



## Land at Stanley Fields, Pitsmoor Road and Pye Bank Road, Woodside

Planning and Design Brief  
**Approved 25<sup>th</sup> March 2015**



## Table of Contents

<b>1. INTRODUCTION</b>	<b>2</b>
Local Context & Summary of Key Messages	3
Summary of Developer Contributions	4
Site Features	4
<b>2. PLANNING REQUIREMENTS</b>	<b>6</b>
Principle of Development	6
Open Space	8
Urban Design & Landscape	9
Housing	11
Environmental Protection	11
Movement, Transport and Highways	12
Ecology	13
Education	13
Sustainability and Climate Change	14
Drainage	14
Infrastructure	16
Other Planning Policies to consider	16

## Figures

Figure 1: City Context	2
Figure 2: Local Context	3
Figure 3: Site Features	5
Figure 4: UDP Proposals Map (1998)	7
Figure 5: Pre-Submission Draft Proposals Map (2013)	7
Figure 6: Urban Design Framework	10
Figure 7: Drainage Plan	15

## Appendices

Appendix 1	Officer Contacts Details
Appendix 2	Planning History
Appendix 3	Useful Links
Appendix 4	Developer Contributions
Appendix 5	Community Infrastructure Levy
Appendix 6	Open Space Assessment
Appendix 7	Public Consultation
Appendix 8	Planning Submission Information
Appendix 9	Collection Service for Houses
Appendix 10	Best Practice

# Vision

***Woodside will be a green and attractive place to live with a distinct identity and strong connections to local shops and services as well as the city centre***

## 1. INTRODUCTION

- 1.1 Woodside is in Sheffield's Burngreave ward and is half a mile north of the city centre (Fig.1).
- 1.2 Sheffield City Council, as the owner of the land shown on Fig.2, has an ambition to develop a new neighbourhood in the area. The vision includes new housing and community facilities set in a refreshed green setting and a network of spaces connecting to the rest of the city.
- 1.3 This Planning and Design Brief (the 'Brief'), prepared by Sheffield City Council Planning Service as part of the New Homes Bonus programme, sets out the framework to enable proposals to come forward that will achieve the vision.
- 1.4 A 4 week public consultation was carried out in November and December 2014. A summary of the comments can be found at Appendix 7. In February 2015 the Brief was presented to local Ward Councillors, the Chair of the Planning Committee, and the Cabinet Member for Business, Skills and Development. After discussing the Brief, the comments we received during the consultation and how we have responded to them it was agreed that the Brief did not need to go to the Planning and Highways Committee but could be approved by the Cabinet Member. It now carries weight within the planning approval process as a material consideration.

