor as well as most of the proposed Retail Area, would fall into this category.

- **Access streets** (see Plan ix) will have a 20mph speed limit, regulated principally by the lay-out design. The majority of streets in the City Centre would fall into this category. These streets would be designed to facilitate movement by cyclists and pedestrians, and a modest amount of light motorised traffic, low usage by buses and lorries will mean that separate cycling infrastructure is not generally required. For their comfort and convenience, pedestrians are provided with separate footways – however, traffic volumes would be sufficiently low to allow crossing throughout the length of the street. Restrictions on motor vehicles may be introduced on a case-by-case basis, for example to improve conditions for pedestrians and/or cyclists, or to ensure traffic volumes are kept sufficiently low to protect vulnerable road users.

- Arundel St North or Portobello/Leavygreave East are typical recently created examples.

- **Main roads** (see Plan xii) will have a speed limit of 30mph and separate, protected paths and crossings for pedestrians and for cyclists, for example, similar to the recent reshaping of Charter Square. The main routes for private traffic and public transport are generally kept on separate roads such as the Inner ring road, Broad Lane for private traffic and Arundel Gate/Eyre St, West Street/Glossop Rd and High Street mainly for public transport. Exceptionally, where there are no fronting buildings and where it helps ensure main roads are more attractive to motorists (compared to using Access streets) cycle tracks may be omitted and cyclists prohibited (but only where an appropriate alternative exists), and/or the speed limit may be 40mph.



The benefits from prioritising routes in this way, in summary, are:

- Better air quality, health and well-being and road safety as a result of more short trips being taken by public transport, walking and cycling
- Some reduction in congestion, faster public transport, more direct walking and cycling routes – all leading to reduced journey times
- Genuine choice of transport – offering the right mode for the right journey
- Freeing up space for development, improved public spaces and local environmental improvements, and for kerbside parking.

## AREAS FOR ACTION

### PUBLIC TRANSPORT PRIORITY STREETS

Sheffield's public transport offer must provide a service that is competitive with the private car for journey times and reliability. This requires more efficient routing of services and a greater level of bus priority than currently provided.

It is intended to create a **“ring” of public transport priority corridors** in the city centre (see Plan x) – prioritising streets for public transport access, shortening and simplifying bus routes and potentially making better use of existing Supertram infrastructure for bus running (for instance the Park Square tram bridges). This would also provide the space to develop a future ‘tram ring’ for the city centre, serving Arundel Gate and the Moor, which would also be a necessary start to allow for any extension of the Supertram system to the Sheaf and Porter valleys.

The consolidation of bus routes in this way would improve public transport journey times, and reduce bus mileage in the city centre. It would also mean fewer stops in the city centre, and a system whereby not all buses served all parts of the city centre.

As a result, it would potentially require a **circular linking bus service**, designed to enable hop-on hop-off usage and to enable connection to onward bus and tram services, to



Cycle hire docking station

better serve all key locations alongside high quality walking and cycling routes. New ways of providing this service including the use of autonomous driverless vehicles will be investigated.

On the eastern side of the city centre, it will probably be necessary to prioritise Commercial St, Arundel Gate and Castle Square for faster, more reliable public transport services, and address pedestrian safety issues.

The project would in that case also include improvements to the Inner Ring Road and other main traffic routes as required to accommodate any displaced traffic.

It is anticipated that this approach will open up possibilities for the scaling back of **Pond Street bus interchange**, to allow redevelopment of part of the site. This will require identification of sufficient additional kerbside space for those buses rerouted to serve the city centre, either in a reduced facility or elsewhere on street, in particular long distance coach services. The potential to link this facility more closely to the Midland Station will be explored in the HS2 Station Master Plan now in preparation.

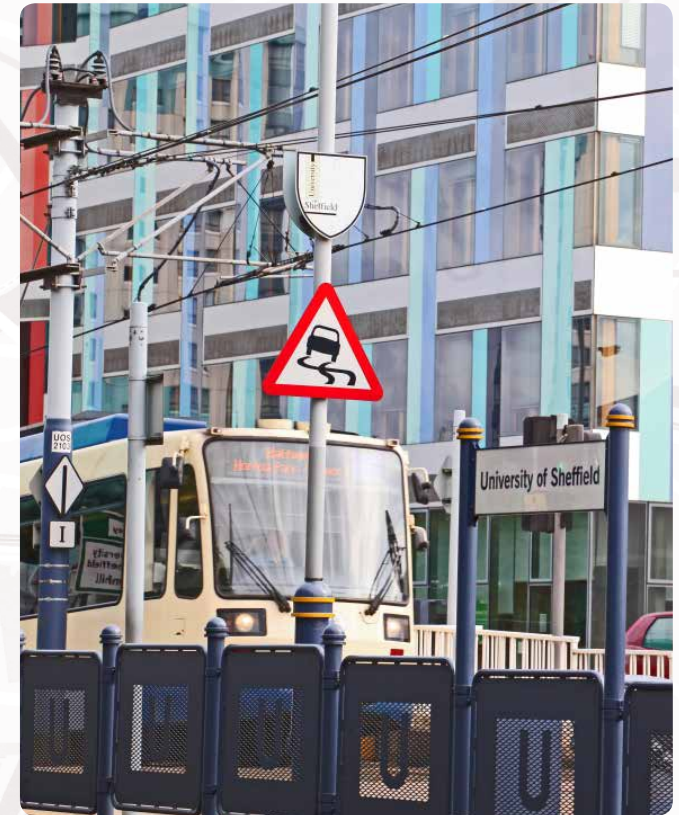
The new public transport priority box would be complemented by improved paths and crossings for pedestrians and for cyclists, to enhance comfort, convenience and safety for these users.

### INNER RING ROAD AND MAIN ROAD IMPROVEMENTS

The capacity of the Inner Ring Road is a critical constraint to city centre activity, due mainly to peak hour traffic congestion, which results in poor journey time reliability at these times, as well as severance for pedestrians and for cyclists – a major deterrent to these alternatives..

Current programmed works will make significant capacity improvements to Inner Ring Rd junctions in the Bridgehouses to Corporation St area.

The proposed public transport priority ring and HS2/NPR station expansion would likely require improvements to eastern parts of the ring road. Improvements will also be investigated in respect of the roundabouts at Shalesmoor, Brook Hill, Moore Street and Bramall Lane.



Trams at University Campus

Interventions at points where main cycle routes cross the ring road are also proposed notably at the London Rd/ Moorfoot junction. The crossings at Sheaf St/Howard St and Upper Hanover St (recently completed) both show ways in which this can be achieved.

These projects will seek to improve the operation of the Inner Ring Road for all users, including pedestrians and cyclists as well as for motorised traffic.

A programme of improvements will also be bought forward to other main traffic and public transport routes, to facilitate movements on and off the ring road, to main car parks and to provide better paths and crossings for pedestrians and for cyclists (see Plans ix-xiii).



# 43,000

## ADDITIONAL HOMES ARE REQUIRED IN SHEFFIELD BY 2034

### HIGH SPEED 2 MASTERPLAN

Midland Station forms a key gateway to the city centre, and with continued strong growth in rail passengers projected, as well as the proposed High Speed 2 (HS2) facility and faster services to Manchester, Leeds and other northern cities targeted by Northern Powerhouse Rail further significant extensions and reshaping are anticipated.

This improved connectivity will drive the redevelopment of the wider Sheaf Valley area, and will require other local transport improvements to support this growth. Connecting people easily to Midland Station from across the city and region will be key in maximising this benefit.

The Council are working with partners, including HS2 Ltd, Department for Transport, and Network Rail, to deliver a masterplan that provides the links into Midland Station by all modes of transport, supports the wider redevelopment of the area, and integrates with the Northern Powerhouse aim to provide 30 minute journey times by rail between city centres as well as better connectivity to Manchester, Robin Hood and Leeds Bradford airports.

### IMPROVED TRAFFIC MANAGEMENT

Attractive, vibrant city streets should not be overly dominated by motorised traffic and where possible should not hinder the safe, free movement of trams, buses, cyclists and pedestrians. Thus certain restrictions will be needed on the movement of private traffic in and through the city centre.

As an initial step, the Council will implement a **20mph speed limit** in large parts of the city centre. Speed limits will be reviewed as the new street types are introduced. However, reducing speed limits will not be enough in itself – so simultaneously or following the introduction of the speed limit further interventions or public education campaigns will be introduced as necessary to ensure it is respected by motorists without recourse to ongoing enforcement.

Traffic management in the city centre will be reviewed with the objective that the volume and nature of traffic is kept sufficiently low on each street to protect the comfort, safety and convenience of non-motorised users, as well as the quality of the city centre environment.

As an early example, improvements to Trippett Lane and Portobello will be implemented extending the University Campus 'Access Street' scheme, to further improve conditions for pedestrians and to provide a main cycle route from the west of the city to the Heart of the City and Central Business District.

At the same time it is recognised that some restrictions on motor vehicle movement can have undesirable consequences, such as increased vehicle mileage whilst making several delivery trips.

Therefore a **review of access restrictions** is proposed, to ensure they work to best support the functioning of the city centre, and are no more onerous than required. This represents a move away from an "in principle" objection to cross city movements, to one of "as little as possible, but as much as necessary", to ensure traffic volumes are kept within defined limits on access streets, or separate paths and crossings are provided for pedestrians and for cyclists.

The Council will review **traffic regulations, wayfinding and signing** to ensure these are clear, simple and understandable as possible, particularly for visitors to the city.

The introduction of delivery consolidation centres will also be examined, particularly for Heart of City and Moor, to reduce the number of delivery vehicles entering the city centre and increase use of low emission vehicles.



*Howard St Gold Route – a major high quality walking and cycling route into Heart of the City*

### SHOPMOBILITY

The Sheffield Shopmobility scheme has for many years provided an invaluable service to visitors to the City Centre with restricted mobility. A new facility also now operates in the Moor Market close to major car parks and public transport routes. Construction of Heart of the City 2 will offer an opportunity to incorporate a second more central location and facilities for the scheme.

### CITY CENTRE CYCLE HUBS AND HIRE

A new cycle hub offering secure public cycle parking and associated maintenance services will open in 2018 in a central location. This facility will operate in a similar way to the successful Midland Station cycle hub.

Two cycle hire schemes will be operative in 2018 – the established University Blue Bike scheme and the new Ofo Yellow Bike system which does not rely on fixed docking sites.

## AIR QUALITY

Sheffield along with most major UK cities has been identified by the Government in its **National Air Quality Plan** as an area in exceedance for Nitrogen Dioxide (NO2) gas which means that the Council will need to tackle vehicle emissions in order to become compliant with the European health based limits for this air pollutant in the 'shortest possible time'.

The Council and transport partners are therefore, currently developing a Sheffield Clean Air Strategy (CAS) which will acknowledge the National Air Quality Plan.

The Clean Air Strategy will also be aligned with work on a new Transport Strategy for Sheffield, which is principally focused on supporting economic and housing growth, and the additional journeys associated, whilst also considering priorities for of health, fairness and environmental sustainability, in particular reducing air pollution to a point well below European health based limits.

This will include research into the potential and benefits of introducing a workplace parking levy and road or area user charging in Sheffield.

## IMPROVED PARKING MANAGEMENT

To take account of changing demand, kerbside parking in the city centre and in its vicinity will be regularly reviewed and managed. In some instances, new developments, public spaces and the transport infrastructure envisaged by the City Centre Plan may necessitate removal of on-street parking and surface car parks. In other streets it will be possible to provide additional kerbside parking space where existing restrictions are obsolete.

In all cases, the Council wishes to move to a system of parking controls that better respond to local demand to –

- ensure good but equal access by car and by other modes;
- ensure good availability of space near destinations;
- maximise the efficient use of the available parking stock;
- minimise unnecessary circulating searching for parking;
- be transparent so the public and business confidence in parking controls is improved.

Promoters of residential developments will be encouraged to only provide sufficient off-street parking to support viability, Car parking associated with commercial development will generally only be supported for operational purposes, or as part of public multi-storey car parking.

It is recognised that off-street parking will need to be commercially viable for its operators. To this end, the Council will endeavour to ensure on-street parking is properly regulated so that off-street parking is encouraged and on-street spaces are not oversubscribed. However the Council has limited influence over pricing and allocation of off-street parking stock. New multi-storey car parks are proposed on Rockingham St as part of the HoC 2 and the West Bar Sq. development.

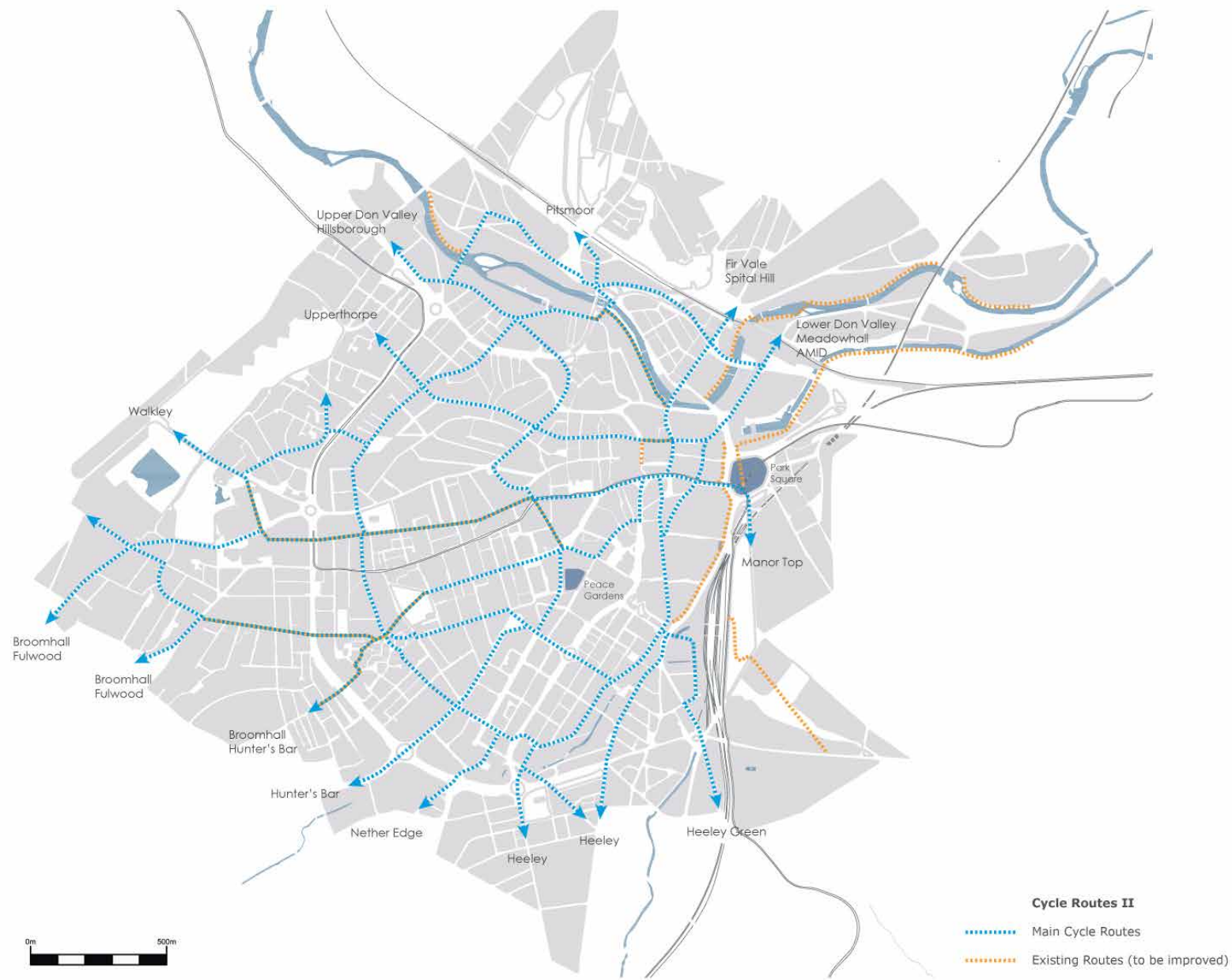
The city centre is becoming once again a major residential area where people of all ages will want to live. This may include a greater demand for parking for residents. At the same time more city centre living should allow more people to walk or cycle to work or study.

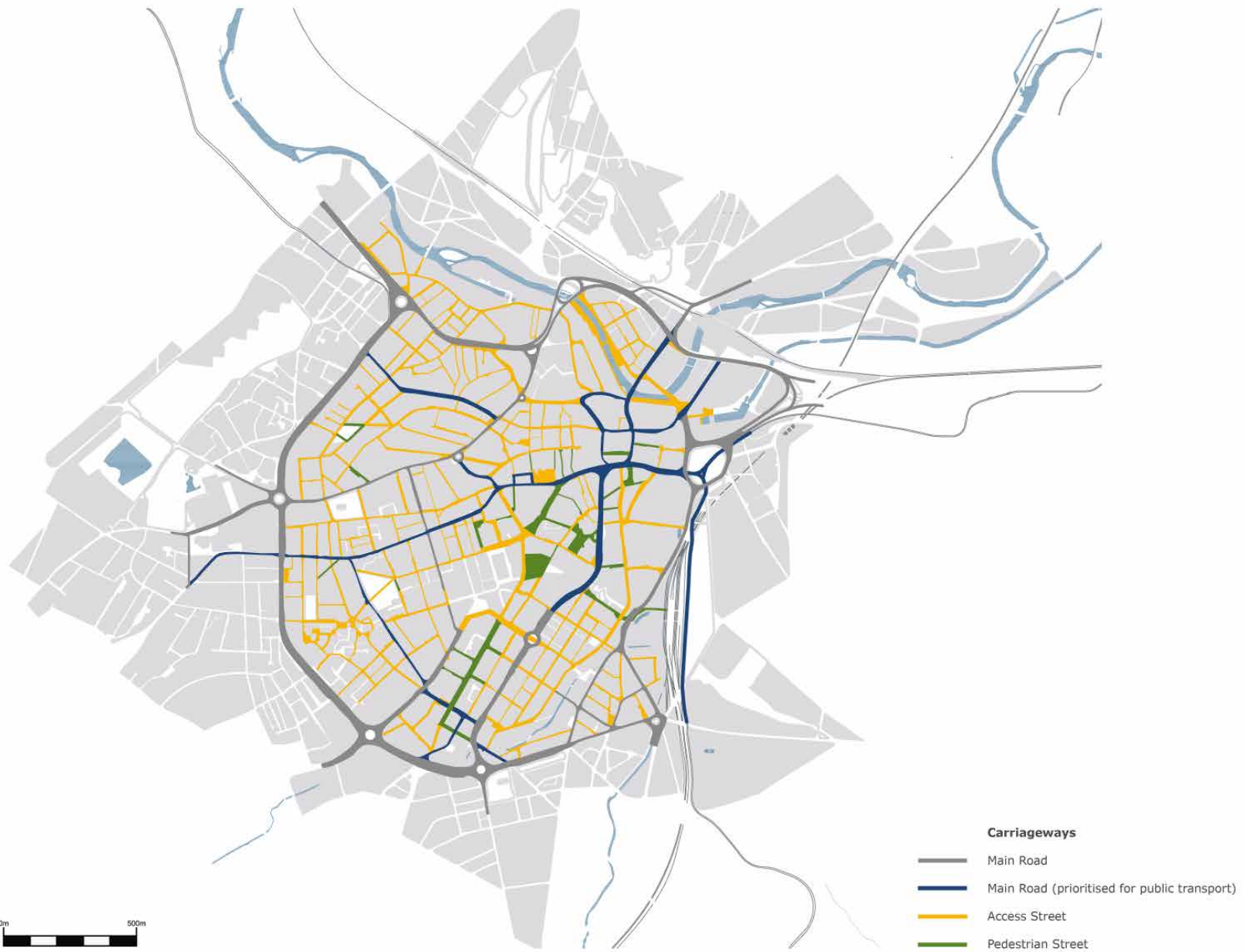
To achieve a balanced approach a Review of Permit Schemes, parking space allocation and parking restrictions will be carried out to improve space utilisation. This will include:

