

Chapter 4 : Spatial Strategy



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Introduction

4.1 The spatial strategy and policies are concerned with the kinds of places we want in different parts of the city, how areas relate and are connected to each other and how different needs and opportunities can be brought together in each area. The spatial strategy flows from the vision and objectives in Chapter 3 and provides the framework for the spatial policies in the rest of the Core Strategy (see Figure 1.1) and presented on the Key Diagram (see inside back cover).

Spatial Strategy

4.2 The major spatial outcomes of the vision of transformation and sustainability are as follows:

1. New development will be concentrated in the main urban area of Sheffield, complemented by Chapeltown/High Green and Stocksbridge/Deepcar and will take place mainly on previously developed land. Average densities will be increased within the existing built-up areas rather than spreading out into the surrounding countryside, which will remain protected as Green Belt, and urban open space will be safeguarded.
2. The City Centre will be the driver for the transformation of the city's economy, providing sustainable new employment opportunities and excellent regional services, supported by sustainable transport and a high-quality environment.
3. The Lower and Upper Don Valleys will complement the City Centre, as primary locations for employment supported by a mix of related uses and providing for developments not appropriate in the City Centre.
4. The North-East and South-East Urban areas will have renewed housing markets and transformed environments and services. The character of all other housing areas will be safeguarded and distinctive heritage areas, in the west and elsewhere, will be conserved.
5. The outer built-up areas of Mosborough/Woodhouse, Chapeltown/High Green and Stocksbridge/Deepcar will continue to be served by jobs and services in the rest of the city but local provision will also be safeguarded and, where possible, expanded.
6. The surrounding countryside will continue to be protected from development and linked with a network of green corridors, connecting river valley, parks, recreational areas and green spaces within the urban areas.
7. Sustainable forms of travel will enhance mobility in key corridors into the City Centre with improved public transport and provision for pedestrians and cyclists, supported by increased densities of development in centres and near high-frequency routes.

4.3 The implications of the spatial strategy and the objectives in Chapter 3 are outlined below.

Overall Settlement Pattern

- 4.4** The priority for development will be in the main urban area. This includes all of the continuously built-up area and the suburban areas around the old village cores of Dore, Stannington, Grenoside, Ecclesfield, Woodhouse, Beighton and Mosborough. Development will also occur within the existing built-up areas of the separate settlements of Chapeltown/High Green and Stocksbridge/Deepcar.
- 4.5** The future development of the city will be principally through the re-use of land within existing settlements rather than expansion into the countryside or into urban open space. Priority will be given to using previously developed land and existing buildings in urban areas, wherever possible, so long as they would be accessible by all forms of transport and relate well to neighbouring development and existing communities.
- 4.6** Local jobs, services and facilities to satisfy needs that can be met locally will be encouraged. A degree of self-containment will be supported in the Mosborough, Chapeltown and Stocksbridge areas but they will continue to be integrated with the opportunities of the wider District.
- 4.7** The settlement strategy supports the objectives for economic transformation, reducing the need to travel, supporting sustainable transport, sustainable use of natural resources and prizing the green environment.

The City Centre

- 4.8** The City Centre is recognised as a key economic driver for the City and the City Region. Since the late 1990's it has been the major focus for economic regeneration in the City, led by a City Centre Masterplan.
- 4.9** The City Centre is defined as the area within the Inner Relief Road together with the Kelham/Neepsend area (as shown on the Key Diagram).
- 4.10** The City Centre will play a crucial role in the transformation of the city's economy and in the development of Sheffield's role as the core city for its city region. It will be the focus for most new development of offices, shops, leisure, culture, higher education and other services.
- 4.11** The City Centre's locational advantages will continue to be used to attract new businesses, including knowledge-based services, which will play a key role in transforming the economy and achieving sustainable employment. A large proportion of the new office development will be located here. The shopping area will be transformed to help it fulfil its role more effectively as the most accessible location for regional services from other parts of the city region and beyond. This concentration of development will help to increase the demand for, and quality of, public transport services. The strong market demand for housing in the City Centre will be harnessed to support and complement its primary role as a regional centre for jobs, shops and services. The distinctive historic character of the City Centre will be safeguarded and enhanced with an emphasis on the buildings associated with the Sheffield metal trades, which will be used as opportunities for regeneration initiatives.