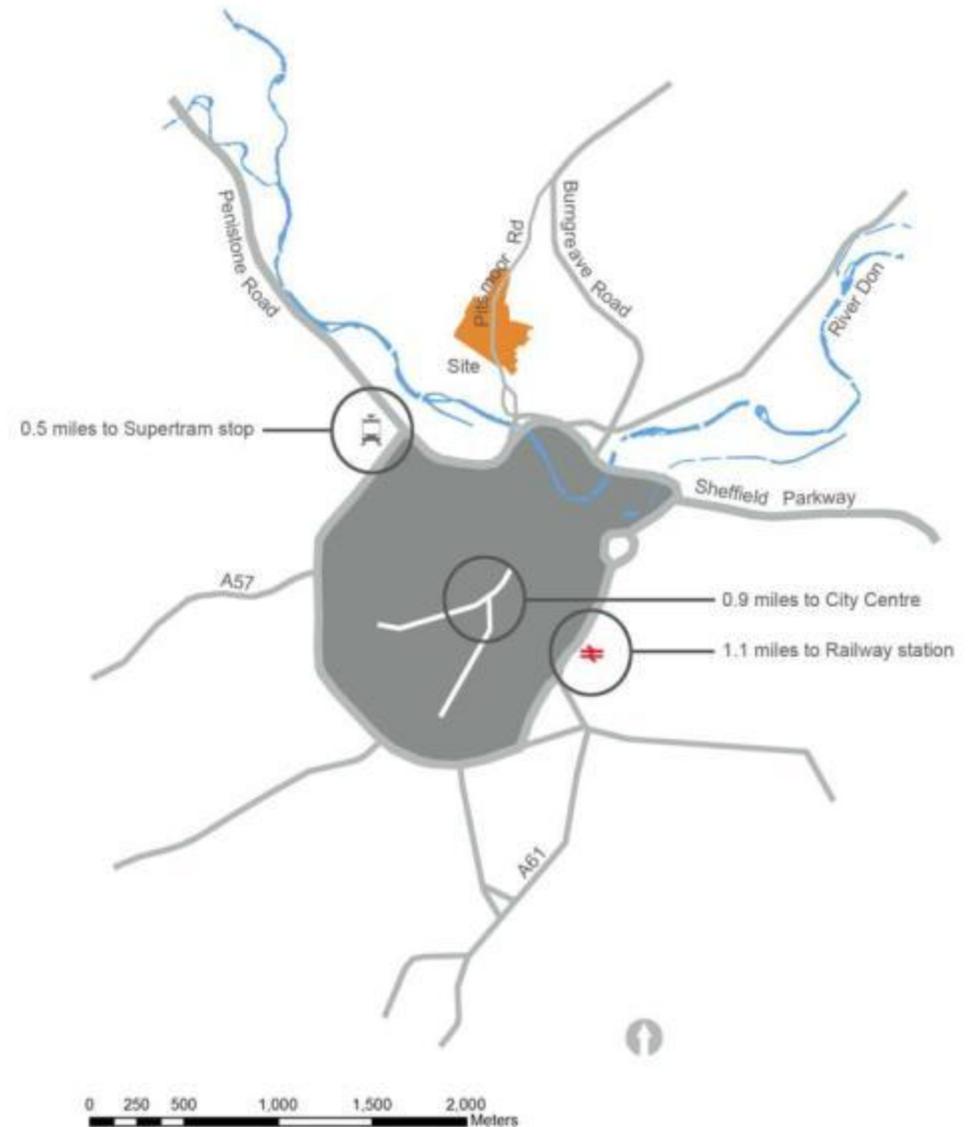


Figure 1: City Context

### Local Context & Summary of Key Messages

1.5 The site is made up of 3 components labelled on Fig. 2:

1. Stanley Fields open space (4.6 hectares);
2. A previously developed housing site between Pitsmoor Road and Andover Street (5.9 hectares); and
3. Previously developed land fronting Woodside Lane (0.4 hectares).

1.6 Up until 2004 Site 2 contained nine large apartment blocks at right angles to Pitsmoor Road. They were demolished in 2004 and although the site has since been marketed twice by the City Council, it remains vacant due to viability issues relating to the local housing market and site conditions. To be able to achieve the vision the Council is proposing to promote development on Stanley Fields, and to re-provide better open space on part of Site 2. Funding has been identified for the re-provision of the open space.

1.7 In summary, and considering the above proposal, the Brief identifies the following principal parameters:

- Any open space that is lost to development should be replaced with an equivalent size and better quality in the local area. Land along the hillside along Pye Bank Road could accommodate a replacement open space subject to an appropriate inclusive landscape design.
- On that basis, 3 parcels of land are developable:



Figure 2: Local Context

- i. Stanley Fields: 2.5 hectares (25,000sqm/ 6.1 acres), subject to a replacement open space being provided;
  - ii. The plateau in front of Andover Street: 2 hectares (20,000sqm/ 4.9 acres); and
  - iii. Woodside Lane approx. 0.4 hectares (4000sqm/ 1 acre).
- Development should link with adjacent sites. For example, development could be a catalyst for development in the wider area such as the former Stanley Tools factory.
  - Long distance panoramic views across the city and countryside beyond.
  - Mature woodland setting to Stanley Fields.
  - Established industrial character to the west and south, with a mix of Victorian and post-war residential properties to the north and east.