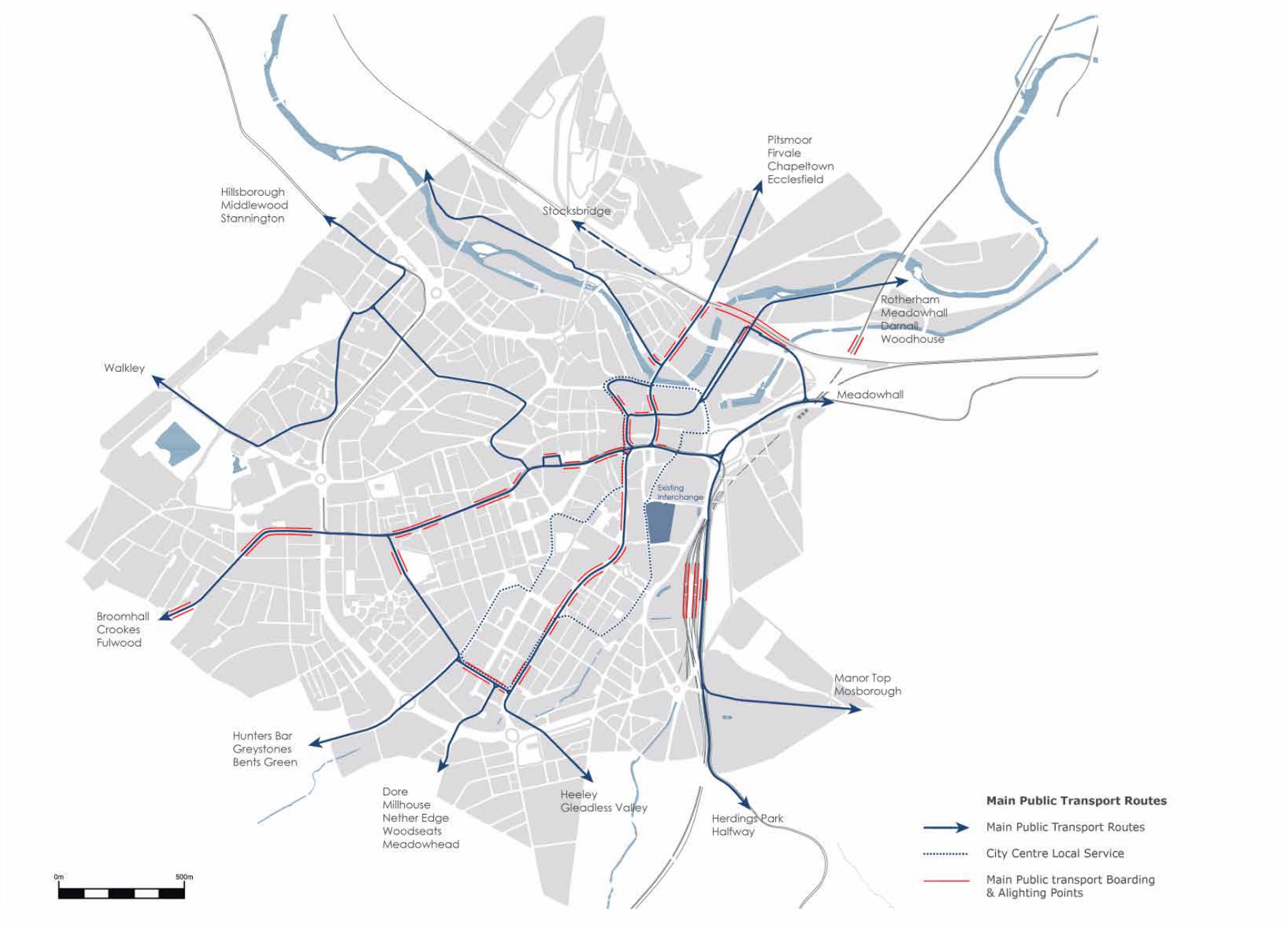
- Review of the type and amount of off street parking the Council wishes to provide or manage including identification of possible new Multi Storey locations
- Investigate the application of a city centre-wide Traffic Regulation Order to prevent footway parking
- Progress a 'dynamic parking pricing' scheme for Council on and off street parking which is more responsive to demand levels
- Consult on and implement new parking schemes Kelham- Neepsend, St Vincents areas from 2018 onwards

## SUMMARY OF ACCESSIBLE CITY PROPOSALS

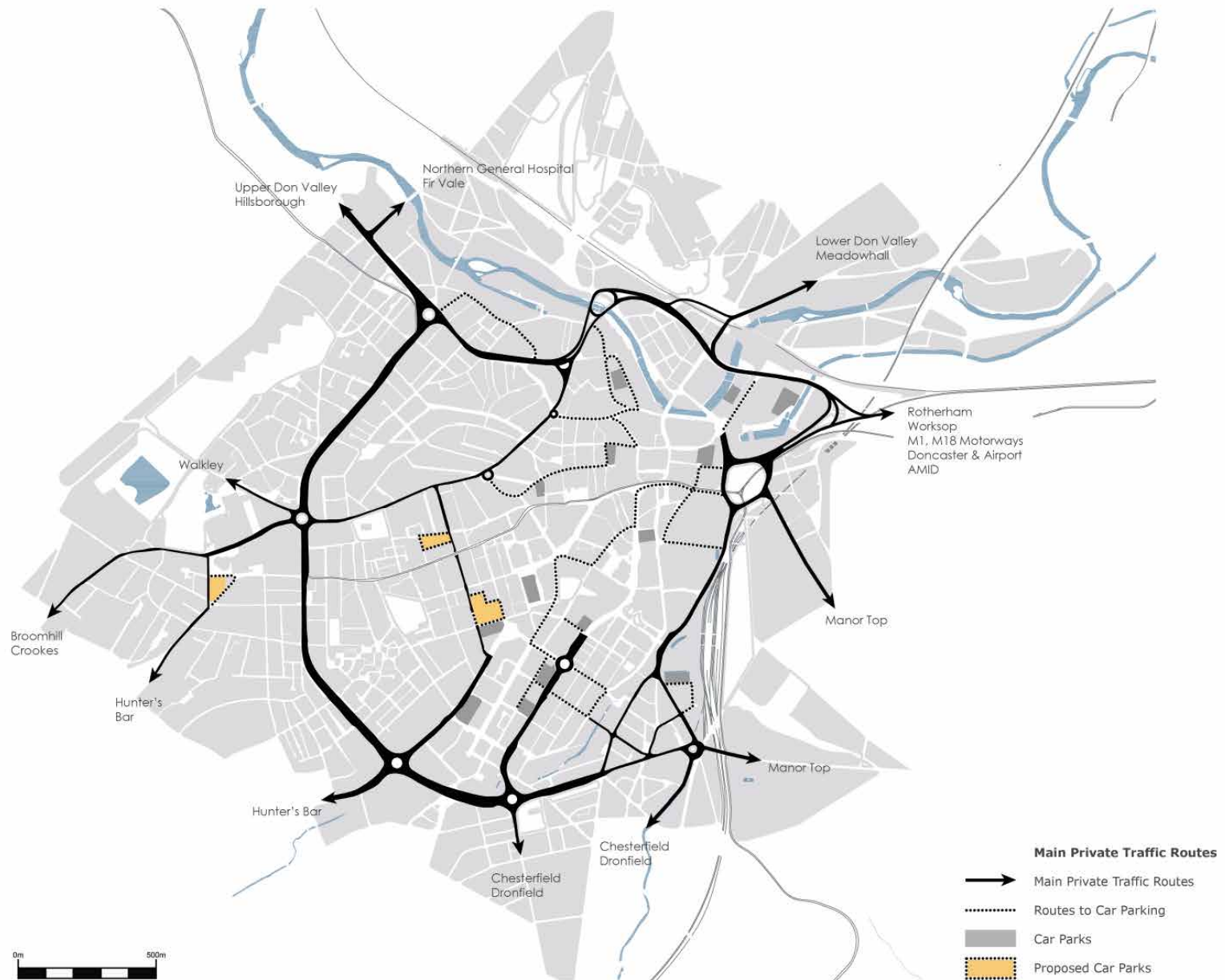
- Separate dedicated Priority Networks for travel by private vehicle, public transport, cycling and by foot, as far as practicable
- Six high quality strategic cycle routes across the city centre
- Linking key radial cycle routes and improving bus times in Riverside area
- New traffic and parking management to ensure most efficient use of road space, improve accessibility and to protect other road users from excess volume and speed of motor vehicles
- Simplified, prioritised public transport routes and city centre ring, to expedite buses and facilitate tramway expansion
- city centre circular 'shuttle' to enhance public transport penetration and accessibility
- Improvements to junction capacity and to reduce severance for pedestrians and cyclists at key points on the Inner Ring Road
- Roll-out of the Ofo Yellow Bike 'dockless' rental scheme
- Co-commission a Masterplan for Midland Station area optimising transport connectivity in the Sheaf Valley for rail, tram, bus and coach
- Relocate Shopmobility Base to improved premises in Retail Quarter
- Review of Parking policy and new parking permit schemes in Kelham-Neepsend and St Vincents
- Produce a Clean Air Strategy for Sheffield in the shortest time possible

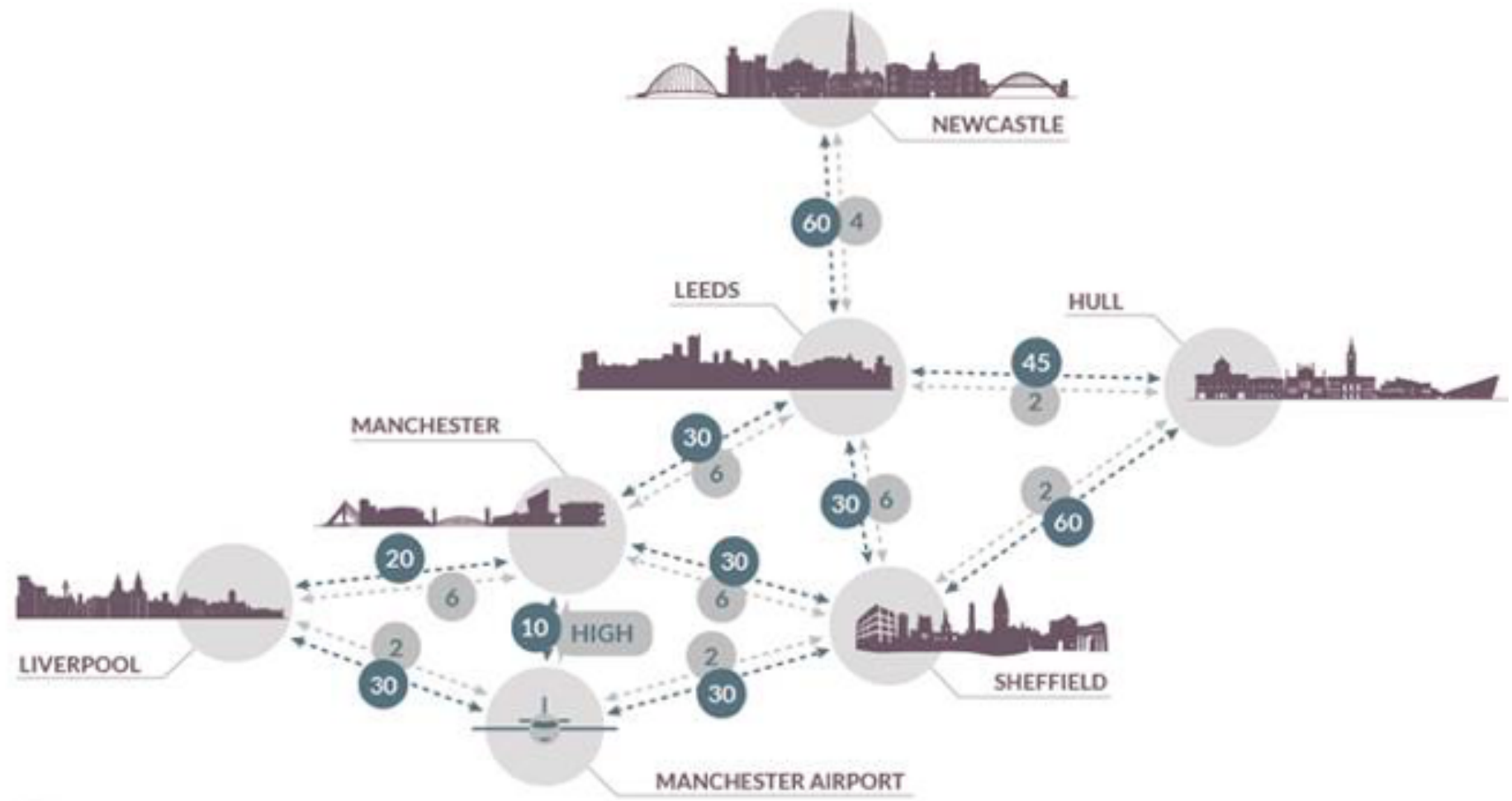






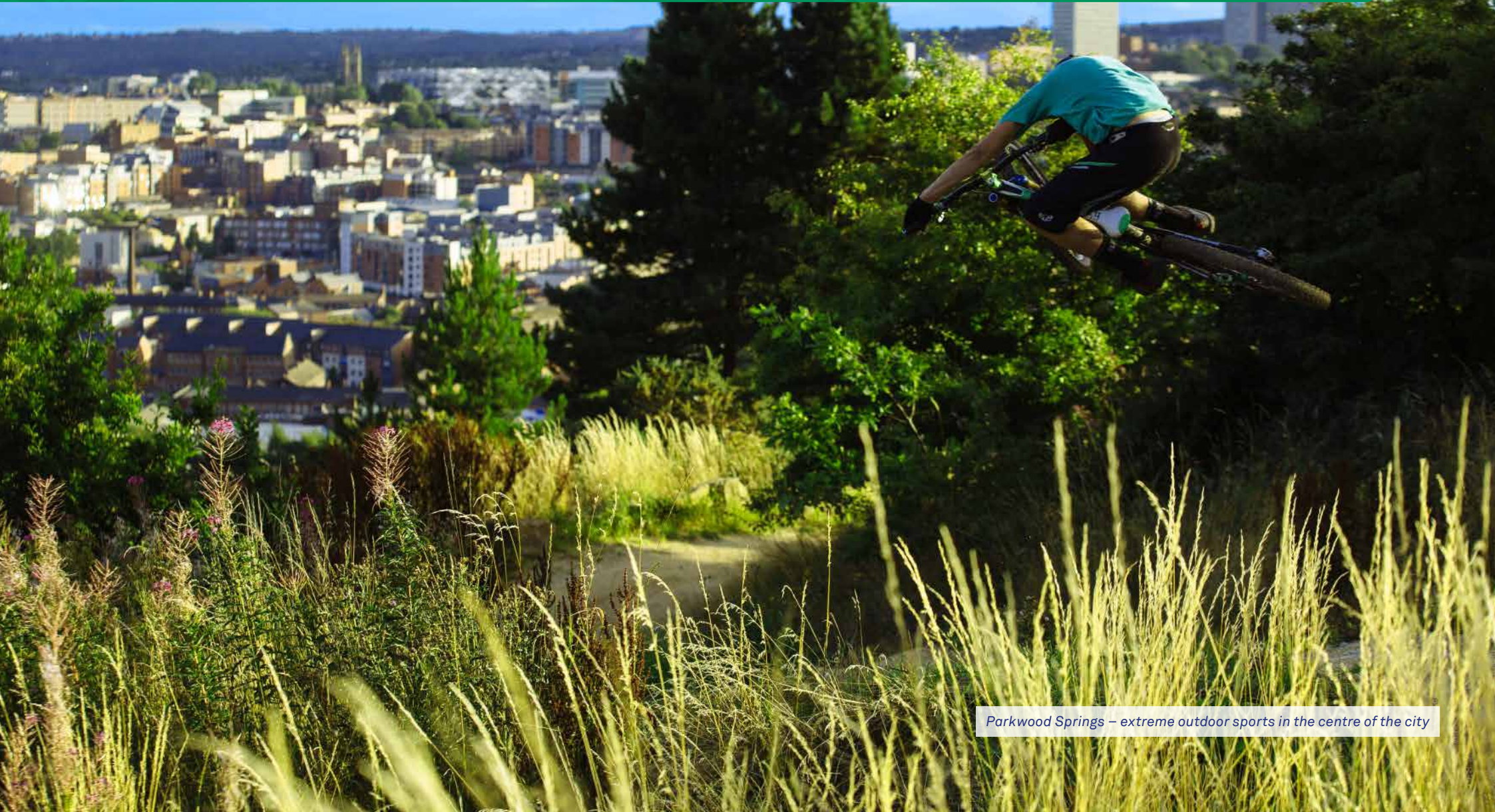
# Plan xii: Main Private Traffic Routes and Car Parks





- 6 Service frequency per hour
- 45 Journey time (Minutes)

# 4.6 Great Places & Breathing Spaces



*Parkwood Springs – extreme outdoor sports in the centre of the city*



## KEY STATISTICS

- Sheffield's City Centre public spaces have won over 25 national awards including RTPI, Civic Trust, and two AoU Great Place Awards

## OVERVIEW

One of the outstanding successes of Sheffield's urban regeneration since the mid 1990's has been the creation of high quality well-managed and well-loved pedestrian spaces most of which form part of coherent and easily understood routes through the City Centre. These places have provided an attractive, authentic and image-transforming setting for long term investment and have changed the way both local people and visitors perceive and use the City Centre.

Their design has sought to bring out Sheffield's local distinctiveness through materials used and public art and by expressing its Pennine landscape. They have established a high standard of horticultural excellence but are also flexible and fun. They have created places for relaxation, play and study which promote social interaction and walking/cycling throughout the year.

This approach is most clearly evident in the 'Gold and Steel Routes' linking major investments and opportunities along the two principle pedestrian axes.

More recently two new strategic corridors have been introduced - the 'Knowledge Gateway' and 'Grey to Green' which promote the transformation and connectivity of the Sheaf Valley, and Castlegate/Riverside Business Districts respectively.

Between Pinstone St, Rockingham St and Barkers Pool (where the Gold and Steel routes cross) the Retail Quarter expansion now known as Heart of the City 2 will over the next five years provide a series of additional linking public spaces and pedestrian streets comprising a significant extension to the high quality public realm and providing a setting for shopping, leisure and business employment.

**"I WAS STUNNED WHEN I CAME OUT OF THE STATION AT SHEFFIELD BY THE SPLENDOUR THAT THOSE WHO RUN SHEFFIELD HAVE MADE OF A TOWN WHICH SEEMED AT ONE STAGE TO HAVE EVERYTHING GOING AGAINST IT. IT LOOKS LIKE A MODERN EUROPEAN CITY FROM THE MOMENT YOU COME OUT OF THE RAILWAY STATION"**

**- LORD MELVYN BRAGG**



Station Square – night

The City Centre Breathing Spaces programme funded to date mainly by developer contributions under s106 of the Town & Country Planning Act will continue to create small pocket parks and improved greenspaces in areas of the City Centre where they are required for the rapidly increasing resident and working populations.

Green corridors which link the City Centre to suburban parks and to the countryside will continue to be extended providing connectivity for people and wildlife (see plan xiv).

New public and green spaces will, wherever possible, seek to fulfil multiple functions including space for community or commercial events, healthy and low carbon walking and cycling, improved bio-diversity and air quality and large scale sustainable drainage.