Improvements to the environment and design of the City Centre will continue to be made to help attract investors and users and to cater for the needs of all groups of people.

- 4.12** This emphasis supports the SDF objectives for economic transformation, serving the city region, transforming housing markets and sustainable transport. It accords with the Sheffield City Strategy, the draft Regional Spatial Strategy and the requirements of sustainable development. The approach to land-use and transport will make the best use of finite road capacity, help contain congestion and moderate pollution and gases that contribute to climate change. This will be necessary to support SDF objectives for health and well-being, efficient use of the transport network and sustainable transport.

The Lower and Upper Don Valley

- 4.13** The Lower and Upper Don Valley will continue to complement the City Centre as strategic employment areas and will provide for businesses and workers that require different kinds of area from the City Centre. They will take advantage of current and proposed transport links and the relative attractiveness of the locations for developers. Specific gateway locations and routes will be improved to enhance the areas' attractiveness. There will be additional locations for offices to complement the City Centre, near public transport interchanges at Meadowhall and Hillsborough, and at Tinsley Park, where public transport provision will continue to be promoted. Development in these locations will be carefully managed to ensure that they remain complementary to the City Centre and do not detract from its primary role for new jobs and services.
- 4.14** Manufacturing will continue to be important in these areas, where it will be developed away from residential areas but in locations that can be reached by public transport.
- 4.15** Whilst business and industry will be the prime users of land in the Don Valley, they will be complemented by sports and leisure development that would not be appropriate in the City Centre or district centres. Meadowhall will continue to be a major regional draw but shopping space will remain at around its current capacity. Housing will be introduced in selected locations, subject to the creation of an acceptable living environment, including Attercliffe/Darnall and the Infirmary Road/Langsett Road corridor and, potentially, at Meadowhall, to support regeneration of employment and provide for more homes close to workplaces.
- 4.16** Transport investment will be critical, including measures to offset potential congestion at motorway junctions 33 and 34 and ensure that air quality is acceptable. This will be necessary to support objectives for health and well-being, efficient use of the transport network and supporting sustainable transport. The Upper Don Valley will benefit from investment proposed for this corridor in the current Local Transport Plan.
- 4.17** This approach supports the SDF objectives for economic transformation with benefits for serving the city region, successful neighbourhoods and supporting sustainable transport. The Don Valley is identified in the draft Regional Spatial Strategy as a regeneration area and these locations will also provide for some more local employment from neighbouring residential areas experiencing regeneration.

Other Employment Areas in the Main Urban Area

- 4.18** To help provide more local employment and choice of locations, new businesses will also be developed outside the main concentrations including, for example at Burngreave, the Blackburn Valley, Orgreave and in the Sheaf Valley between the City Centre and Heeley. This will support the objective of reducing the distances people need to travel. But these locations will not be used for major office developments, as these require more accessible locations due to the high number of trips that they generate.

Housing Areas

North-East and Inner South-East Urban Areas

- 4.19** The north-east and inner south-east of the main urban area will include extensive priority areas for the release of new housing land to encourage the revival of the housing market where there has been stagnation or decline. The emphasis in design will be on regeneration rather than conserving existing character. A greater mix of housing types will be provided with a range of other uses to make these areas more sustainable places in which to live. This will include regeneration of the district centres at Spital Hill, Firth Park, Darnall and Manor Top and a new District Centre at Chaucer. The density of housing will be greatest in and around centres and along high-frequency public transport routes.
- 4.20** This approach will promote the SDF objectives for economic transformation, transforming housing markets, successful neighbourhoods, reducing the need to travel, supporting sustainable transport and urban areas that look good and work well.