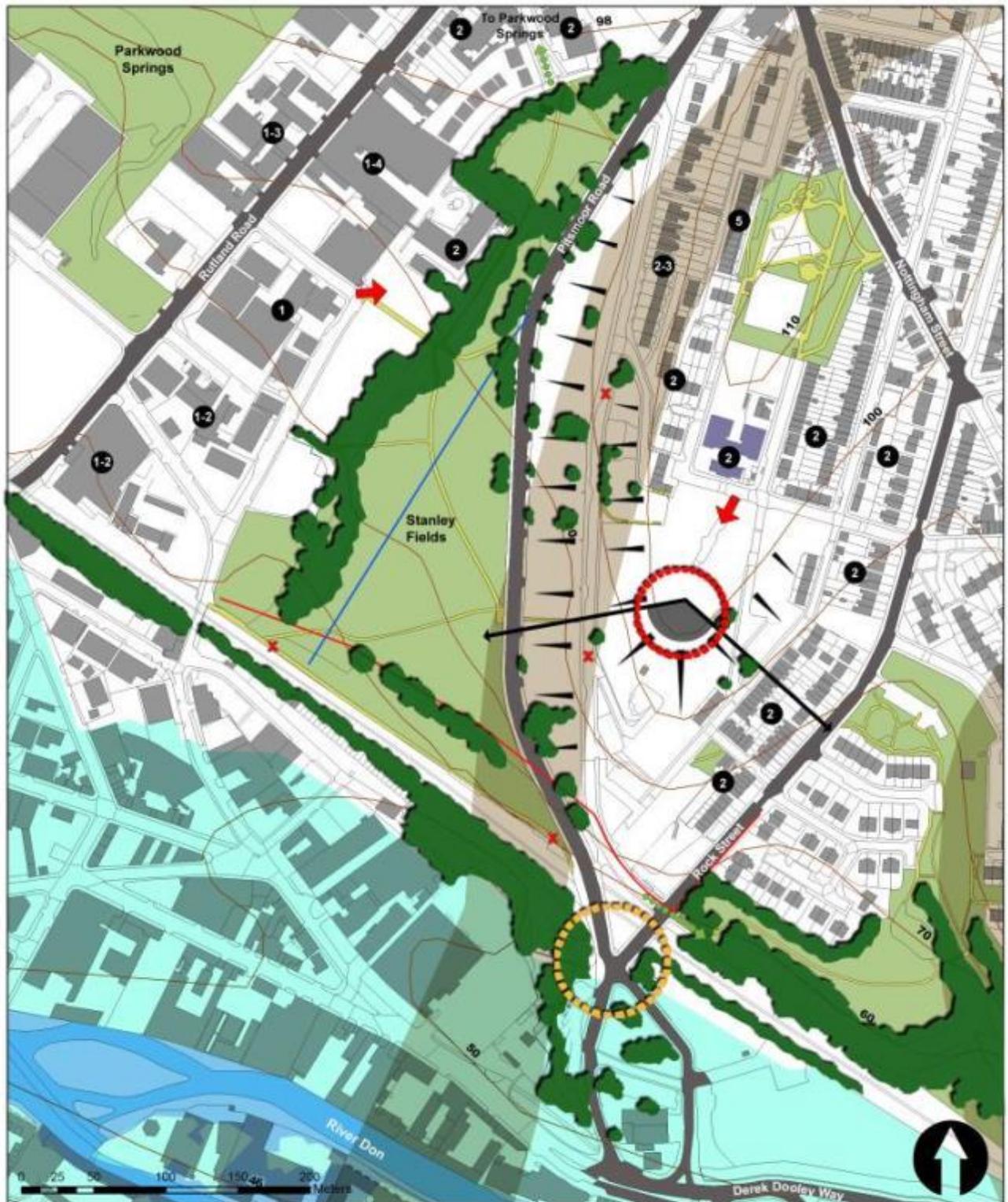
### **Summary of Developer Contributions**

- 1.8 The standard developer contributions are at Appendix 4 but these will be replaced by the Community Infrastructure Levy (CIL), expected in July 2015. The current proposed charge in this part of the city is £10 a square metre and the affordable housing contribution – which will remain once CIL is adopted – is 0%.
- 1.9 Contributions towards or modifications to the existing highway network will be required under S106 or S278, described at paragraph 2.25 below.