Innovative low cost but visually and horticulturally rich planting and paving techniques will be employed where appropriate, such as in the Grey to Green corridor and University Campus.

## GOLD ROUTE

The Gold Route probably best symbolises Sheffield's distinctive transformation and has set a world class standard for public realm and management, incorporating local and natural materials, a unique family of street furniture and public art features which speak about the city's story and identity.

The Gold Route comprises a series of high quality public spaces linking the Station and Digital Campus, Hallam University, Heart of the City, City Hall, the proposed Heart of City 2 and Devonshire Green now being extended through the University of Sheffield including St Georges, Leavygreave and the Arts Tower forecourt to Weston Park.

The Division St/Devonshire St section is now 20 years old and in need of upgrading to the standard of the rest of the route and linking to the UoS Campus. This will in part be addressed by the Streets Ahead programme.



Peace Gardens – a world class public space which defines the Heart of the City

## STEEL ROUTE

A similar approach is under way along the 'Steel Route' with the goal of linking Victoria Quays and the Wicker to Moorfoot via the proposed New Exchange Square, Sheaf Fields and Castle Hill Park, Haymarket/Waingate, Castle Sq, High St, Fargate, Pinstone St., Moorhead, The Moor and finally connecting to Ecclesall Road and London Road via a reopened Moorfoot Passage and enhanced crossings of the Ring Road.

As with the Gold Route this will be achieved incrementally, as opportunities arise and with many partners, but with the same consistent palette of materials and quality set out in the City Centre Urban Design Compendium. Public Art along the route will celebrate steel in all its forms and uses, as seen in The Moor 'poetry benches' and kiosks and railings in Castle Sq.

Fargate, the first part of the Steel Route to be improved, is now in need of a refresh to replace materials damaged by heavy vehicles and to sustain its attractions in the context of changes to retail (see also section 4.1).

The Steel Route will provide welcoming pedestrian gateways for the City Centre at Moorfoot linking it to the vibrant and cosmopolitan London Road, Ecclesall Road and Antiques Quarter at its southern end and to the equally diverse Riverside hotel cluster and multi-cultural Wicker/Spital Hill area to its north.

Other key public space interventions are proposed as follows, all in close co-ordination with regeneration initiatives and the Streets Ahead Programme.



Victoria Quays , one of the city's hidden gems, will be fully reconnected by creation of New Exchange Sq. at one end of the Steel Route

## RETAIL QUARTER

The Retail Quarter will create a number of new public spaces and pedestrianised streets. The first of these is a radical reshaping of Charter Sq from a traffic dominated roundabout with unwelcoming subways to a pedestrian and cycle –friendly space with a single, traffic calmed carriageway. The new square will become a key link between the Moor with its new leisure/cinema complex and the Retail Quarter. It will create new opportunities for events, outdoor seating, cafes, innovative planting and sustainable drainage, making full use of its dramatic changes of level and views.

Further phases of new public space will be provided as the quarter develops but a consistent approach will be taken to standards of materials, horticulture, management and public accessibility reflecting the successful model already operating across the City Centre.

## RIVERSIDE BUSINESS DISTRICT & 'GREY TO GREEN'

The completion of the Inner Relief Road North in 2008 left 1.5 km of semi-dual carriageway road between Park Square and Shalesmoor significantly over-sized for the vehicular traffic it now carries but still creating a poor environment and a barrier to the connection and expansion of the City Centre into the Riverside and Victoria Quays areas.

This bleak, redundant tarmac roadscape is now being transformed into a chain attractive multi-functional green spaces which combine innovative planting with installation of the largest retro-fit 'sustainable urban drainage' project in the UK. The approach is also low maintenance and encourages low cost 'pop-up' extensions such as the Love Square pocket park/café,

The result is the transformation of previously hostile spaces into places where people choose to linger and which become attractive to new investment such as West Bar Square.

G2G Phase 2 will address Lady's Bridge to Park Sq and Phase 3 West Bar Green to Shalesmoor, creating a continuous green corridor from Victoria Quays to Kelham Island-Neepsend. Phase 4 will enhance the route from

Cathedral Sq to West Bar via Paradise Square and Street in conjunction with the West Bar Sq developer and Streets Ahead programme.

## UNIVERSITY OF SHEFFIELD CAMPUS

The University of Sheffield has developed its own Campus Plan, some of the public elements of which are being progressed in partnership with the City Council and others by the UoS alone

- The **Portobello/Leavygreave Rd/Hounsfield corridor** has been dramatically improved into a cycle and pedestrian friendly, high quality space extending the Gold Route through the University precincts via new surface pedestrian/cycle crossings of the Inner Ring Road and Western Bank.
- The Western Bank campus will be further enhanced by improvements to the concourse pedestrian underpass and by giving the Listed Arts Tower and Library a high quality pedestrian friendly setting, freed from car parking and extending the high quality cycle route as far as Bolsover St.

- The improved cycle route through the campus will also be extended along the rest of Portobello, Trippet Lane and Holly St to connect with the Heart of the City. A further extension westwards on Whitham Rd to Broomhill, incorporating improved accessibility to the proposed new Social Science building on Northumberland Rd will be encouraged although outside the scope of the CC Plan.

- St Georges Sq old churchyard will be enhanced by the University in a consistent way to unite the old and new Engineering buildings and other major faculties and provide a more useable green space
- Better connectivity to the North Campus and beyond it to Edward St Park and the large student/housing cluster in St Vincent's will be provided by improvements to the **Broad Street /Montgomery Fountain area** and the opening up of a permissive public route to Solly St and the Edward St Park through the campus.



*Love Square – a temporary Pocket Park in the Riverside Business District has been created by a partnership of the University, developer Urbo and the Council with support from local businesses*

## KNOWLEDGE GATEWAY

For many reasons including the extension of the Central Business District into the Sheaf Valley, the selection of the Midland Station as the regional gateway to HS2, the need to refresh the main street of the Cultural Industries Quarter, the growth of Digital Campus and Hallam University's own ambitious Campus Plan, a co-ordinated enhancement of the corridor between Fitzalan Sq and Matilda St is now a pressing priority. This is collectively known as the Knowledge Gateway Corridor.

The components of intervention comprise:

- Paternoster Row/Brown St. Working with Site Gallery, Hallam University, The Workstation, Showroom Cinema among others, the area will be traffic-calmed and upgraded to create a series of pedestrian priority streets and spaces which can form an attractive 'main street' of the CIQ accommodating outdoor seating, art installations, events.
- Improvements to Fitzalan Square including an improved Esperanto Place will also be implemented in partnership
- The Hallam University and private developers to create a more attractive and useable public green space with the pedestrian route along Flat St and Pond St will also be enhanced with bus and taxi routes adjusted to afford more pedestrian space.

The anticipated down-sizing of the Pond St Bus Interchange would allow further improvements to the pedestrian and cycle routes along Pond St. The vehicle, pedestrian and cycle access to the Sheaf Square development site and the Station will be addressed through the master planning of the station for HS2 (see [Accessible City 4.5](#)).

## CITY CENTRE BREATHING SPACES (GREEN & BLUE)

The City Centre Breathing Spaces Programme has delivered a series of well-used green spaces in the developing new residential quarters of the City Centre.



*Building on the restoration of the former GPO by Hallams Institute of Arts, proposed improvements to Fitzalan Sq aim to make it once again a safe, useable public space and to encourage further activity and investment*

These include Devonshire Green, Gell St Park/ballgames area, South St Amphitheatre and the Nursery St Riverside, Edward St and Matilda St. Pocket Parks. Core funding has come mainly from housing developments under 'Section 106' of the Planning Act, or in the future from Community Infrastructure Levy.

The Strategy was the subject of consultation in 2010/11 which highlighted future aspirations for the programme including the proposed Castle Hill and Sheaf Field Park, Paradise Square and the Festival (or 'Hubs') Square in CIQ.

These priorities remain and will continue to be pursued as funds are available with the Castle Hill/Sheaf Field as the priority for Community Infrastructure Levy support.

One of Sheffield's best natural assets is its dramatic Pennine valley setting. In the 1950s a number of quite extensive green spaces were established around the edge of the City Centre which now give it a wooded appearance but were not well connected to the centre or useable as parks. They included Clay Woods and South St Park on the south east fringe, and Woodside, Stanley Fields and Denholme Gardens on the north east.

South St Park, Claywood Bank and Woods and Monument Gardens have now been successfully linked and enhanced to create the Sheaf Valley Park, substantially improving their use and popularity and creating the setting for new family housing at the Elevate and Claywood sites as well as for the regenerated Park Hill Flats.

It is proposed to continue the transformation by improving and linking the spaces on the north west fringe including Stanley Fields, Woodside and Denholme Park which afford spectacular views over the city and to the Peak Park and will help to attract a wider range of city centre residents to a priority area for housing growth which also includes a proposed new school.

Green space improvements will also be targeted to create better and continuous access to the City Centre waterways the Don, Sheaf, Porter and the Canal especially in the Kelham-Neepsend, Castlegate and CIQ areas.

Linked by the existing and proposed riverside walks as well as the Ponderosa and Weston Parks all these green spaces will in time form a 'Green Chain' around the City Centre as well as connecting to established radial walking and cycling routes particularly along the river valleys (see plan xiv).

This programme will also contribute climate change resilience by improving sustainable drainage, deculverting of rivers, reducing heat island effects by providing shade and cooling and encouraging walking and cycling.

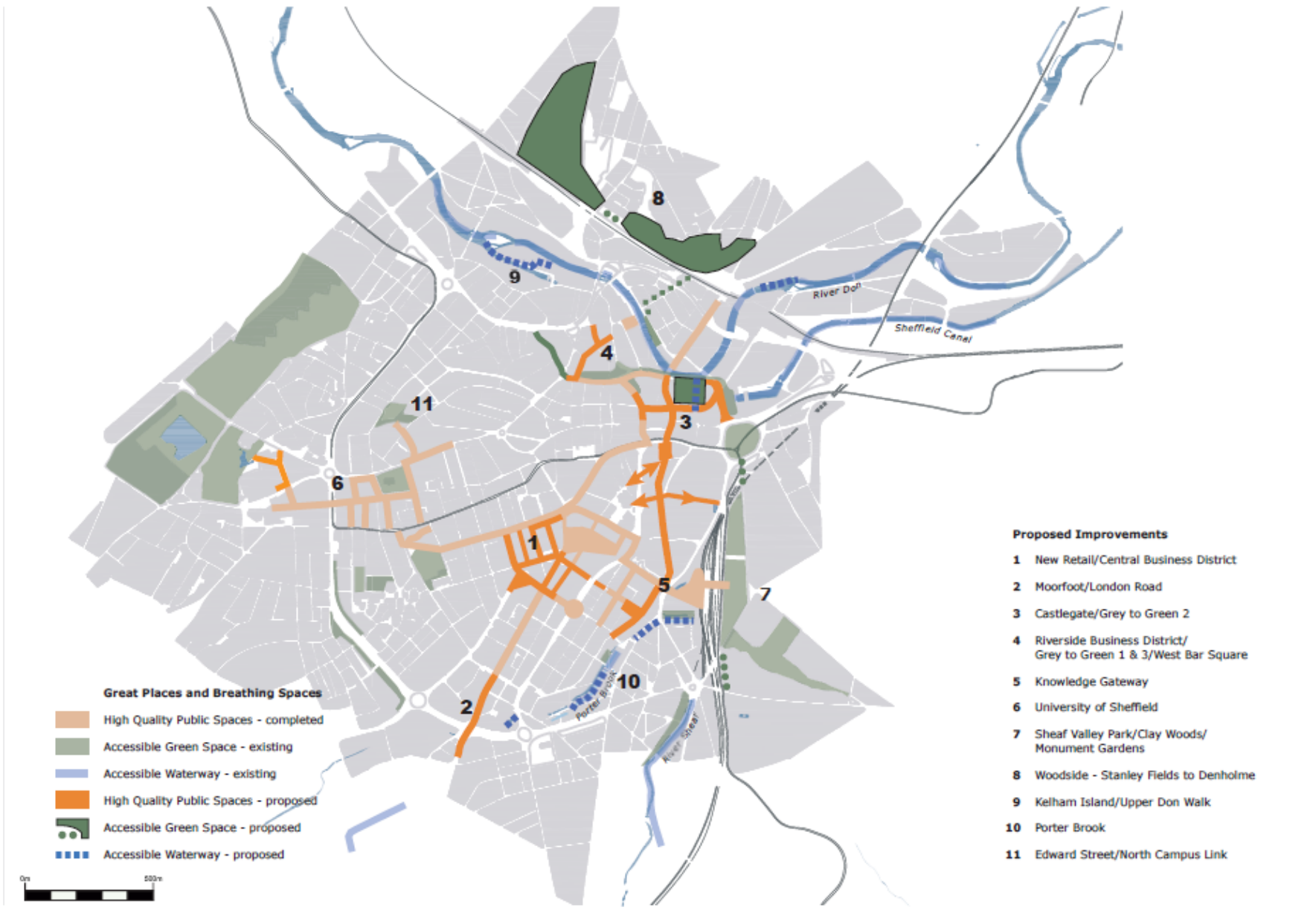
### OTHER INTERVENTIONS

A number of other improvements to streets and spaces will be secured as development opportunities arise including the following.

- Porter Brook Corridor – providing a coherent plan linking multiple private developments along the Brook to create a continuous public route, deculverting and re-naturalisation of the channel
- Union St enhancement – extending the high quality environment of Norfolk Street to complete Sheffield's most prestigious historic business street
- Paradise Sq – removal of parking and opening up of Sheffield's only Georgian Square for events and enjoyment
- Campo La/Trippet Lane streetscape improvements – enhancements to an historic street to support its emerging role as an independent shopping street and spine of the Cathedral Quarter
- Paradise St – linking the Heart of the City to West Bar Sq and the Riverside
- Extension of Upper Don Walk through Kelham Island and Neepsend via the Little Kelham Bridge and Green Lane Works Square
- Trippet Lane – provision of wider pavements to create outdoor seating and planting on this street with many popular bars restaurants and music venues (See plan xiv)

### SUMMARY OF GREEN AND CONNECTED CITY

- Complete the Steel Route of high quality streets and spaces linking London Rd to Victoria Quays and Wicker including Moorfoot, Moorhead, Pinstone St, Waingate, Haymarket and Exchange St
- Complete the Grey to Green Corridor and linkages including Castlegate, Blonk St, Exchange Place, Snig Hill, Paradise St, Gibraltar St and Shalesmoor
- Support extension of high quality, safe and legible campus spaces at both Universities including the University Gold Route, North Campus and Knowledge Gateway
- Continue the City Centre Breathing Spaces programme including Castle Hill/Sheaf Fields, Hub Square, Paradise Sq as well as enhancement and linkage of the Woodside/Stanley Fields/Denholme Gardens spaces
- The development of a public walkway and green corridor along the Lower Porter Brook from Hunters Bar to the Station in partnership with landowners and the Environment Agency
- Extension of the Upper Don Walk/Cycleway through Kelham Island to Hillsborough in partnership with the Upper Don Walk Trust
- Promotion of streetscape improvements on Union St, Campo Lane/ Trippet Lane, Paradise St



# 4.7 Creative City



Howard St during Docfest, one of Sheffield's most successful annual arts festivals

## KEY STATISTICS

- **498 visual arts studios in Sheffield mainly in City Centre**
- **465 active bands operate locally – 12% tour internationally**
- **65 recording studios in Sheffield**
- **80% of Hallam University's Arts and Design research is rated 'world-leading'**
- **625 students on average engaged in art and design studies every year in the city region**

(Source University of Sheffield Reports to Culture Consortium 2016 – 'Arts', Music 'and 'Beer')

There is now a broad recognition that the rounded experience of a city including its cultural offer and added attractions and profile are essential to attracting retail trade and investment as well as talent and tourism.

More targeted research commissioned by the UoS for the Culture Consortium has shed light on the state of the music and visual arts sectors in the city region but particularly in inner Sheffield (*The Arts and The Music reports UOS Civic Engagement Summer 2015*) and evidence from each is cited above.

The cultural assets of the City Centre are already impressive including the most successful theatre complex in the UK outside London, the largest independent cinema in the UK, the Millennium /Graves Gallery cluster (the most visited free arts destination in the North of England), the City Hall, (Yorkshire's largest Concert Hall), the unique Site Gallery of contemporary art and a rich collection of other galleries and venues including Bloc, S1, which offer regular programmed exhibitions, and many other spaces such as Mary St, Ruskin Mill, Roco, Work Station and Persistence Works.

Many key galleries, venues and providers of studio space come together with higher education and the council to form the Culture Consortium , a powerful and proactive partnership.

Over the last 20 years the Council and its partners have promoted or supported a programme of successful new buildings or refurbishments transforming or creating new cultural assets including the Millennium Galleries, the City Hall and Crucible refurbishments.

Other distinctive buildings have been adapted to serve as cultural performance or exhibition spaces as part of their function including both Cathedrals, the Octagon, Hubs Building, the UoS Library Gallery and Hallam Institute of Art, recently relocated to a splendidly refurbished GPO on Fitzalan Sq.

The recording studios, rehearsal rooms and editing suites, mainly located in and around Sheffield City Centre have fed a continuous stream of new musical and film success for the last 30 years from Cabaret Voltaire to Drengue via Human League, the Full Monty, Pulp, Richard Hawley, Arctic Monkeys and Four Lions.



Inner city music - the unique Tramlines Festival on Devonshire Green (photo Tramlines)

The City also supports a diverse programme of arts festivals, mostly staged in and around the City Centre and including Off the Shelf, Doc Fest, Tramlines, Festival of the Mind and Sensoria.

From the University of Sheffield's recent 'Arts' report the city is seen by many creative people as a supportive, inspiring and affordable place to work and collaborate but less easy to make a living unless linked to a much wider market. For a city of its size it lacks a fully developed art-buying market at least in part due to an absence of city centre selling art galleries.

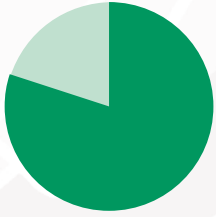
Whilst Sheffield may not have the highest proportion of studio space compared to other core cities it has had an unusually large proportion located in and close to the city centre mainly due to the nature and availability of many former lighter metal trades buildings. However the demand for workspace in the central area continues to outstrip supply particularly as these low cost industrial buildings are now being redeveloped mainly for housing.

The City Centre Plan proposes a solution to this by promoting the conversion of unused retail floorspace to a variety of cultural and maker uses.

These potential uses include visual artists, craftspeople, musicians and digital makers and include opportunities for both production space and also exhibition, sales and performance venues.

The needs and aspirations of these groups are different and not always compatible – visual artists require exhibition and selling spaces with strong footfall whilst music rehearsal and performance are better located away from residents and more sensitive places of work. Yet grouped together carefully they can provide a fertile and attractive mix to attract talent, collaboration and new customers which contribute hugely to city vibrancy, visitor experience and business incubation. The new generation of workspace entrepreneurs, such as CADS – have succeeded in combining daytime workspace with night time music venues and rehearsal spaces.





**80% OF HALLAM UNIVERSITY'S ARTS AND DESIGN RESEARCH IS RATED 'WORLD-LEADING'**

### CENTRAL LIBRARY

One major public cultural institution remains to be restored – the Surrey St building containing the Central Library, Library Theatre and the Graves Gallery. The building suffers from both long term structural defects and an outdated internal arrangement but is also a Listed Building.

This task is now the top priority for the Council's cultural capital investment. The preferred solution is to refurbish the existing Tudor Sq building. The Council will work with Museums Sheffield to develop the vision for the Graves Gallery including the potential for re-ordering of the internal spaces to create a more integrated destination with common facilities for each existing element and the potential for other uses, some of which could be commercial.