South and West Urban Areas

- 4.21** Land will be released in other parts of the urban area to provide choice, so long as it would not jeopardise housing market renewal in the north and south-east areas.
- 4.22** In the south-west sector of the city (between the Manchester Road (A57) and Abbeydale Road (A621) corridors), the character of its distinctive neighbourhoods will be respected and conserved. The amount of new housing will be largely limited to infill and other windfall sites. This will help to moderate the increases in demand on roads that are already at, or near, capacity and encourage demand for housing to expand into new areas to support the city-wide economy and help create more balanced communities.
- 4.23** Elsewhere in the south and west of the city the main housing areas are relatively stable and the emphasis will be on safeguarding their residential character as new proposals come forward.
- 4.24** Opportunities will be taken to renew the city's District Centres to help develop neighbourhood economies and provide services and jobs more locally than is possible in the City Centre or superstores. Where possible, the centres will also include leisure, health and other community facilities. The scope for developing their role may be constrained by the need to provide for movement on Key Routes but measures will be taken to reduce the impact of traffic.

- 4.25** This approach will support the SDF objectives for economic transformation, transforming housing markets, successful neighbourhoods, opportunities for all, reducing the need to travel, efficient use of the transport network, a city with character and urban areas that look good and work well.

Outer Areas

Mosborough

- 4.26** Mosborough (including all the new 'townships' development from Beighton to Mosborough Village) is more distant from the main services and employment centres than other parts of the main urban area but has significant employment areas of its own and a strong District Centre at Crystal Peaks. Local employment will be safeguarded and expanded to complement the concentrations in the main urban area. This supports the objectives for successful neighbourhoods and reducing the need to travel (i.e. into the main urban area). But significant further expansion of Crystal Peaks is not envisaged. The expansion of new housing beyond the existing built-up area will occur only at Owlthorpe, in order to complete the partly built township, but will be strongly resisted elsewhere to safeguard countryside overlooking the Rother and Moss Valleys that is not already protected as Green Belt.

Chapelton/High Green and Stocksbridge/Deepcar

- 4.27** Chapelton and Stocksbridge are both designated as 'Principal Towns' in the Regional Spatial Strategy, which fulfil a regionally significant role as service, employment and transport hubs for their surrounding area. Development in these settlements will be confined to their existing urban areas and expansion into the surrounding countryside not already protected as Green Belt will be strongly resisted. Provision for local jobs will be promoted on redevelopment sites in the Chapelton area and in Stocksbridge to support a degree of self-containment to reduce the need to travel out to work. However, the total number of jobs in Stocksbridge is not expected to grow and the town will take on more of a commuter role, requiring improvements to transport connections with neighbouring areas of Sheffield and Barnsley. Improvements to the town centres will be encouraged to reduce the need to travel outside the two settlements for shopping and other services.

Green Corridors and Countryside

- 4.28** A network of green corridors, parks, recreational areas and greenspaces will be preserved and enhanced within and close to the urban areas, including strategic links along the main river valleys. These will serve a range of purposes including movement of wildlife in the city, leisure and recreation, and walking and cycling.
- 4.29** This network will connect with the surrounding countryside and the city's rural setting will be safeguarded and enhanced. Most of the countryside will remain protected as Green Belt to support urban and rural objectives. The three larger rural settlements of Oughtibridge, Wharncliffe Side and Worrall will continue to act as small service centres for the surrounding countryside.

- 4.30** The environmental features of the spatial strategy will support the SDF objectives for health and well-being for all, sustainable transport, sustainable use of natural resources, prizing the green environment and a city with character.



Transport Routes

- 4.31** A Network of Key Routes will form the major arteries for future investment. These are routes carrying the largest numbers of people, where interventions can have the greatest impact on meeting the Core Strategy's transport objectives. Most of the routes converge on the City Centre so investment supports the concentration of development in the centre. Two Key Routes also run through each of the Lower and Upper Don Valleys, supporting the regeneration of these complementary employment locations. Intervention to combat congestion will also be focused on these routes and also on Manchester Road (A57), Ecclesall Road (A625), Chesterfield Road (A61), Sheffield Parkway (A57) and the Outer Ring Road (A6102). The types of intervention on Key Routes will vary according to the needs and opportunities on each link but the outcome will be a network on which the priorities are:

- improving operating conditions for buses
- managing congestion and reducing delays
- improving air quality and road safety
- providing facilities and improvements for freight movement.

- 4.32** Public transport will also be improved to make areas away from the Key Routes more accessible. This strategy will support a wide range of SDF objectives but particularly those for economic transformation, serving the city region, connecting up the city, efficient use of the transport network and supporting sustainable transport.