### **Site Features**

- 1.10 Figure 5 shows the site's current features, including:
- Hillside location, with prominent exposed hilltop setting.
  - Steep upper hillsides grading out to the gentler lower slopes of Stanley Fields.

Figure 3: Site Features



Woodside Opportunities and Constraints plan  
scale 1-2500

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**Key**

- |   |   |   |                      |   |                           |   |                           |
|---|---|---|----------------------|---|---------------------------|---|---------------------------|
|  | Existing access points                                    |  | Existing trees       |  | Gateway point             |  | Grade 2 Listed building   |
|  | Main roads  |  | Links to open spaces |  | Flood zone 2              |  | Combined sewer            |
|  | Existing footpaths  |  | Steep slope/bankside |  | Flood zone 3              |  | High voltage cable        |
|  | Opportunity to close section of existing footpath or road |  | Panoramic views      |  | Coal mining referral area |  | Existing building heights |
|  | Existing open space                                       |  | Landmark opportunity |   |                           |   |                           |

## 2. PLANNING REQUIREMENTS

2.1 Until a new Sheffield Local Plan is adopted, planning decisions will be made using the following documents in accordance with guidance in the National Planning Policy Framework (NPPF), paragraph 215:

- Core Strategy (adopted March 2009);
- Unitary Development Plan saved policies and Proposals Map (adopted March 1998); and
- Pre-submission Draft City Policies and Sites and Proposals Map (April 2013)

2.2 Planning decisions must also be consistent with the policies in the NPPF.

### Principle of Development

2.3 The UDP and the Pre-submission Draft Proposals Map designate Stanley Fields as Open Space, and the rest of the area for housing (Fig.4 & 5). This makes clear the Planning Authority's objective to deliver housing in the area.

2.4 However, marketing of the site has shown that housing development on these areas is unviable due to site constraints.

2.5 Housing and open space are still the preferred uses within the red line boundary (Fig.2) but swapping these over could be considered if it makes housing development more viable.

2.6 The following paragraphs set out the policy criteria for developing on some of Stanley Fields, beginning with the urban design and open space policies as these set the overall parameters. Other planning requirements are then drawn out which need to be addressed for any development that occurs across the site. The documents required for a planning submission are listed at Appendix 8.

2.7 There is flexibility when it comes to acceptable uses at and around Rutland Road, outside the red line boundary. There is an opportunity for this area to serve new housing at Woodside, for example convenience retail subject to the sequential test in the NPPF.