There are a number of inspiring examples of recent successful 21st Century Central Libraries and cultural centres from which to learn. There is also potential to build on and partner with proposals to refurbish the adjoining Lyceum Theatre. A public consultation on options will be carried out before a team of architects/urban culture consultants are commissioned to draw up bold options for the building.

### THE CULTURAL INDUSTRIES QUARTER (CIQ)

Sheffield's CIQ came into being over 25 years ago and was among the first examples of the successful proactive clustering of the new creative and digital industries around small workspaces in repurposed former industrial



Street art by 'Phlegm' on Brown Street

buildings. The CIQ remains the regional hub of this sector, but the stock of cheap, available buildings and sites has almost run out due to the expansion of Hallam University and competition from residential development particularly around Sidney St/Mary St.

Although the redevelopment of the Council's Matilda St site and other sites on Sidney St should continue to provide further new ground floor creative business spaces there is limited further scope, for low cost space.

Whilst the public realm of Arundel St has been transformed, helping to make it a lively and pedestrian-friendly street, the 'main street' of CIQ, Paternoster Row/Brown St is of poor quality, is dominated by speeding traffic and does not provide an appropriate setting or spill-out space for its main attractions such as the Showroom, Workstation, Site Gallery, Hubs Building or Persistence Works.

Therefore the plan proposes a major improvement to the pedestrian realm of Brown St/Paternoster Row as part of the Knowledge Gateway project. (see plan vi and section 4.6)

### SPACE FOR THE MAKERS

**"WITH THE CONTINUED GROWTH OF CITY CENTRE HOUSING, THE SECTOR IN S1 WILL FACE PROBLEMS OVER THE YEARS AHEAD AND MAY NEED TO SPREAD BEYOND ITS ESTABLISHED BASE. DEMAND FOR STUDIOS REMAINS HIGH"**

**- ARTS REPORT**



*New S1 Artspace gallery at Park Hill*

Sheffield has a lively and enterprising independent arts and creative scene which has followed and benefited from the retreat of traditional industry from the City Centre. S1 Studios, Bank St Arts, Bloc Studios, Archipelago, and CADS at Furnace Hill were just some of the smaller spaces which have given space and support to an extraordinary range of creative people as well as sometimes doubling as music and exhibition venues.

However some of these venues are of limited life, relatively out of the way for the ordinary visitor and would benefit from either being better located or from improved wayfinding and access. Others are not well suited to licensed events on a regular basis.

In any event many of the remaining stock of city centre former industrial premises such as in the Porter Brook and St Vincents quarters are now being converted to residential uses leaving particularly the music sector increasingly short of affordable studio and practice space.

More recently a new generation of spaces has begun to appear occupying more central buildings in parts of the city from where the distribution of large scale retail is changing. This applies particularly to the Castlegate Quarter where there are a number of vacant retail and other premises in good repair now available for a variety of studio, exhibition and ancillary retail food and drink activities. The successful Exchange Studios is a good example where Yorkshire Arts are now providing space for some 80 makers and artists and moving from a meanwhile to a permanent basis.

However these newer developments have so far served the visual arts and maker sectors better than music, dance or performance. The plan proposes to encourage and promote the Castlegate quarter as an extension of the cultural and creative activities pioneered in the CIQ making full use of the larger floor plates and more prominent street frontages available. This has already begun with the successful occupation of Exchange Place Studios by 80 artists and makers and CADS music rehearsal/recording and event spaces on Exchange St.

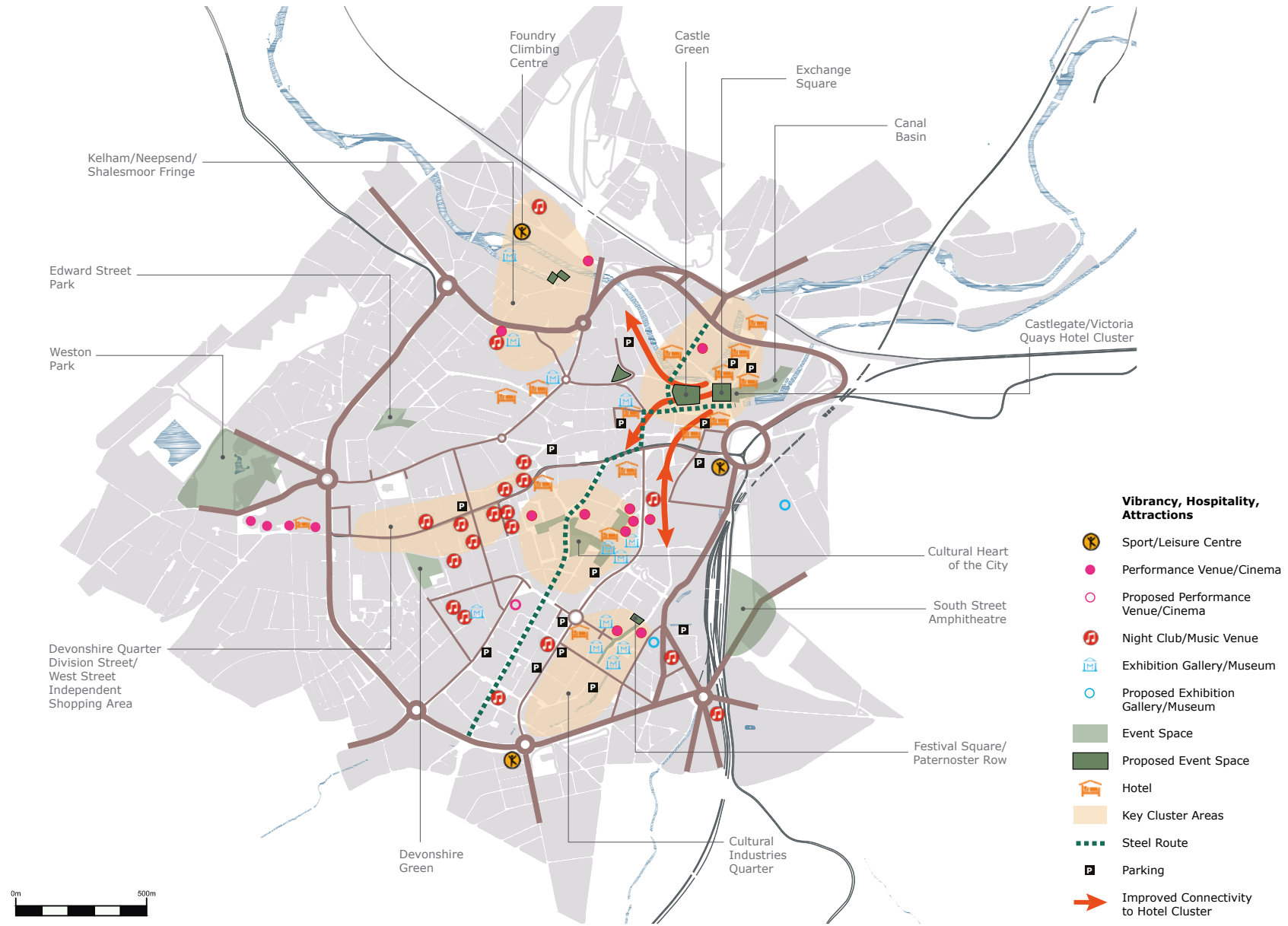
Another different offer is now available in the ground floor units of the Park Hill Flats complex where a cluster of design and creative businesses requiring a stylish setting with their own front door is now established.

In the Neepsend area north of Mowbray St a very different mix including small industrial and auto repair businesses, practice and recording studios and pop-up venues has developed which adds richness and provides cheap space for many essential everyday services. There will also be opportunities in areas of more short term transition such as the Moor where Theatre Delicatessen has become a lively day and night time addition to the occupying retail premises awaiting redevelopment in partnership with Aberdeen. Similarly the Dina collective has created a versatile event and exhibition space in property acquired for HoC 2 on Cambridge St. whilst successful meanwhile co-working/café space is established in Union St. The food hall provides food, cooking and creative activities for vulnerable people in a converted undertakers in Matilda Street.

## THE PLAN PROPOSES THE FOLLOWING INITIATIVES:

- In the CIQ the extension of high quality, more pedestrian friendly public spaces from Howard St along Paternoster Row and Brown St, incorporating measures to reduce bus and taxi speeds and taking in the existing Hubs Square
- Support for plans and funding bids for the expansion and enhancement of the Showroom Cinema, Site Gallery and other cultural attractions in the CIQ
- The location of a cafe/pavilion in Hubs Square which can also act as exhibition space or festival booking office will be considered
- The recent relocation of the S1 studios and gallery from the Devonshire Quarter to an interim home in Park Hill with potential for a more ambitious permanent contemporary gallery is also strongly supported
- New creative and cultural spaces in the Castlegate Quarter as part of a strategy of kick-starting change and regeneration will be facilitated giving makers, artists, musicians and associated enterprises a more prominent central location
- The development of the councils Matilda St site will be promoted to extend this key street frontage and create opportunities for creative workspace, cafes and potentially a multi-use cultural venue/gallery
- The further development of creative workspace within Park Hill will be encouraged
- The importance of areas such as Neepsend for less compatible creative and cultural activities is recognised and residential development will not be encouraged in these areas

**Plan xv: Cultural Venues, Attractions and Hotels**



# 4.8 A New Castlegate



View over Castlegate

## THE VISION FOR CASTLEGATE

Castlegate, Sheffield's historic heart is about to take on a new and exciting role. The quarter which has lost much of its old economic and social function, and has suffered from a poor quality environment now has an exciting opportunity to become a distinctive new focus for tech and creative start-up businesses. This will be promoted by a capitalising on Castlegate's important heritage, its many historic buildings, its waterways, townscape and excellent accessibility.

This vision will be delivered by a partnership approach bringing together arts, voluntary and charitable organisations, the two Universities, large and small entrepreneurs and developers and the Council with a strong emphasis on innovation and experiment.

### KEY STATISTICS

- Some 25% of land in Castlegate is in council ownership including the Castle Hill and Broad Street sites
- Over 80 artists & makers are now accommodated in Exchange Studios
- Over 250,000 sq ft of vacant floorspace is available for new uses in Castlegate
- At least 2.5 acres of land are no longer required for vehicular traffic along the former Inner Relief Road and could be repurposed as open space or development plots

## BACKGROUND

Castlegate is where Sheffield began as a settlement around the confluence of the Rivers Don and Sheaf and its Norman castle and bridge, which date back to the C11th. The castle was the principle home of the powerful and wealthy Earls of Shrewsbury, and for 14 years it was the prison of Mary Stuart Queen of Scotland.

## Rediscovering SHEFFIELD'S CASTLE

# 2



Mary Queen of Scots    Earl of Shrewsbury    Bess of Hardwick



George Talbot

Earl Waltheof

John Talbot



Duke of Norfolk



## Sheffield Castle's People & Stories

Sheffield City Council

Artist impression and some historic figures connected to Sheffield's Castle

For the next 800 years Castlegate was the centre of local government, the courts, policing, wholesale and retail markets, of early steam-powered industry, road, rail and canal transport not to mention theatre and popular entertainment. From the late 20th Century almost all these activities have one by one ceased or slowly moved away whilst increased traffic has created barriers between the area and the present civic core around the Town Hall and Peace Gardens.

The quarter also underwent major redevelopment following the 1941 Blitz when over half of the buildings were destroyed and rebuilt, mainly in the 1950s and 60s, as large single use blocks for the new markets, major stores, police and magistrates courts.

More recently the Indoor Markets have been relocated and the retail focus of the City Centre has moved.

## OPPORTUNITIES AND ISSUES

These physical and economic changes have taken their toll. Castlegate has been in decline for many years due to the loss of a distinctive economic role and the poor quality of the local environment. This has resulted in a large amount of vacant floorspace, much in listed or character buildings some of which are increasingly at risk.

Yet the area remains a main gateway into the City Centre from the north and east and forms the setting of most central hotels.

It is adjacent to some of the most deprived parts of the city and its continued decline acts as a physical and psychological barrier between those wards and more economically successful parts of the city centre.



Castlegate roadscape transformed by Grey to Green (Visualisation by University of Sheffield Landscape students)

Now however it is once again emerging as a cutting edge location for new forms of business, innovation and city centre living, whilst rediscovering and making the very most of its rich history and townscape assets.

The area retains a distinctive Pennine townscape especially around the River Don and Lady's Bridge, and contains many historically and architecturally important buildings including the Old Town Hall/Crown Courts, the Gas Light Company offices, the converted canal basin warehouses, Yorkshire Bank (Sheffield's original General Post Office and Stock Exchange), Castle House Co-op and the former Henry Bryars multi-storey stables together with fragments of historic streetscape for instance on Haymarket, Castle St and Dixon Lane.

In and around the Quarter are located seven of the main city centre hotels making it one of the areas of the city centre most experienced by visitors.

Castlegate is also one of the most accessible places in the city by public transport, with several major walking, cycle and car routes also converging but the concentration of bus and taxi stops on Waingate/Haymarket creates an unpleasant environment with poor air quality for pedestrians and other activities.

At the same time the former Inner Ring route of Castlegate, Exchange St and Blonk St is now much too wide for access and public transport needs and the extensive barriers and signal controlled crossings create unnecessary severance from the canal and riverside and its hotels. This should allow a major reallocation of roadspace to pedestrian and other uses and a review of car, bus and taxi routes.

On the edge of the quarter The Council and Hallam University have secured funding from Sheffield City Region Infrastructure Fund (SCRIF) for high quality public realm improvements to Fitzalan Square greatly enhancing the setting of the Sheffield Institute of Art in the former Head Post Office.

This investment will also improve walking and pedestrian routes from Castlegate through to the theatres and Winter Garden at Tudor Square and to the Digital Campus, Cultural Industries Quarter and the train station.



Castle House to be refurbished as Tech Incubator – main staircase detail

The demolition of the former Castle Markets has opened up a large space in the heart of the quarter. The regeneration of this site with the rediscovery of the castle, which is wholly owned by the City Council, is unanimously agreed to be a catalyst for the wider regeneration, identity and prosperity of Castlegate as well as the adjoining Victoria Quays and Wicker Riverside.

The excavation, archaeological investigation and interpretation of the remains of the medieval castle is a unique opportunity in the centre of one of the country's Core Cities and will commence in summer 2018.

There are two active Friends Groups in the area working to develop proposals for the castle site and the repair and re-use of the former Old Town Hall together with the Castlegate Preservation Trust a vehicle with a potentially wider remit.

Castlegate has many vacant buildings of great character and varied states of repair from good to at risk. This current issue now provides an opportunity for new and meanwhile uses to contribute to the wider strategy of creating new jobs, new homes and promoting Castlegate as a creative/recreational/night time destination.

## VISION FOR CASTLEGATE

### Creative –Tech Co-working

A key economic component of the City Centre strategy is the emergence of Castlegate as **the new location for a range of tech and creative start-up businesses including co-working and single occupancy spaces.**

The City Council and its partners (**see below**) are bringing forward a range of innovative ways to attract, support and grow businesses in the city centre within the tech, creative and digital industries as this is a major growth sector for Sheffield City Region and across the North.

In development work carried out by the Council with the Brookings Institute, Castlegate has been identified as the potential city centre incubator for the Advanced Manufacturing Innovation District which is set to become Europe's largest cluster of research led advanced manufacturing facilities.

Castlegate's repurposed buildings will host technical and support services together with collaboration, meeting and social spaces, taking full advantage of its distinctive and accessible setting.

As a first step the former Castle House Co-op, a stylish, listed modernist department store which has already hosted a number of successful meanwhile events and businesses, will be transformed by Kollider/U&I using a combination of private and public funding into a new form of co-workspace aimed at the tech and creative start-up sector, incorporating a variety of easily accessed workspaces and services alongside café, event and exhibition spaces. Other vacant buildings like Canada House, the opulent former headquarters of the Sheffield Gas Light Co could provide further similar opportunities.

**Incentives** The City Council will also explore a range of local regulatory and financial incentives and concessions targeting vacant heritage buildings in the area which will support Castlegate.

Alongside the already successful re-purposing of the former PTE offices on Exchange St to the **Exchange Studios** by Yorkshire Artspace these projects will provide

a template for the future of large parts of Castlegate. This meanwhile use is now moving to a more permanent conversion supported by Arts Council funding.

### Castle Hill and Sheaf Field

The Castle Market site will be reclaimed with public investment to create the **Castle Hill Park** - a unique new green space designed to afford public access to the properly preserved and interpreted remains of the castle. This open space will also include the proposed Sheaf Field - a reshaped green open space overlooking a de-culverted and naturalised River Sheaf as it runs through the site.

As a first step for both of these projects Archaeological evaluation trenches are required to identify the parts of the Castle site suitable for commercial development and those to be set aside as a public space and for the display and interpretation of the Castle remains.



*Sheaf Fields proposed de-culverting of River Sheaf between Castlegate and Exchange St*

### Engagement

These two projects will establish public access to the site from the earliest opportunity, supported by the Friends of Sheffield Castle so that the process of archaeological discovery and river daylighting become a major driver of public interest, educational experience and place-making and an attraction for visitors to the City as well as for local citizens.

A range of contemporary approaches have and will be employed by the partnership to bring to life Castlegate's long and rich heritage including audio trails, phone apps, augmented reality visualisation, projections, lighting events, festivals, temporary markets, information boards, possible re-construction, art installations, murals, television or film documentary and web-based information.

### Perimeter Development – Castle Hill

This active and accessible new space is expected, subject to further site investigation, to allow a number of perimeter buildings of limited 'traditional' urban plot area and height – for instance along parts of the Castlegate and Exchange St frontages. However, the opening up of the Exchange St/Waingate corner following demolition of the markets has provided new views and a potential walking route through to the river and these views should be taken into account in future site layouts.

Further consultation and urban design work will be required once the site surveys are available but the available small plots might favour development by small to medium size businesses requiring their own offices, studios or small specialist retailers, some with the potential for living above.; It may also be possible to provide serviced plots for custom-build groups.

These developments will create active uses facing and serving the park providing security by overlooking and a 24 hour presence. The Council will use its ownership of the site to agree with the partners strong urban design guidelines for the disposal of plots – possibly with services and foundations already in place – with an overarching partner. This is a unique opportunity which will attract a different character of development to that seen elsewhere in the City Centre.

The use of competitions to bring out innovative urban design solutions will also be considered.

This approach may provide an alternative template for the potential redevelopment of the other large single use blocks which are expected to become available in Castlegate over the next ten years.

### New/Enhanced Links

Castle Hill also sits next to Phase 2 of the proposed Grey to Green Corridor which, following the popular and award-winning demonstration of Phase 1, will reclaim further redundant roads at Exchange Place and Castlegate (the street) for permeable public event space, walking and cycling routes, meadows and rain gardens which will contribute to flood resilience and afford improved access to and enjoyment of the Rivers Don and Sheaf and the Canal Basin.

Routes for vehicles accessing businesses, hotels and dwellings will be maintained on Exchange St and Blonk St.

This could also create development plots on Exchange Place and Castlegate (street) and finally enable the incorporation of the Riverside and Victoria Quays Canal Basin and its hotels back into the City Centre public realm - a longstanding regeneration objective of the city dating back to the successful diversion of the Inner Ring Road in 2008.

A review of current bus routes and stops will also be carried out with a view to reducing congestion and concentration.

### Meanwhile Uses

The encouragement of meanwhile use of smaller vacant buildings and vacant land will also promote Castlegate as a supportive area for start-up and independent retail, food and drink. The established Renew Sheffield initiative will be used in partnership with the City Centre BID.

A new circuit of independent shops, bars and eating places will be encouraged to link the main hotel cluster to Castlegate, the Kelham Island 'Valley of Beer' trail and the Wicker international food offer.

The former Galleries complex on Exchange St offers a significant first opportunity which is being progressed by the Exchange St collective with owners Threadneedle.



Grey to Green visualisation

### Heritage Buildings

The proposed restoration of the former Town Hall and Courthouse in close partnership with the Friends of the Old Town Hall for a variety of uses will allow public access to one of the city's most historic civic buildings.

Urgent action is required in order to stop the continued neglect of this property which should be one of the major assets of the whole area but which is currently the most visible symbol of its decline.

Reuse of this and other vacant heritage buildings plus the enhancement of historic streetscape such as Waingate and Dixon Lane will be supported by the designation of a **Castlegate Quarter Conservation Area** which brings statutory protection and potential access to additional resources such as Heritage Enterprise Zone and Heritage Lottery Fund to support improved public realm, restoration and reuse of key buildings.

### Larger Development Sites

Alongside the restoration of historic buildings there is considerable scope for new development.

Subject to more detailed discussions with the current occupiers, opportunities exist to assemble key redevelopment sites from the former large retail blocks on Waingate.

- The former Primark store - a highly prominent site on Commercial St will be for a converted hotel and new residential development at one of the gateways to Castlegate.
- A major redevelopment on the former site of the Sheaf Markets owned by the Council has been part-completed by Carillion providing a new hotel, offices, shops and multi-storey car park but was paused following 2008. About one third of the development remains to be completed and vacant land has been turned into temporary green space. This could now accommodate new forms of workspace in a finer grain form along with some residential and groundfloor active uses.
- The completion of Grey to Green Phase 2 is expected to release a significant amount of highway land between Castlegate and Victoria Quays for redevelopment for office and /or residential with active groundfloor. The new buildings will form one enclosing side of a reinvented Exchange Square.
- In the longer term the expected expansion of rail connectivity by HS2 and Northern Powerhouse Rail less than 10 minutes walk away is likely to increase demand in Castlegate.

### Partnership

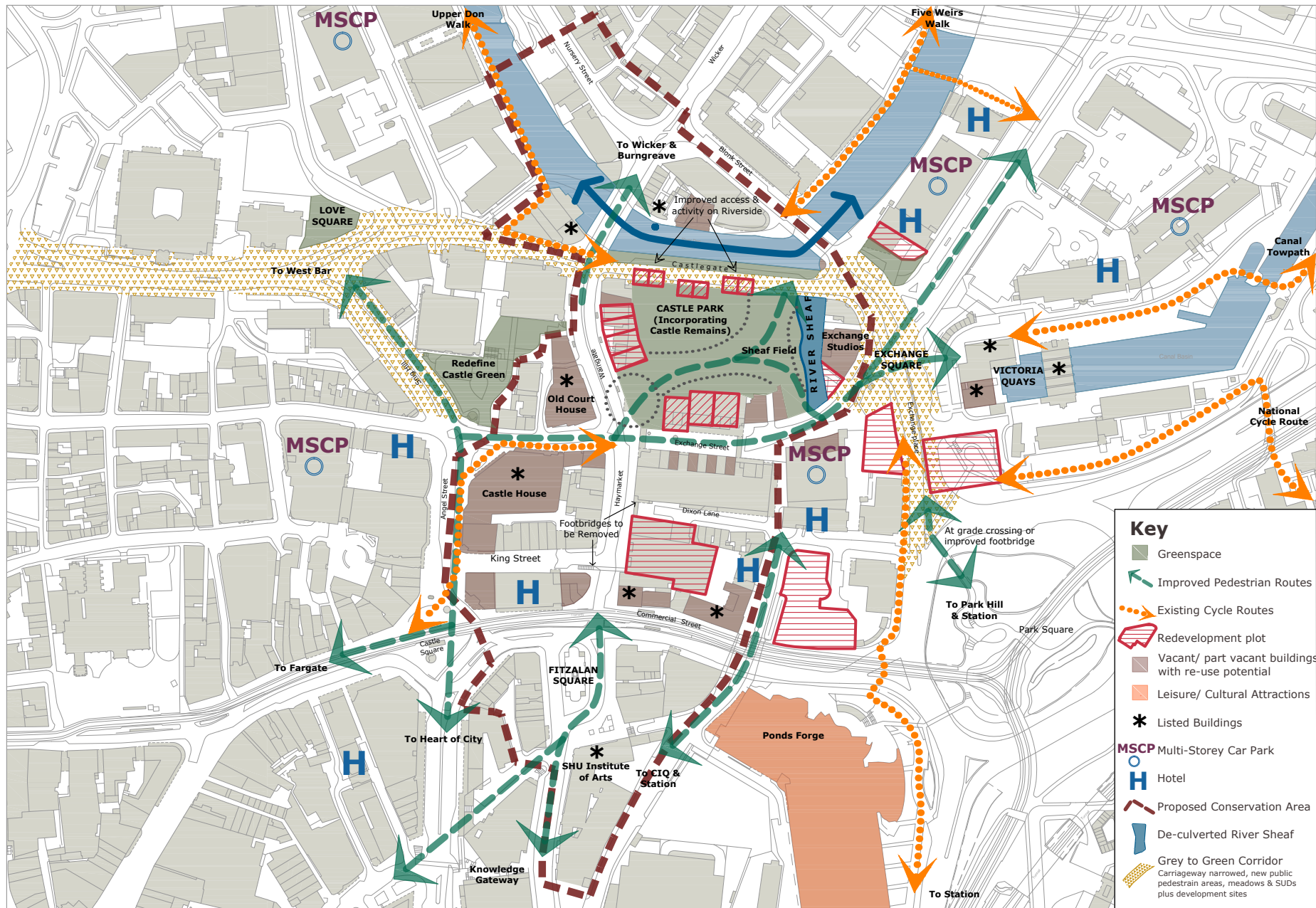
Driven by a strong partnership comprising the City Council, the Universities, the two Friends' Groups, the Culture Consortium, environmental and heritage groups and local businesses, and also incorporating large and smaller developers a new vision of the quarter has emerged as a focus of urban innovation and collaboration with a wide variety of initiatives set to move the area forward led by different partners. This will involve a combination of small scale or meanwhile interventions and others involving large scale investment in public space and new and refurbished historic buildings.



## SUMMARY OF CASTLEGATE PROPOSALS

- The Castlegate Partnership will be formalised and expanded to include new private and voluntary sector members
- Planning, funding strategy, community and business engagement for the quarter will be developed in close collaboration with the Castlegate Partnership (CP), with different members taking the lead on specific initiatives as appropriate
- Castlegate will be promoted as the City Centre component of the Advanced Manufacturing Innovation District
- Declaration of a Castlegate Conservation Area will be prepared and consulted on to protect the heritage buildings and townscape and to improve access to funds such as Heritage Enterprise and Townscape Heritage
- Meanwhile uses for new activities, start-ups, experimental use of unused buildings or spaces will be encouraged and supported for instance through Renew Sheffield
- Initial archaeological and ground investigation of the whole Castle Hill site will be carried out in collaboration with the Friends of Sheffield Castle, the University School of Landscape and other Castlegate partners to identify the extent, condition and potential for display and reconstruction. Public involvement and access will be facilitated wherever possible with widespread dissemination of the results
- Opening up of the Castle Hill as a public space to facilitate interpretation, restoration and public access to heritage including community archaeology, as a catalyst for the further development of the site
- Further archaeological excavation, conservation and possibly reconstruction will be supported as an ongoing place-making attraction at Castle Hill with partners including Friends of Sheffield Castle and the Universities

- Non-sensitive building plots (from an archaeological point of view) on and around the Castle Hill site will be identified for finer grain mixed use buildings providing overlooking, animation and income to support the new park. Urban design codes will set the scale and character and identify and protect key long views into and across the site
- Deculverting of the River Sheaf between Castlegate and Exchange Street to create Sheaf Field Park promoted in partnership with the Environment Agency FoSc and other river habitat -related groups
- Restoration and new uses of the Old Town Hall will be pursued in close partnership with any willing owner of the building if possible and with the Friends of the Old Town Hall
- Phase 2 of the Grey to Green Corridor including pedestrianisation of Castlegate (the street) and Exchange St creating 'New Exchange Square'
- This may allow new development sites to be opened up for mixed uses around Exchange Square and on Castlegate
- The first Tech Incubator for the Sheffield City Region will be developed in Castlegate in partnership with U&I and Kollider at Castle House
- The re-use of other large vacant buildings including small or start-up retail and lower cost workspace will be promoted eg Castle House , former Stock Exchange, Exchange St Galleries, Market Tavern, Henry Bryars stables etc
- Review and streamlining of public transport routes converging on Lady's Bridge and Waingate exploring alternative routes and better vehicles to reduce concentration and improve air quality as well as the operation of the junction with Castlegate and Bridge Street



# 4.9 Living City



*West One, Devonshire Quarter one of the first major city centre living complexes which accommodates students and non-students*

## KEY STATISTICS

- City Centre population has increased from less than 3,000 to 27,000 in the last two decades
- 2013-2017 2,800 new homes completed, in City Centre
- In summer 2017 2,800 homes were under construction of which 40% were not purpose built student accommodation
- 2017-18 there are 1,130 expected starts of which 44% are not purpose-built student
- At least 2,700 further new city centre homes are planned over the next five years

## BACKGROUND

The spectacular growth of city centre living has been one of most important trends in housing provision in Sheffield in the last decade. It is also critical to the economic vitality, environmental sustainability and life of the city and the region and its ability to attract and retain skilled people and investment. It supports the masterplan's other objectives of building employment in growth sectors, expanding the Universities and enhancing the city centre retail offer.

Compact cities with dense centres have lower carbon footprints, generate less car journeys and are significantly more energy efficient. City centres with a rich mix of commercial, public and residential buildings generate the best conditions for district heating, high quality frequent public transport and the possibility of walking and cycling to work, education and leisure. Higher densities in the City Centre also help to reduce pressure for development on greenfield sites.

But for most of the 20th Century, in Sheffield and most other large UK cities residents moved from the central areas to the suburbs. Cities expanded into the countryside with ever longer travelling distances while centres became increasingly impoverished of activity and community, unsafe and deserted outside of the working and shopping day.

By the 1980s the housing stock of Sheffield City Centre consisted overwhelmingly of increasingly hard to let social housing.

This trend began to reverse in the late 1990's and prior to the credit crisis in 2007 over 30% of all new home completions were in the City Centre.

Whilst the recession led to some development stalling for several years, since 2013 the City Centre has seen a significant revival with over 1000 new homes completed; over 2000 on site in 2016 and a further 2000 starting 2016-17.

Over the past twenty years the city centre population has increased from less than 3,000 to between 20 and 27000. depending on the boundary used.

However from consultation there is a concern that the makeup of this population is too limited. In the 2011 census 66% were under 24; 40% were full time students whilst 90% of new city centre homes were flats and 60% of the city centre population lived in private rented accommodation.

New housing development has mainly occurred in former industrial areas on the west side of the City Centre creating a series of emerging communities from Porter Brook through the Devonshire, St Vincent's to Kelham Island though more recently also in converted office buildings in the Cathedral Quarter. (See plan xviii) It has been led principally but not exclusively by housing for private rental to students and young workers who have made robust urban pioneers, creating the demand for basic services like local shops and health facilities, making streets safer by their presence in numbers and helping to create the nucleus of new communities in once depopulated, unfashionable parts of town.

Vibrant City Centres often attract a larger proportion of young people. However transitory lifestyles, the seasonal exodus and a tendency for night-time noise and anti-social behaviour mean that students should only form part of a sustainable urban community. Over-use of the buy-to-let formula has also sometimes led to problems with long term management of large blocks with an absence of responsibility for the common areas. This could be a particular issue in years to come with some of the large

office to residential conversions which have often been sold off-plan to overseas owners.

But the City Centre living community now embraces significant numbers of other social groups at different stages of life, such as older down-sizers, gay and other childless couples, families with very young children or teenagers and city centre workers of all kinds who have seen the advantages of the location.

The over-riding objective remains a city centre with a wider range of housing types and tenures ensuring a relatively balanced population including age range, household makeup and length of stay as well as of income. However it is recognised that all city centres generally accommodate a younger and more fluid population.

The Council will seek additional resources, and use its powers and sites to promote housing growth in the under-represented sectors, particularly in the Devonshire, St Vincents, Cathedral and Kelham-Neepsend areas.



Kelham Weir looking towards the Island with town houses on right

**CITY CENTRE POPULATION HAS INCREASED FROM LESS THAN 3,000 TO 27,000 IN THE LAST TWO DECADES**



Townhouse development, Dun Street Kelham

## STUDENT HOUSING

Student housing remains the dominant force in current private investment and is being developed in increasingly taller buildings. This strong investor demand drives density, vibrancy and unlocks underused sites and business relocations which may not otherwise be viable. It can also have a positive longer term impact in releasing existing houses in multi-occupation in neighbourhoods just outside the City Centre back to family or other tenures.

Although there is a perception of saturation of supply in the student market the annual student population currently reaches around 60-70,000 whilst the total number of purpose-built student bed spaces across the whole city was 22,000 in 2017, or approximately 36%. Of course not all students want to live in purpose built accommodation, for many the opportunity to share a house with a group of others is one of the best parts of their university experience. Others live at home.

As a result both Universities have actively supporting good quality larger developments close to campus but are concerned by the size and mix of accommodation types being provided by some developers with a potential oversupply of small studios as opposed to larger shared accommodation with communal study and social space. These types are also more adaptable to different occupation patterns should the market change.

It is likely that the new schemes in the City Centre which include a wider range of facilities such as broadband, on site gyms and cinema suites will lead to a fall in demand for some of the first wave of student schemes which do not have these and are in some cases in less accessible locations outside of the centre.

There are also serious concerns about some of the more recent office conversions to residential, which in many cases have not needed planning permission due to permitted development rights and are of poor quality/size standards.

These are often very modular and difficult to convert to other occupation.

Where planning permission is required the Council will encourage layouts and space standards which demonstrate flexibility to convert to larger apartments and this will be given policy support in the Local Plan.

It may be necessary for the public sector to step in at some point if serious failures of management and maintenance occur. This might be by encouraging change of tenure and mix or introducing more professional management, potentially with Registered Providers.

In the inner suburbs such as Walkley, Broomhill, Ecclesall and Crookes many students still rent houses which were and could again be family homes in attractive neighbourhoods. This has knock-on effects on community cohesion, street scene and year-round viability of shops. It is not yet clear what is happening in this market as competition has increased – how many houses are going back to family use or being rented to other short term tenants such as migrant workers.

As this is better understood the Council may consider mechanisms to encourage conversion from student/HIMO back to family/longer term occupation by, for instance concessions on Community Charge.

Student housing does not generate either Business Rates or Council Tax yet can produce heavy demands on public services such as waste collection and street cleaning. Nationally there is debate on whether this should change. Whilst acknowledging the problem, the Universities are concerned that increased costs would be passed from landlords to the tenants and affordability remains an issue with a large number of students. This is reflected in the wide differences in rents currently being paid in the city which range from £89 – £220 per week.

Whilst the continued investment in better quality and dense student housing development is raising standards and increasing accommodation choices for students there remains a strong public view that a wider mix of tenures should be encouraged across the City Centre and that in certain areas other housing types should be encouraged.

This could mean devising fresh planning policy to actively discourage new student development particularly in parts of the Devonshire Quarter, Cathedral Quarter and Kelham-Neepsend.

The Council will also seek to refine Local Plan Core Strategy, policy CS41 which aims to control the proportion of multi-occupational housing in any one area. This needs to be robustly followed in established and emerging residential areas such as Kelham but should not inhibit good quality schemes in new areas where there is a stronger regeneration benefit and/or where other housing types might not be appropriate such as The Moor.

### OTHER TENURES

There is increasing interest from institutional investors, developers as well as Government support, for Private Rented Sector/ Build to Rent housing as a practical alternative to owner occupation. This is driven by the difficulty in securing, and in some cases lack of an appetite, for many young people to take on a mortgage but also the opportunity for long term institutional investors to create and retain good quality well managed portfolios . This is after all a common and popular form of tenure in the United States and many European cities.



*New family housing just outside the city centre at Castle Croft*

Whilst such development has taken place in London and more recently Manchester it is at an early stage in Sheffield. However it is estimated that there is demand for up to 1,500 new PRS homes in the City Centre, with 5-6 sites likely to be developed over the next 5 years.

These sites are likely to be selected by developers for the quality of the local environment and facilities together with good access to public transport and absence of conflicts with night time uses. The Council will encourage this, in some cases through selective, targeted marketing of its own sites or acquisitions subject to availability of finance.

The Council and Government are also aware of the difficulties faced by those people who do want to own their own home and Government is increasingly exploring options for low cost home ownership. The Council will work with the Homes and Communities Agency to identify and secure a small number of sites to support this initiative.

The above initiatives will be supported alongside a continued commitment to securing affordable housing for rent in the City Centre and to offer some sites for self-build possibly in Castlegate.

### FAMILIES WITH YOUNG CHILDREN

The 2011 Census revealed that there were around 1,000 children under ten years old living within the City Centre, a significant number. It is not clear as yet whether this is a deliberate choice by parents or because they are unable to move on to more traditional family areas.

Unusually among the core cities Sheffield still has an established, vibrant and popular primary school in the City Centre at Springfield in the Devonshire Quarter, as well as others right on the edge such as Netherthorpe across the Ring Road from St Vincents and well-subscribed nurseries at Scotland St and Park Hill.

Secondary education has returned to the City Centre in the form of the University Technical College at Porter Brook South, marking another important step in the re-habitation of the central core. The presence of schools of good standard and with available places is not yet a major issue but will be critical to the successful diversification



*Refurbished flats and work units at Park Hill*

of the City Centre housing stock and the creation of truly sustainable communities in the future.

In this light the new primary and secondary school at Pye Bank just north of the City Centre and close to Kelham-Neepsend will be a particularly significant for further family housing in this peripheral area.

Further dialogue with Education will also inform education planning and the level of demand for pre-school and primary education from either existing or projected residents in the City Centre or the adjoining inner suburbs and whether there is a need to identify further sites for future provision

Subject to further market research it is currently proposed that housing for families with young children (ie with access to gardens and in walking distance to a primary school) is promoted around Milton St adjacent to the established Broomsprings area of Devonshire Quarter, in Kelham-Neepsend and other sites on the periphery of the City Centre such as Park Hill, Claywood and Woodside (see plan xviii).

It is expected that family housing for young children will not form a significant element of new housing development within the core City Centre as many areas are not ideal due to environmental or amenity issues. It is also the case that there are many attractive suburbs within easy walking distance of the City Centre (unlike some other comparator cities) and that development densities and site values mean that viability of family housing will be difficult compared to other uses.

### QUIET ZONES

An update of the City Living Strategy Guidance (2004) will be provided by the Local Plan in 2018. Existing City Centre residents raise concerns about the continued extension of opening hours up to the early morning for bars and clubs bringing noise and litter onto certain streets particularly in the West St area. Some venue operators have voiced equal concerns about new residential permissions being given close to existing late venues.

There are currently two 'quiet zones' defined in the City Centre Living Strategy covering part of the Devonshire Quarter and the Heart of the City/Cathedral Quarters. The former is the source of most complaint and conflict as it borders directly onto probably the greatest concentration of bars, clubs and later opening restaurants in the city. Part of the answer is probably better communication and greater responsibility on the part of operators and customers, possibly backed up by strengthened policy on impact of late night activity subject to current consultation and data gathering by the Council.

It is proposed to introduce additional quiet zones in Kelham and part of St Vincent's and to investigate a closer alignment of planning and licensing policies. (See plan xvii) A review of licensing and planning process is planned to ensure greater consistency and co-ordination between the two regulatory regimes including in this area.

### DISTINCTIVE NEIGHBOURHOODS

The future of City Centre living in part depends on creating distinctive places where particular people choose to live, each with its own special character and attractions.