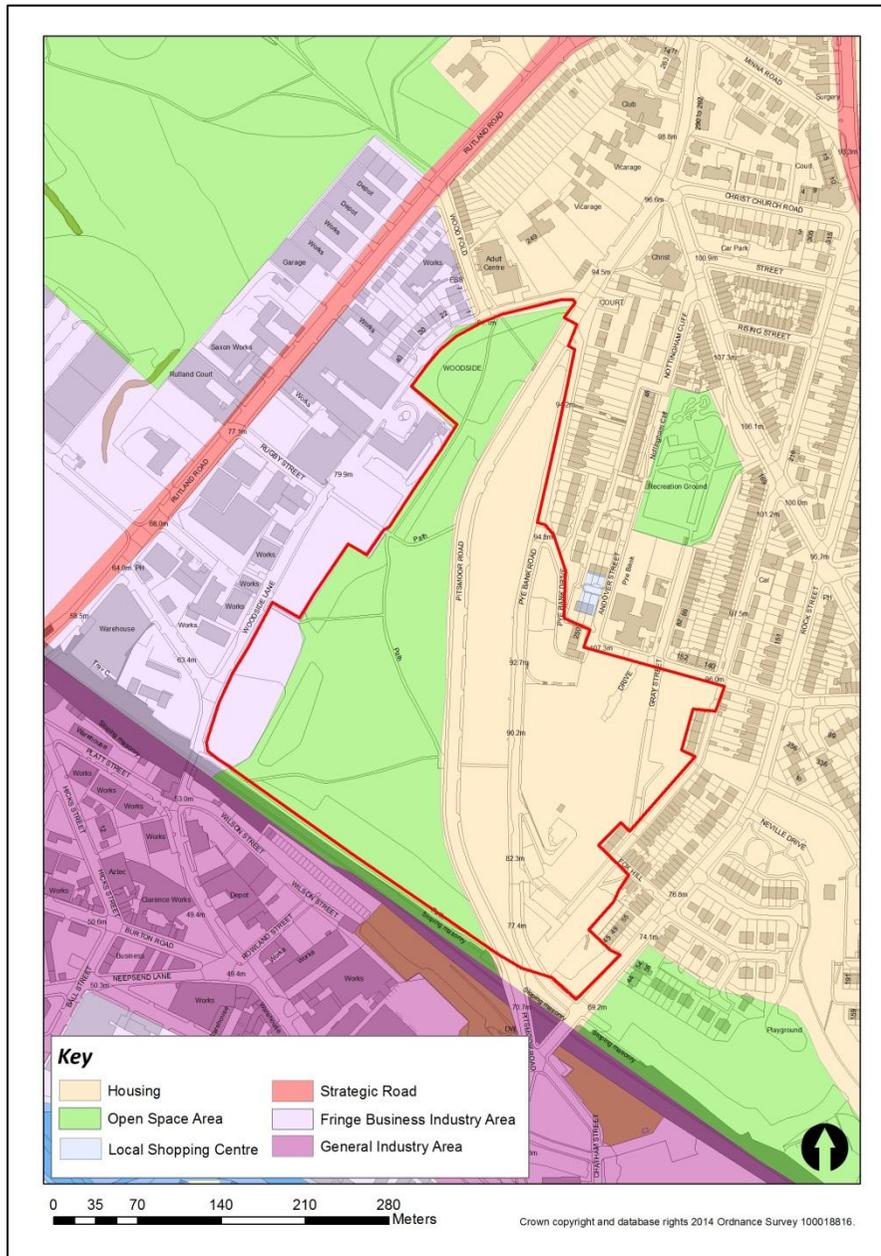


Figure 4: UDP Proposals Map (1998)