A summary of the attributes and vision for each of the residential quarters is included below. These summaries are expanded in the Local Plan.

### HEALTH SERVICES

The huge growth in the city centre resident population has been matched by some increase in primary health care particularly with the opening of the NHS Walk-in Centre on Broad Lane an area which is becoming increasingly densely populated. However the appropriateness and future funding of this facility is not certain. Areas such as Kelham-Neepsend and CIQ still lack a local health centre/surgery although ground floor space is available to accommodate one.

Action is required by NHS and Council to better facilitate the establishment of GP-led health services in the city centre possibly using new models fitted to the specific needs and circumstances.

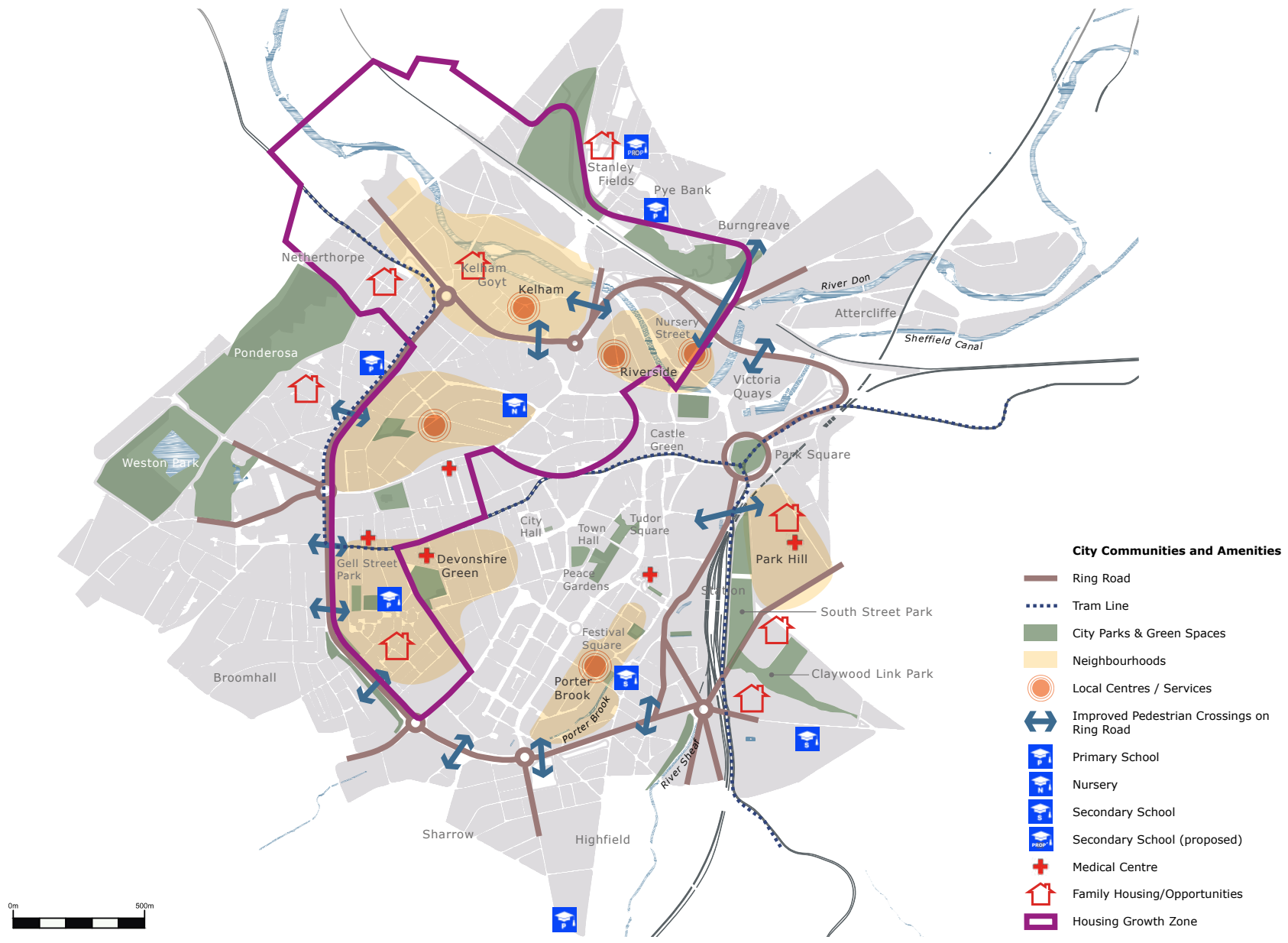
The emerging Sheffield Local Plan will contribute to the delivery of the City Centre Plan. The health infrastructure required to support housing growth across the city will be an infrastructure delivery priority, and Housing Growth Area policies covering specific areas of the city centre will seek contributions from developments to provision health care facilities where needed.



*Devonshire Green, a successful city centre park which accommodates informal sport, skate boarding and café terraces as well as a programme of seasonal events*

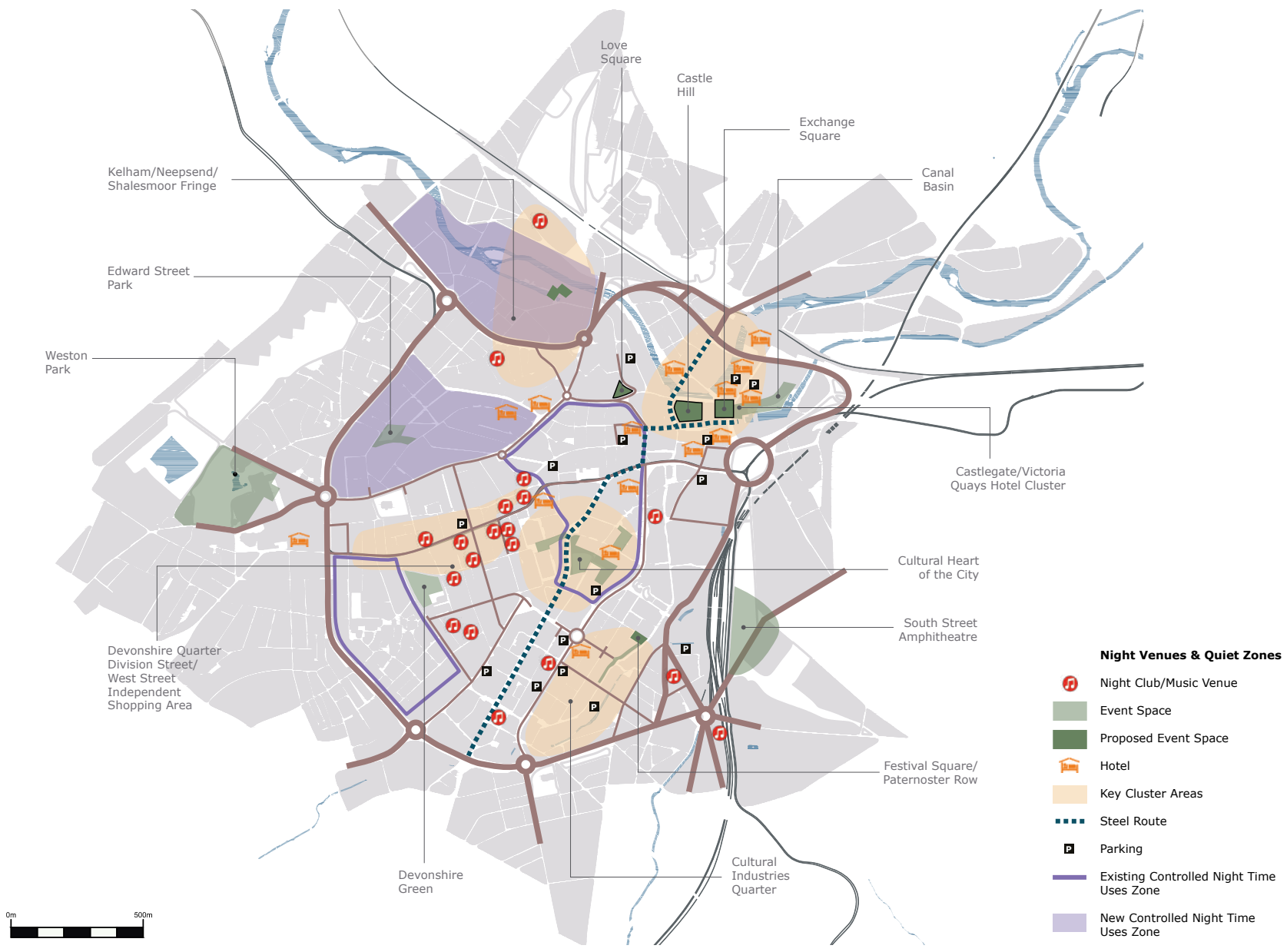
### SUMMARY OF LIVING CITY PROPOSALS:

- Complete further market research to fully understand demand and affordability of City Centre living and make widely available to commercial and social house builders
- Refine Local Plan Core Strategy Policy CS41
- Continue to provide more usable high quality green space in new residential areas through the City Centre Breathing Spaces Programme (see chapter 4.6)
- Encourage provision of the appropriate range of community facilities such as health centres, shops, community meeting spaces, nurseries and primary schools to support the development of balanced communities within the City Centre
- Work with residents and businesses to resolve conflicts and nuisance where the night time economy impacts on living conditions by closer co-ordination of planning and licensing control, better communication
- Review Quiet Zones and introduce two new areas in Kelham-Neepsend and St Vincents
- Continue working with the developers of 'stuck' housing development sites to restart these projects with a strong steer to a wider market especially Private Market Rental, making use of all available Government incentive schemes
- Use Council land ownership, disposals and acquisitions to promote housing growth and wider range of tenures and types and other amenities to ensure strong communities in key locations in the City Centre and inner suburbs
- Monitor the performance of Buy-to-let developments and supporting tenants to achieve good standards of management where necessary





**Plan xviii: Night Venues and Quiet Zones Existing and Proposed**



## RESIDENTIAL QUARTER SUMMARIES

### KELHAM-NEEPSSEND

Probably the most distinctive and varied of the City Centre residential quarters it contains a rich complex mix of new homes for an increasingly broad range of residents alongside some traditional industry, renowned micro-breweries, music studios, service and repairs, with the latter still predominating north of Mowbray St.

It includes many characterful historic and listed factories increasingly converted for new uses including residential and workspace as well as the major attraction of Kelham Island Industrial Museum. It spans the river Don and the Kelham goyt which together define the actual 'island'. All of this helps to give its unique local character which is protected by a Conservation Area.

Significant numbers of family-size homes and other types not aimed at students have recently been built in the area south of Mowbray St where there are also a number of key historic buildings at risk and in need of redevelopment.

The essentials of a longer term resident community – green spaces, medical facilities, primary school, convenience shopping will need to be accommodated and suitable ground floor spaces provided in new development to allow their future provision.

As more longer term residents move in the need to create some additional parking and better control of commuter parking has become an issue.

There are still significant numbers of vacant sites and listed buildings on the fringes of the quarter where further mixed use/housing development will be encouraged. The area north of Mowbray St is retained for employment uses which have important economic functions for the wider City Centre.

The quarter still needs better on foot/cycle connectivity to the City Centre and to open spaces to the north.



*Kelham Island – a distinctively Sheffield Townscape combining new and old.*

#### KEY PRIORITIES (SEE ALSO PLAN XIX) ARE

- Encouraging further housing market growth south of Mowbray St
- Action to preserve and reuse listed buildings at risk
- New public green space adjacent to Green Lane and improvements to Stanley Fields for more sport and play space including better access on foot
- Completing the Upper Don riverside walk through the quarter
- Protecting the mix of industry, service and creative uses north of Mowbray St as a City Centre Employment Zone
- Improving connectivity to, signage and promotion of the Kelham Neepsend Quarter
- Supporting and promotion for the Real Ale businesses including a possible shared bottling/sales facility
- Extension of resident/local business parking scheme and possible provision of a multi-storey car park
- The quarter will be come a 20 mph zone.

**Kelham/Neepsend Housing Growth Area Strategic Framework**

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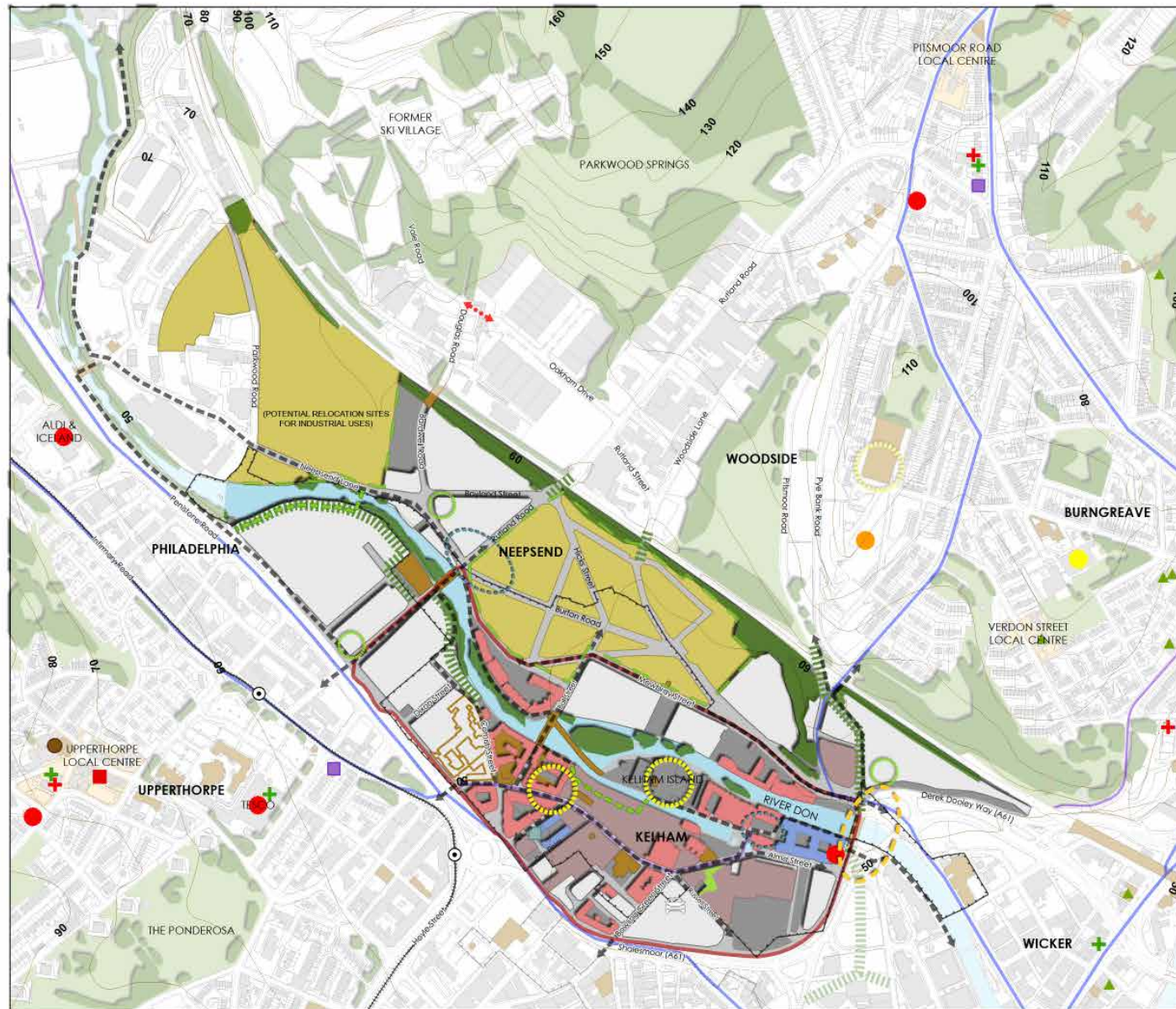
**Key**

Proposed - Ideas presented on this plan are not funded projects but are ideas for consultation and further discussion

- Potential housing site
- Potential listed building housing site
- Housing/mixed use site with planning permission
- Proposed Quiet Zone
- Priority for public realm improvements
- New open space
- General employment (Employment Zone)
- Buffer treatment/environmental improvements to edge of employment zone to protect residential amenity
- Focal building
- Potential area for new local centre (location flexible)
- Upper Don Walk to be completed as part of an approved scheme and a potential future scheme
- New multi storey car park (location flexible)
- New access road from Oakham Drive
- Area of proposed highway improvements

**Existing**

- Existing uses
- Student housing
- General needs housing
- Supertram route
- Supertram stop
- High frequency bus route
- Signed cycle route
- Key pedestrian routes
- Open space
- Trees
- Landmark (identified in Urban Design Compendium)
- Conservation area
- Listed building
- Local Centre
- Supermarket or convenience store
- Primary school
- Health centre
- Pharmacy
- Dentist
- Community centre
- Post office
- Library
- New through school
- Nursery



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## ST VINCENTS

The quarter occupies the steeply sloping south side of the Don valley with spectacular views over the city centre and wider valley. Historically the home of Sheffield's Irish and Italian communities its mix of metal trades, religious institutions and social housing began to change rapidly in the 2000s leaving behind the prominent landmarks of St Vincent's Church, New Connexion Chapel, Edward St flats and a number of outstanding listed metal trades workshops.

Recent new development has been dominated by student flats especially on the Broad Lane/Tenter St frontage, drawn by the proximity of the University of Sheffield whose North Campus lies in the quarter. However other forms of housing have also been successful including the reuse of older buildings like the Watts cutlery factory and the Impact complex in the former Stephenson Blake print foundry.

Edward St Park/ballgames area has also begun to provide a focal point, shops and some high quality active recreational space but more is required as the population density increases together with better connectivity on foot/cycle to the central area.

Whilst there is currently very little night time entertainment in the quarter except as meanwhile uses this could change as the young population increases. This will be regulated by the designation of a Quiet Zone in the Local Plan.

Although well served around its edges the quarter lacks frequent public transport running through it.

The northern boundary with the Inner Ring Road characterised by low density workshops and small council-owned car parks presents a weak and unattractive image, wasteful of land.

## KEY PRIORITIES ARE

- Encourage diversification of housing types and tenure particularly to the north of the quarter closer to Kelham although student accommodation remains acceptable closer to the campus
- A new local centre with space for shops, medical facilities etc through provision of ground floor units is beginning to emerge from Edward St Park to Scotland St and will be promoted by acquiring ground floor spaces
- Develop new green spaces on Solly St and Doncaster St under the Breathing Spaces Programme
- Increase public transport services on Scotland St
- Apart from Scotland St the quarter to be a 20 mph zone.
- A multi-storey car park may be required as more longterm residents move in . A possible site is identified between Solly St and Scotland St
- Improve pedestrian and cycle connectivity to the city centre through North Campus at Red Hill and to Kelham at Allen St
- Support the return of independent retail food & drink on Shalesmoor /Gibraltar St
- Selective site assembly and road closures to rationalise the use of space along the IRR frontage and create more useable development plots



Edward Street multi-games area and pocket park in an area of significant population increase

**St Vincents Housing Growth Area Strategic Framework**


























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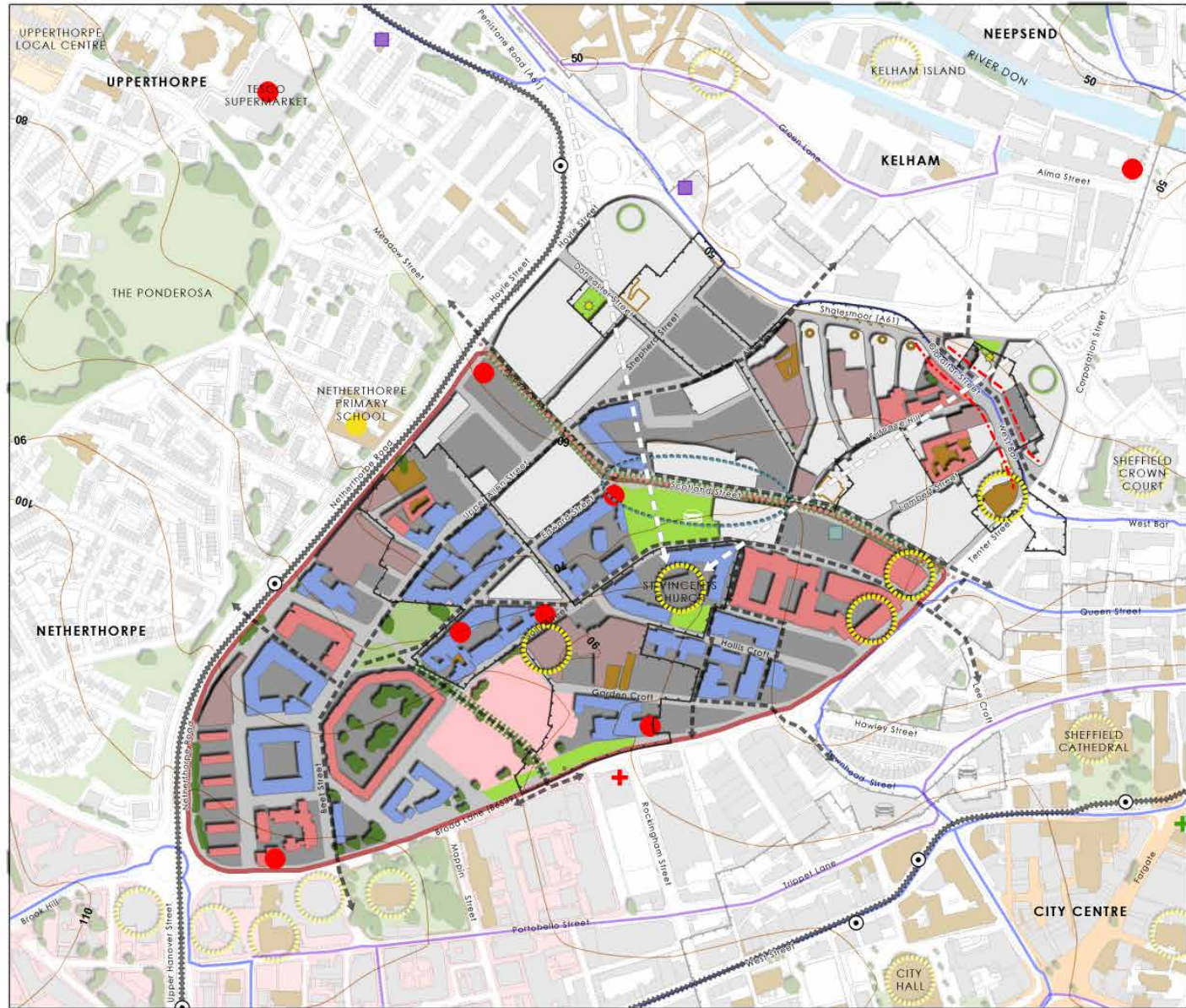
**Key**

Proposed - Ideas presented on this plan are not funded projects but are ideas for consultation and further discussion

-  Potential housing site
-  Potential listed building housing site
-  Housing/mixed use site with planning permission
-  Consolidate small car park sites with adjoining sites
-  Proposed Quiet Zone
-  Potential area for new local centre
-  Emerging specialist retail street
-  New/or improved open space
-  New multi storey car park possibly with roof top open space
-  Priority for public realm improvements
-  Public transport corridor
-  Focal building

**Existing**

-  Existing uses
-  Student housing
-  General needs housing
-  Supertram route
-  Supertram stop
-  High frequency bus route
-  Signed cycle route
-  Multi storey car park
-  Key pedestrian routes
-  Open space
-  Trees
-  Landmark (identified in Urban Design Compendium)
-  Key views towards St Vincent's Church
-  Conservation area
-  Listed building
-  Scheduled monument
-  Local centre
-  City centre retail core
-  Sheffield University Campus
-  Supermarket or convenience store
-  Primary school
-  Health centre
-  Pharmacy
-  Dentist
-  Nursery



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## DEVONSHIRE QUARTER

The largest established residential quarter in the City Centre and the most mature due in part to long history of family occupation and closeness to Broomhall allowing retention of a popular primary school, medical centre, places of worship, convenience shopping and unique green spaces at Devonshire Green and Gell St Park.

The area has seen a recent influx of students and young people's accommodation due to the proximity of the University of Sheffield. It also has a stock of social housing and contains several agencies and residential buildings catering for homeless and other vulnerable people.

It also has two of the most lively and frequented streets in the City Centre - Division/Devonshire Streets and Glossop Rd/West St with numerous independent shops, bars, clubs and cafes which are particularly busy on weekend nights.

This juxtaposition and changing patterns of behaviour creates a sometimes difficult interface as bars and clubs have competed to extend opening hours and associated noise, litter and anti-social behaviour have increased.

A consultation exercise has recently collected data to test the case for a Cumulative Impact Policy on licensed premises.

The independent shopping character of Devonshire/Division St has also eroded as success has led to increased rents and it has become more attractive to brand names and bars.

Significant opportunities for family or other non-student housing now exist in the southern part of the quarter around Milton St where the Council has significant land ownership. Here is also a cluster of attractive larger listed metal trades factories including Eye Witness and BeeHive Works awaiting new uses, the former in council ownership now.

Connectivity for cycling and walking to Broomhall and the Hallam Collegiate campus needs some improvement.



*Devonshire Green, a particular focus for young people*

### KEY PRIORITIES (SEE ALSO PLAN) ARE

- Maintain planning policy to support small retail on Devonshire-Division St
- Promote more diverse housing on sites around Milton St
- Promote better dialogue between residents and night time businesses and improving co-ordination between planning and licensing regimes
- Subject to consultation Licensing Committee to consider a Cumulative Impact Policy to limit number or type of new licensed premises in DQ
- Construct new high quality cycle route from Collegiate campus to Central Campus via Wellington St
- Promote public transport corridor along Fitzwilliam St
- Introduce a 20 mph zone

**Devonshire Quarter Housing Growth Area Strategic Framework**

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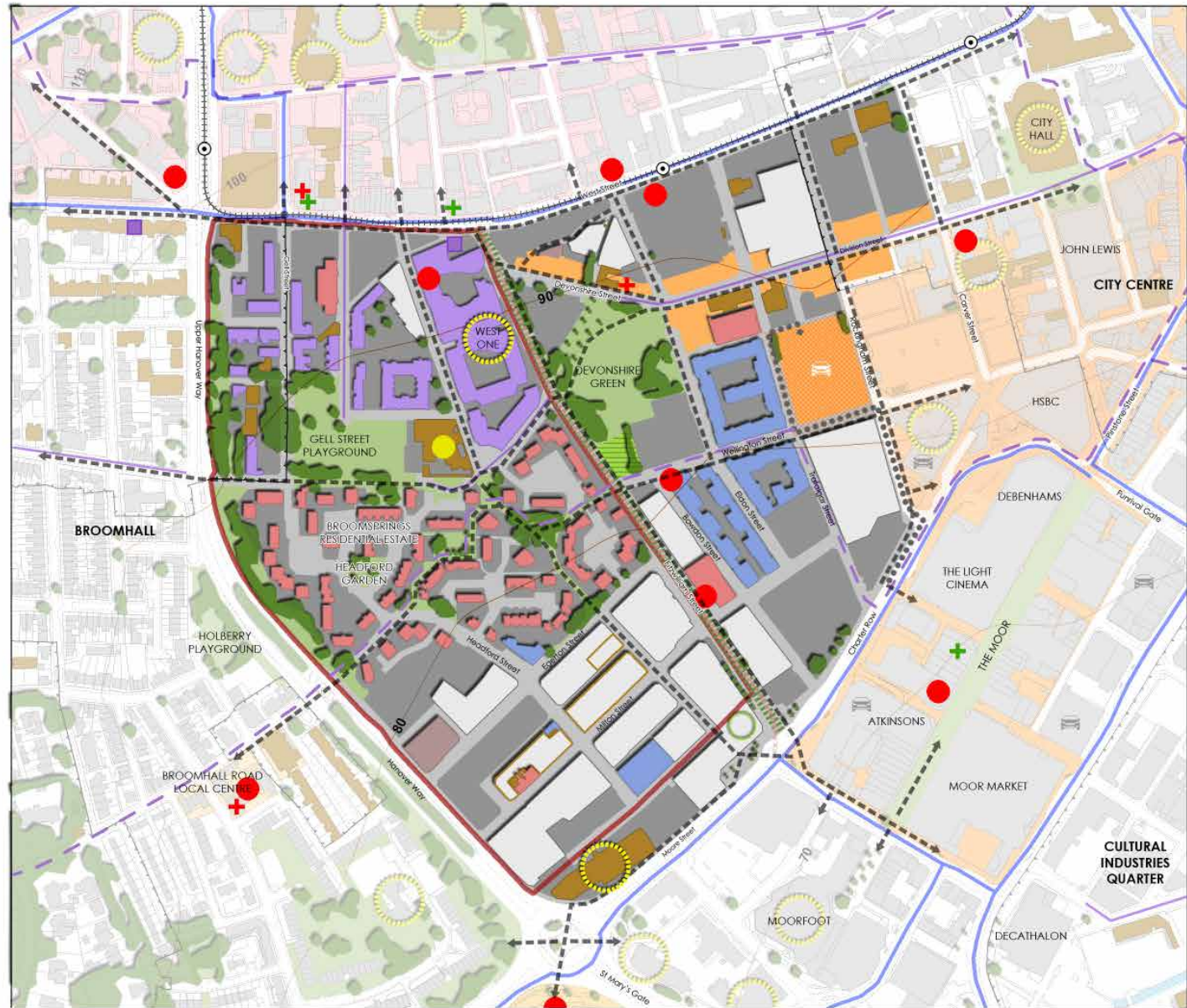
**Key**

Proposed - Ideas presented on this plan are not funded projects but are ideas for consultation and further discussion

- Potential housing site
- Potential listed building housing site
- Housing/mixed use site with planning permission
- Priority for public realm improvements
- New open space at Devonshire Green
- Public transport corridor (Transport Strategy)
- Focal building
- Possible location for new multi storey car park
- Vehicular access to multi storey car park

**Existing**

- Existing uses
- Student housing
- General needs housing
- Mixed housing (student and general needs)
- Supertram route
- Supertram stop
- High frequency bus route
- Signed cycle route
- Strategic cycle route
- Multi storey car park
- Key pedestrian routes
- Open space
- Trees
- Landmark (identified in Urban Design Compendium)
- Conservation area
- Listed building
- Local centre
- District centre
- Sheffield Retail Quarter (SRQ)
- City centre retail core - Devonshire/Division Street - The proportion of ground floor shops (Class A1) must remain above 50%.
- Sheffield University Campus
- Quiet zone - controlled night time uses
- Supermarket or convenience store
- Primary school
- Health centre
- Pharmacy
- Dentist



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## CATHEDRAL

This area was Sheffield's first suburb, built in the C18th around the historic St Peter's Cathedral which today also serves as an important tourist attraction and performance venue.

Its core mediaeval alleys, Georgian squares and Victorian yards present a rich townscape which has been diversifying from an almost wholly office-dominated district for the legal and property professions into a more mixed community.

Paradise Sq is Sheffield's only complete Georgian square and potentially an enjoyable public space, but is currently dominated by private car parking during the day.

Townhouses are returning to residential and independent retail and food outlets moving in especially along its main spine of Campo Lane.

The quarter also provides a number of health and welfare facilities for homeless and other vulnerable people. A Quiet Zone designation has succeeded in containing night time opening hours.

Around the north and western periphery several C20th office blocks have or will become vacant and some have already been converted to apartments under permitted development rights, to date mostly for students.

However the attractive location, rich townscape and relative lack of intrusive late night activity make Cathedral a potential area for housing aimed at an older and more long-term type of resident.



Cathedral Square

### KEY PRIORITIES (SEE ALSO PLAN XXIII) ARE

- Ensure future redevelopment of key sites such as Pennine Centre, Star and Telegraph House and Weston Tower include larger apartments aimed at longer term residents
- Promote small/independent retail and food on Campo Lane together with night time venues which fit into a Quiet Zone regime such as comedy or live music clubs
- Retain Queen St /Bank St as a key public transport route but other streets will become 20 mph or pedestrianised where possible
- Key streets for future improvement will include Campo Lane, Paradise St (connecting to West Bar Sq and the Courts)
- The relocation of private car parking from Paradise Sq will be encouraged possibly in conjunction with a new multi-storey on one of the new developments



**Cathedral Quarter Housing Growth Area Strategic Framework**

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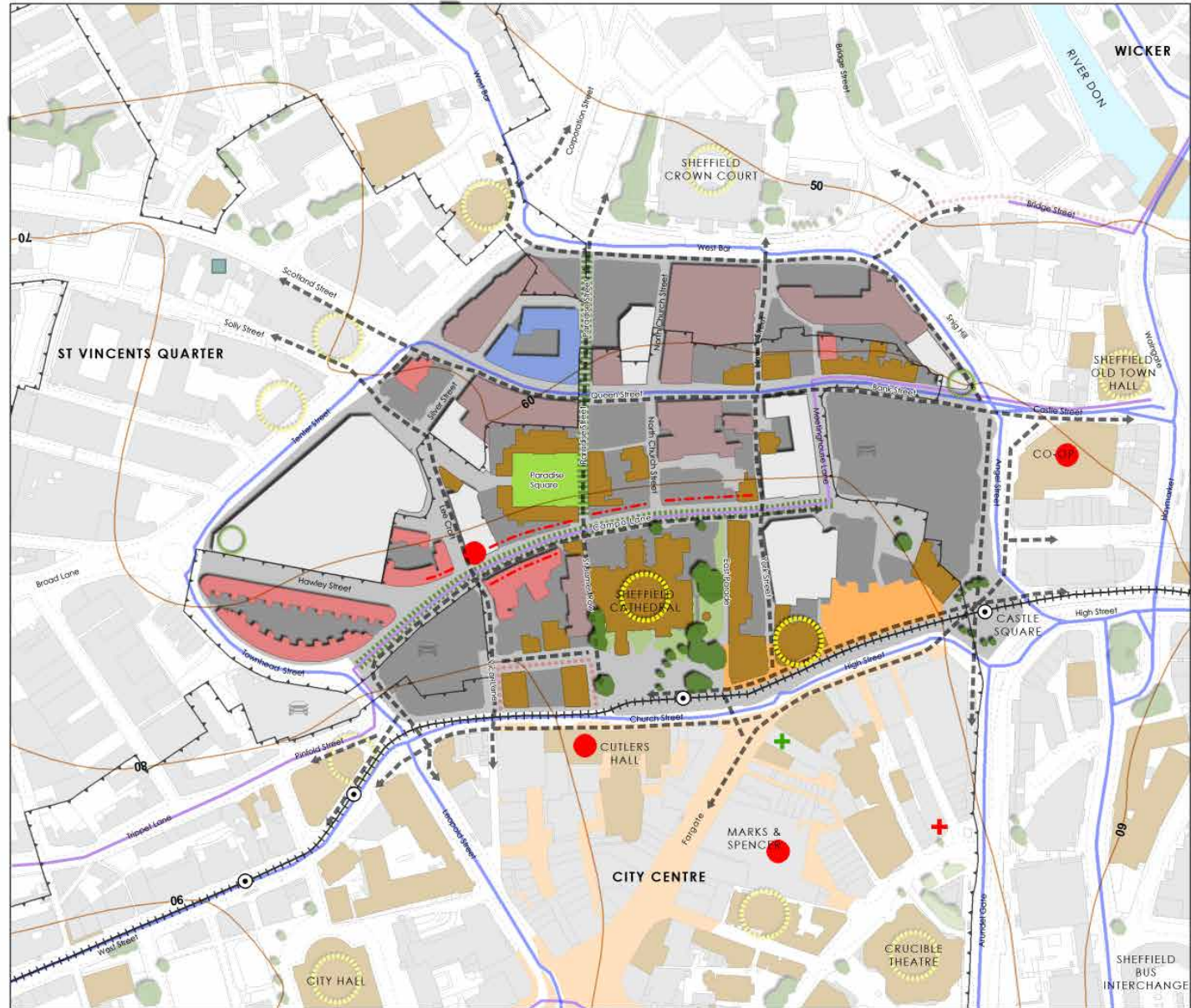
**Key**

Proposed - Ideas presented on this plan are not funded projects but are ideas for consultation and further discussion

- Potential housing site
- Housing site with planning permission
- New open space
- Priority for public realm improvements
- Public transport corridor
- Focal building
- Emerging specialist retail street

**Existing**

- Existing uses
- Student housing
- General needs housing
- Supertram route
- Supertram stop
- High frequency bus route
- Signed cycle route
- Multi storey car park
- Key pedestrian routes
- Open space
- Trees
- Landmark (identified in Urban Design Compendium)
- Conservation area
- Listed building
- City centre retail core
- Supermarket or convenience store
- Health centre
- Pharmacy
- Nursery



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## CIQ PORTER BROOK AREA

First developed by the Norfolk estate in C18th it was until recently a dense metal trades enclave including a unique concentration of distinctive industrial buildings which led to its Conservation Area designation.

Meanwhile uses of vacant industrial space by creative businesses in the 90s led to its inclusion in the Cultural Industries Quarter and these activities continue in some premises but the majority of the area is now in process of more permanent redevelopment led by housing, although key buildings and most groundfloor units continue to attract commercial creative or business uses.

The area closely abuts the Hallam University Central Campus and is therefore also an attractive location for student housing.

The presence of the first University Technical College in Sheffield is now well established on Shoreham St which adds another educational dimension.

Its proximity to the central retail core means that it probably doesn't require a full local centre but opportunities for a mix of active groundfloor uses should be provided at key junctions and along the Porter Brook corridor.

An important feature of the area, hidden until recently, is the Porter Brook, a modest river once heavily culverted and canalised in the service of industry but now re-emerging as a green-blue corridor particularly following a demonstration project by SCC at Matilda St Pocket Park.

There are flood risk issues which can be partly addressed by deculverting the Brook and making more room for it.

Significant development opportunities along the Porter Brook also include current retail warehouse sites on Ellin St. and Sylvester St which could accommodate a new neighbourhood structured around the Porter.