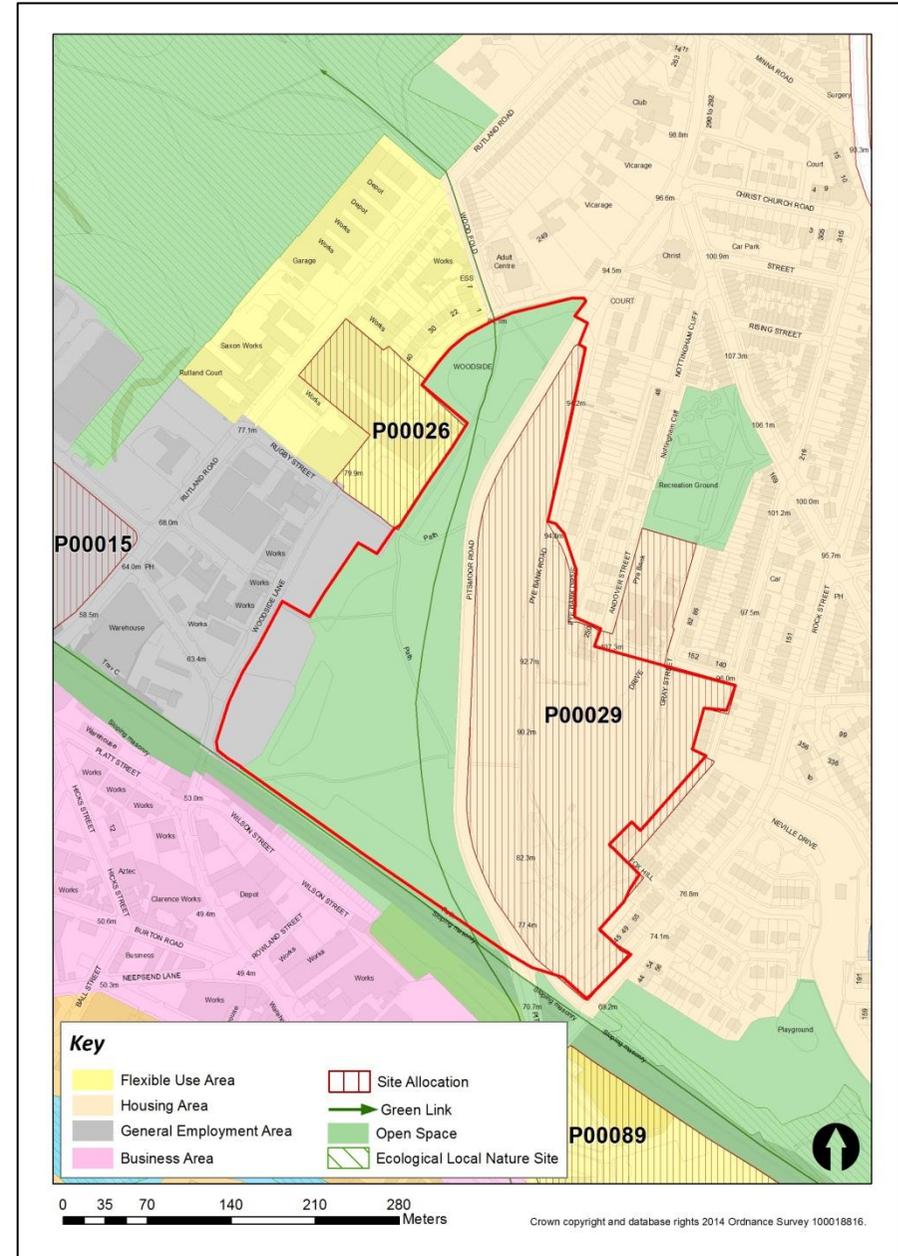


Figure 5: Pre-Submission Draft Proposals Map (2013)

## Open Space

### Relevant policies

**NPPF:** paragraph 74

**UDP:** H16

**Core Strategy:** CS47, CS45, CS46, CS54, CS74g

- 2.8 Stanley Fields is defined as informal open space and an Open Space Assessment (Appendix 6) shows there is a surplus of this type in the local area. If lost to development a replacement is still required but it should remedy a deficiency in a different type of open space such as 'Parks and Gardens', 'Children's Play' or 'Outdoor Sport'.
- 2.9 The Urban Design Framework (Fig.6) sets the parameters for re-providing the open space, as well as some requirements to strengthen the green routes and natural features through the area as part of a landscaping scheme to support a planning submission. The parameters for re-providing the open space are:
1. The size of the open space should be at least the same as an area lost at Stanley Fields.
  2. The quality of the replacement should be better, through:
    - A variety of spaces and a range of activities that could include natural play or sport.
    - A multi-user route through the area to link the city centre and Burngreave and the Northern General Hospital. This could be

achieved by a pedestrian/ cycling path alongside Pitsmoor Road subject to detailed design, plus other pedestrian/ cycling routes along the plateaus of the hillside, enhancing the connection to Denholme Close and Woodside Green.

- Enabling east-west connections across Pitsmoor Road.
  - Minimising impacts on biodiversity and achieving net gains in biodiversity where possible, particularly in relation to the ecology relating to the River Don valley found in this area<sup>1</sup>.
  - Inclusive design and the safety of disabled pedestrians on multi-user routes. Cyclists should be accommodated in a way which maintains the safety of disabled pedestrians.
  - Design that discourage crime and anti-social behaviour.
3. A 15 year funded management and maintenance plan as a minimum.