*Matilda St pocket park, a deculverted and re-naturalised riverside pocket park which has inspired other land owners to enhance and open up their sections of the Porter Brook*

### KEY PRIORITIES (SEE ALSO PLAN XXIV) ARE

- Provide a master plan for a connected corridor of mixed live/work developments along Porter Brook corridor with continuous access, repairing the distinctive scale and character
- Ensuring ground floor spaces are provided for business and other active uses at key locations
- De-culverting and re-naturalisation of Porter Brook as a part of redevelopment
- Encouragement of redevelopment of poor quality retail warehouses with denser more mixed uses to create a new city gateway at St Marys Sq/Eyre St (see also Retail –Moor section 4.1)

**Lower Porter Housing Growth Area Strategic Framework**

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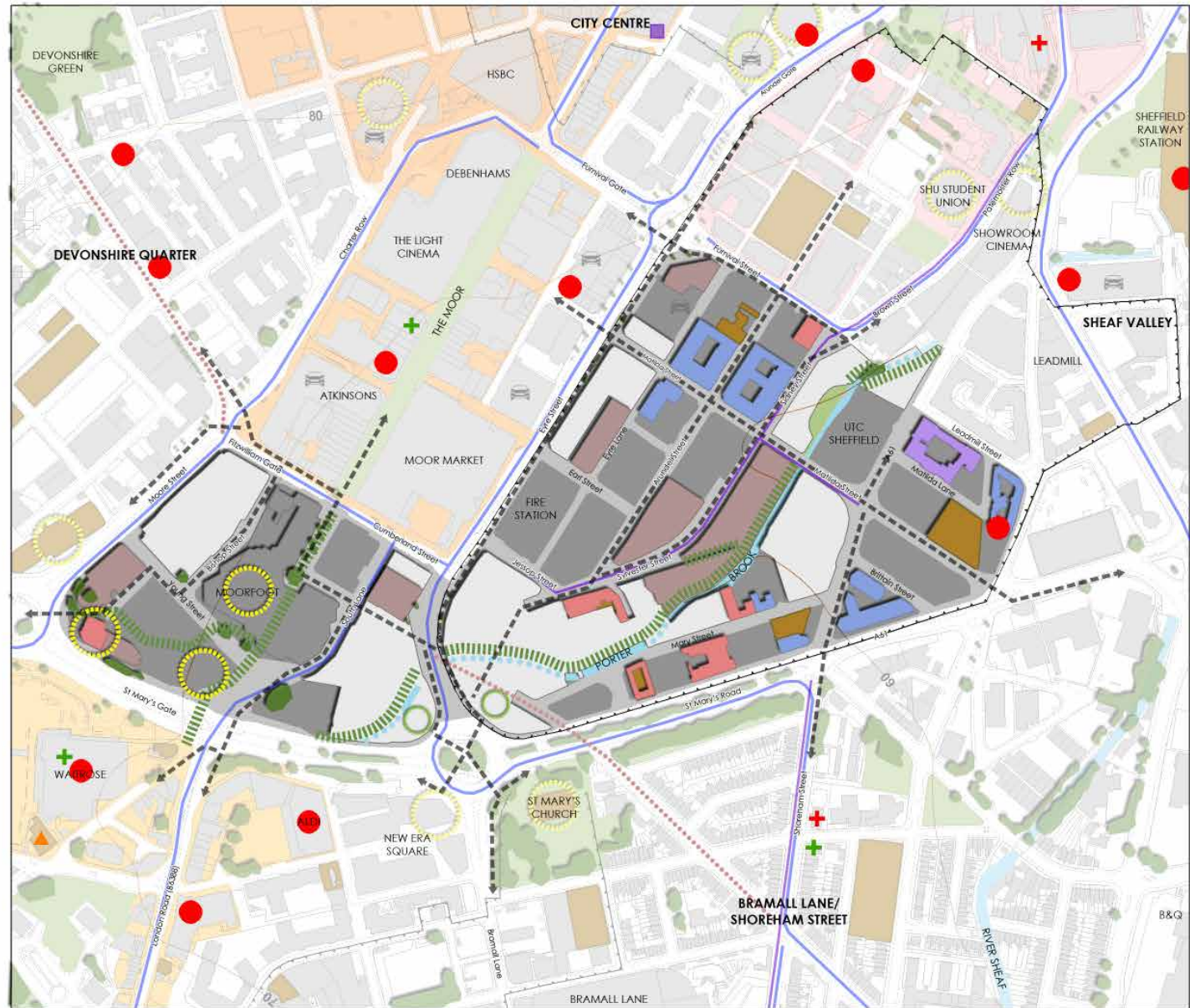
**Key**

Proposed - Ideas presented on this plan are not funded projects but are ideas for consultation and further discussion

- Potential housing and/or office/retail site
- Housing/mixed use site with planning permission
- Priority for public realm improvements along new pedestrian routes
- Public transport corridor
- Focal building
- Deculverted Porter Brook

**Existing**

- Existing uses
- Student housing
- General needs housing
- Mixed housing (student and general needs)
- High frequency bus route
- Signed cycle route
- Multi storey car park
- Key pedestrian routes
- Open space
- Trees
- Landmark (identified in Urban Design Compendium)
- Conservation area
- Listed building
- District centre
- Sheffield Retail Quarter (SRQ)
- City centre retail core
- Sheffield Hallam University Campus
- Supermarket or convenience store
- Health centre
- Pharmacy
- Dentist
- Community centre



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# 5 Delivery Programme 2018-28



Park Square, Castlegate and Uppe Don Valley

## ABBREVIATIONS:

**AD** AD Construction, **AECOM** AECOM Designs, **ALG** Access Liaison Group, **BAM** BAM Group, **BID** Business Improvement District, **CBRE** CBRE Group, **CHP** Combined Heat & Power, **CC** Chamber of Commerce, **CC Man** City Centre Management, **CIL** Community Infrastructure Levy, **CP** Castlegate Partnership, **DECC** Department of Energy & Climate Change, **DfT** Department for Transport, **EA** Environment Agency, **EMT** East Midland Trains, **ERDF** European Regional Development Fund, **FDGIA** Flood Defence Grant in Aid, **FOTH** Friends of Old Town Hall, **FOSC** Friends of Sheffield Castle, **HCA** Homes & Communities Agency, **HE** Historic England, **KSW** KSW Studio Ltd, **LDA** Leonard Design Associates, **ME** Montague Evans, **NHB** New Homes Bonus, **PSI** Private Sector Investment, **Qb** Queensberry Real Estate, **SCC** Sheffield City Council, **SCCRAG** Sheffield City Centre Residents Action Group, **SCR** Sheffield City Region, **SCRIF** Sheffield City Region Investment Fund, **SHU** Sheffield Hallam University, **SLTP** Sustainable Local Transport Plan, **SMGT** Sheffield Museums & Galleries Trust, **SYPT** South Yorkshire Passenger Transport Executive, **TfN** Transport for the North, **TIF** Transport Innovation Fund, **TT** Turner Townsend, **ULEV** Ultra-low Emission Vehicle, **UoS** University of Sheffield, **VMS** Variable Message Signs

## 21ST C HIGH ST

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
HoC 2 Phase 1	Grosvenor House (for HSBC) – Office & Retail/Charter Sq Public Realm	SCC/DLA/ TT/ Arup/Bam	SCC Private/ TIF/ SCRIF	2017-19	Construction underway; major retail occupier interest (ground floor units)
Heart of the City 2 (formerly Sheffield Retail Quarter)	New Master Plan for 'block by block' approach	SCC, Qb,DLA/TT/ Arup/ME	SCC/PSI	2018-23	Revised Master Plan and Planning Applications to be submitted 2018
Re:New Sheffield	Development of further phases on a site by site programme	SCC/Queensberry	SCC/TIF/PSI	TBC	New Master Plan to be published Q1/2018
Re: New Sheffield	Reuse vacant land and buildings for short-term	UoS/SHU/SCC/ CCBID	SCC/UoS/SHU/ CCBID	Q2/15	Refresh of objectives resourcing and focus required. Major opportunities in Castlegate.
Moor Phase 3 Large Retail	Major new and refurbished retail and leisure units at Moorhead/Moor. For H&M, Next etc	Aberdeen/ Ashcroft	Aberdeen	Q3/2018	Phase 3 start on site 2018
Moor Phase 4 Moorfoot public realm and re-opening of Passage	Develop costed Business Cases for: <ul style="list-style-type: none"> <li>• Moorfoot public realm</li> <li>• Moorfoot Passage</li> <li>• IRR London Rd crossing/subway</li> <li>• Ecclesall Rd connectivity</li> <li>• Review of retail warehousing sites for retail/residential</li> </ul>	Aberdeen/SCC	UoS Architecture School	tbc	Feasibility work/Partnership development

## BUSINESS CITY

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
<b>Pinstone St /Union Sites</b>	Work with site owners to develop proposals for retail on Pinstone St frontage and office over as part of expanded Heart of The City	Turner Holdings/ CTP	PSI	TBC	
<b>Carver St/Holly St sites</b>	Phase 1 Conversion of offices including new ground floor bars and restaurants	Brook	Quest/JESSICA	Complete Q3/2018	Offices pre-let
	Phase 2 New Offices/retail	TBC	Quest  TBC	TBC	2 ground floor units let
<b>Sheaf Square site</b>	Strategic Office site adjoining railway station	HCA/EMT/SCC	HCA/ FDGIA/ SCRIF	Q3/15	Station and site access issues only partly addressed. Further impts to Turner St and flood protection to be addressed as part of HS2 Master Plan. Potential short-term uses
<b>Riverside Business District West Bar Sq</b>	Development Agreement with SCC in place Outline Planning Application approved	Urbo/SCC	Urbo	Q2/18	Enabling infrastructure in place: Grey to Green 1/ Completed Love Sq Pocket Park – completion with cafe
	Site Assembly/CPO	SCC	Urbo/UoS	Q3/2018	
	Improvements to Inner Ring Road Bridgehouses/Corporation St junctions in development	SCC	SCRIF	Q1/2018	
<b>Riverside Business District Grey 2 Green Corridor Phase 2</b>	Conversion of surplus carriageway to green/public space, sustainable drainage and development land – Exchange St/ Castlegate/Snig Hill	SCC/CP	SCRIF/ERDF/S106	Q4/2018	Creates transformed setting & connectivity for Castlegate Victoria Quays
<b>Phase 4 (Gibraltar St/ Shalesmoor/Paradise St)</b>	Extension to link RBD with Kelham Island and Cathedral Qtrs and supports emerging specialist retail and National Emergency Services Museum	SCC	TBC	TBC	Various housing sites and National Emergency Services Museum

## KNOWLEDGE CITY

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
<b>UoS Campus Master Plan Public Realm</b>	Comprehensive new landscaped pedestrian/cycle high quality spine for campus enabling development of new teaching facilities including new Engineering aHeartspace and Science Schools	UoS/AECOM/Grants/F&G SCC	UoS/SCRIF Streets Ahead		Phase 1 Leavygreave to Mappin St complete
	Phase 2 Concourse Works	UoS/Grants/AECOM/F&G	UoS	2018	Design and planning
	Phase 3 Arts Tower Forecourt	UoS/HLM	UoS	2019?	Design and planning
	Phase 4 North Campus/Broad Lane	SCC/UoS	SCC(S106)/UoS	TBC	Feasibility
	Central Cycleway Portobello-Trippet La	SCC	SCRIF	2018	Design and planning
<b>Knowledge Gateway</b>	Enhancement and traffic management to Paternoster Row, Pond St/Fitzalan Sq, Pond Hill and Esperanto Place Supporting development at Site Gallery, Showroom Cinema, Institute of Arts, Flat St, Digital Campus	SCC/SHU/Private	SHU/SCRIF/Private/s106/	2018-19	Design and planning, acquisition of land and properties

## SUSTAINABLE CITY

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
<b>Extension to CHP capacity Develop new Business Model</b>	New partnership with Veolia and EoN to link CHP networks	SCC/EoN/Veolia	ERDF/SCRIF/DECC	TBC	Feasibility work commissioned
<b>Lower Sheaf &amp; Porter Flood Defence</b>	Provide flood protection to homes and businesses by flood storage, defences, deculverting and channel management	SCC/Arup/EA	EA Local Levy/ FDGIA/SCRIF	TBC	Modelling/feasibility study and initial Consultation concluded
<b>Shade trees, Green roofs and SUDs</b>	Demonstration project Grey 2 Green Phase 1 complete Phase 2 in design	SCC/UoS	ERDF/SCRIF/S106	Q2/15	See above  Potential to extend to other areas of redundant hard surface.
<b>Air Quality improvement</b>	Low emission vehicle bases in City Centre  Air Quality Emission Study recommendations	SYPT/Bus Operators/ taxi operators	ULEV/Bus Operators	TBC	Bids in preparation for electric and gas powered vehicles prioritising bus and taxi
	Roll out of Streets Ahead lighting upgrade	Highways/Amey	Streets Ahead PFI		In progress



## ACCESSIBLE CITY

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
Tram extension feasibility work	Develop SYPTE option appraisal and identify next stage development resource	SYPTE/SCC	DfT/SCR	?	Further option appraisal by SYPTE and SCR under way
Tram-train	Tram Train to Parkgate	DfT	DfT	2018?	Construction
IRR Junction Improvements	Bridgehouses/Corporation St Junction improvements to increase capacity	SCC/Aecom/ArUP	SCRIF/SLTP	Q4/18	Detailed design underway
Long distance cycle commuting routes from/ to suburbs	Develop comprehensive cycle route plan for CC and Ring Road crossings Work with Green Routes project to establish clear and legible strategy Tackle key disconnects	SCC/Cycle Forum, walking forum	LSTP/SCRIF		Work under way on Strategic Green Cycle Routes and links Moorfoot, Little Kelham Bridge Portobello -Trippet Lane, Exchange St see G2G 2 above
New Mobility Scooter base	Identify preferred locations with Access Liason Group/Shopmobility	SCC/ALG	TBC	Q1/14	Moor Market under Consideration, HoC2 longer term
20 mph Zone	Introduce 20 mph limit on all City Centre streets other than main routes	TAPPS	SCRIF/LTP/PSI	TBC	To be rolled out in phases, e.g., as part of University Central Cycleway, Knowledge Gateway, Grey to Green and IRR Junctions
Simplified Public Transport Routes & 'Metro Model'	Simplified, prioritised public transport routes and city centre ring, to expedite buses and facilitate tramway expansion	SCC/SYPTE/ Operators	Bus Partnership	Ongoing	Single timetabling, mapping, ticketing to be introduced in 2018
Strategic City Centre Cycle Grid	North-south and East-west grid	SCC			
1. University Central Cycle route – Winter St to Holly St	Segregated route from western suburbs through UoS campus to HoC	SCC	SCRIF	2018	Design and consultation

Continued >>>

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
<b>Cycle Parking/Hire expansion</b>	Deliver and expand a joined up network of cycle hubs and cycle hire at stations, universities, shopping destinations	SCC/TAPS/ EMT/SHU/ UoS/Cycle Forum/ Meadowhall	DfT, SLTP, OFO	2018	OFO Yellow Bike roll-out underway, University scheme ongoing
<b>Priority Streets Improve permeability and legibility of Access Loop system by VMS, fixed signage and driver information</b>	Relaxation of some access restrictions, designating Priority Routes for each mode. Better communication of Access Loops, Junction Numbers, car parking, web info, use VMS to encourage smart journey choices	SCC/BID/Parking operators/SRQ	SCC	TBC	To be addressed in detail by Transport Strategy
<b>City Centre HS2 Station Master Plan</b>	Feasibility and integration of new HS2 connection with existing rail services, Northern Powerhouse Rail, bus tram and taxis	HS2/SCC/ Consultants/TfN	DfT/HS2	2018/19	Initial scoping work commissioned
<b>Reinstated city centre circular 'shuttle' bus to enhance penetration and accessibility. Possibility of using electric or driverless vehicles</b>		SCC/SYPTE/SCR	SYPTE		To be addressed in detail in Transport Strategy
<b>Air Quality Action Zone</b>	Action to improve air quality in the City Centre by better performance of public and private vehicles, facilitating use of gas and electric powered cars	SCC/SYPTE/Bus & Taxi Operators	DfT	TBC	

## GREEN AND CONNECTED CITY

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
<b>CC Breathing Spaces</b>	New or improved green/blue spaces to serve expanding CC living population	SCC	S106/CIL	Ongoing	Priority locations; Castle Hill, Kelham Island, Porter Brook, Broad Lane
<b>Castlegate</b>	Castle Hill - Archaeology	SCC/UoS/FoSC	SCRIF/S106/HLF	Q3/2018	Initial Archaeological investigations to be carried out Q3 and Q4 with view to submitting proposals to HLF in 2019
	Sheaf Fields Riverside Park	SCC/EA	S106/EA/other	2018?	Design completed, funding applications and planning to be submitted . Integration with Castle Hill if possible
<b>City Centre Green Links</b>	Lower Porter - Chain of brookside green spaces, renaturalised channel and walkways	SCC/EA	S106/Local Levy/PSI	Ongoing	Delivered site by site to an overall strategy
	Denholm/Woodside/Stanley Fields - Enhancement and improved connectivity between underused green spaces on northern edge of CC	SCC	HIF?	2019?	Linked to new Pye Bank School and proposed housing at Woodside and Rutland Road

## CREATIVE CITY

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
CIQ Refresh	Site Gallery	Site Gallery	Arts Council	2017-18	On site for completion 2018. Knowledge Gateway closely related (due for completion 2019)
	S1 Gallery relocation to Park Hill	SCC/S1/Urban Splash	Arts Council	TBC	Temporary gallery established. Funding bids and planning
	Showroom Frontage improvements	SCC/Showroom	ERDF/Private	2018	Knowledge Gateway closely related, (should be completed by 2019)
Temporary arts spaces consolidation/into City Centre	Find alternative buildings for meanwhile uses in unsustainable locations eg CADS main cluster.	SCC/CADS/ Exchange Street Collective	KSW	Ongoing	See Re:New/Meanwhile Uses
Surrey St Central Library & Art Gallery renewal	Options and feasibility	SCC/Culture Consortium/ SMGT	Arts Council/HLF		

## LIVING CITY

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
Community Facilities and Amenities	Work with CC residents and businesses to attract or facilitate missing amenities eg Kelham Island Communities, Devonshire Qtr Assoc, SCCRAG	SCC/SCCRAG/ NHS	TBC		Eg. discussion with NHS on mechanism to provide GP and dental services for City Centre
New CC Living Strategy	Review CCLS and propose new Quiet Zones eg at Kelham and St Vincents	SCC/SCCRAG	SCC	Q3/18	Review of CC Living Strategy in Local Plan including Quiet Zone extensions
CC Housing Sites Restart Programme	Support restart of stalled schemes with focus on Devonshire Qtr , Kelham & St Vincents by infrastructure and site assembly	SCC/HCA	LGF/HCA/PSI	Ongoing	See Housing Strategy for detail
Improve co-ordination of Planning and Licensing control	Review with CLS see above	SCC Planning/ Licensing	SCC/SCCRAG/ Licensees	TBC	Review Licensing Strategy

## CASTLEGATE

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
Townscape Heritage	Develop data base and evidence for Conservation Area declaration in preparation for THI application for building and public realm improvements on Waingate, Haymarket, Dixon Lane and Castle St	SCC/CP Castlegate owners	SCC/HLF	Q3/2018	Survey of history and buildings/ stakeholders/Declaration report/ consultation
Interim uses in vacant floorspace	Work with owners and Re:New Sheffield to bring forward new activities and improve public image of the area	UoS/SHU/SCC/ BID/CP	SCC/BID	2018-19	Review and refocus the initiative and governance
Restoration/reuse of Old Town Hall	Secure Basic Repairs. Establish agreed valuation with owners. Identify possible occupants/partners	SCC/Friends of OTH	NHB/EH/HLF		FOTH developing alternative use options. Stuck Sites Project to pressure owner to secure and repair
Deculvert R Sheaf	Bid to Local Levy & Flood Defence Grant in Aid following modelling and option appraisal study Bid to HLF Natural fund	SCC/EA/WSG/ Arup	EA Local Levy/ s106/HLF		Feasibility and Development resource required As part of SCRIF development

## VIBRANCY

PROPOSAL	DETAIL	DELIVERY AGENTS	FUNDING	PROGRAMME	PROGRESS
City Centre BID introduction	Promotion, stewardship and animation of City Centre retail area	SCC/BID/UoS/CC Man/Businesses	SCC/Businesses	Ongoing	Numerous initiatives including <ul style="list-style-type: none"> <li>• Live After Five</li> <li>• Restaurant Week</li> <li>• Graffiti Cleaning</li> <li>• Events Programme</li> </ul>
Hospitality provision gaps	Seek focussed market research to establish if demand exists for more targeted youth hostel accommodation	SCC/CS			Fit with Outdoor Economy Strategy. Meeting with YHA planned September 15
Promote independent and distinctive assets	Part of Marketing Sheffield's Authentic and Distinctive campaign	Marketing Sheffield	UoS/SCC/SRQ/ NHB		Events Programme Business Case