### *Applicant requirements*

- 2.10 Justification should be demonstrated in an assessment that shows how each loss of open space on Stanley Fields will be compensated through the creation of a new open space.

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<sup>1</sup> Contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures (NPPF para.109). Collaboration with Sheffield & Rotherham Wildlife Trust is encouraged.

- 2.11 Developments on sites of more than 1 hectare will be required to make a contribution to the existing recreation space in the catchment area of the site. This will be replaced by CIL, expected in July 2015. Further information is shown at Appendix 4 and 5.

### Urban Design & Landscape

#### Relevant policies

**NPPF:** Chapter 7

**UDP:** H15, BE5, BE6, BE9, BE12

**Core Strategy:** CS74

- 2.12 General design development principles are set out in the South Yorkshire Residential Design Guide, see Appendix 10 Best Practice. The development should address the following key site principles:
- Establish a clear network of open spaces along linear pedestrian and cycle routes, which connect to outlying destinations. See paragraph 2.27.
  - Ensure routes and open spaces feel safe to use and are overlooked by a well-structured building layout. Avoid housing backing onto open space.
  - Capitalise on the long distance panoramic views through the arrangement of buildings, their forms and location of pedestrian/cycle routes and open spaces.
  - Retain mature trees, copses and hedgerows wherever possible, and replace any trees which are lost. This applies to the areas requiring tree management works on Fig.6.

- Ensure development provides a sensitive response to the setting of the listed Pye Bank School.

- 2.13 Development within the red line (Fig.2) should, in line with the principal parameters on page 6, relate to adjacent sites such as Stanley Tools. It should do this through establishing clear routes and development blocks that lend to permeability and legibility.
- 2.14 The Urban Design Framework (Fig.6), below, brings together the above open space and urban design principles.
- 2.15 The paragraphs that follow explain site specific policy requirements that would relate to development wherever it is within the site.

Figure 6: Urban Design Framework



## Housing

### Relevant policies

**NPPF:** paragraphs 50 and 58

**UDP:** H7, H10, H14,

**Core Strategy:** CS22, CS26, CS40, CS41, CS74g

- 2.16 C3 residential and C2 residential institutions are acceptable in principle on some of Stanley Fields subject to satisfactorily meeting the open space policy requirements above.
- 2.17 Core Strategy Policy CS26 recommends 40 to 60 dwellings per hectare (dph) for this location. Densities outside this range may be allowed where the development achieves good design, reflects the character of an area or protects a sensitive area.
- 2.18 Core Strategy Policy CS41 limits new or conversions to purpose-built student accommodation (PBSA) and Houses in Multiple Occupation (HMO) where the community is already imbalanced by a concentration of such uses or where the development would create imbalance (defined as >20% of residences within 200m of the site). The current concentration around the site is 7% but this is not an area encouraged by the universities for student accommodation, preferring areas within or directly adjoining the City Centre and their existing campuses.
- 2.19 UDP Policy H7 requires 25% of new homes to be built to the Council's Mobility Housing standard, except where physical characteristics of the site make this

impractical. See Appendix 3 for the link to the relevant Supplementary Planning Guidance.

- 2.20 Mobility Houses need to be spread across all types and tenure of dwellings and located where the local topography is most favourable and where access to local facilities and public transport is easiest to achieve. These two factors are likely to need to be held in balance. The location(s) are best agreed at an early stage in negotiations and refined (if necessary) as scheme design progresses.
- 2.21 The site is in an area where there will be no affordable housing obligation.

## Environmental Protection

### Relevant policies

**NPPF:** Chapter 11

**UDP:** H14

**Core Strategy:** CS66

## Noise Control

- 2.22 The area will be affected by noise to some extent, particularly close to Rugby Street, and a noise report would be advisable to ensure standard internal noise levels are achieved and appropriate ventilation is provided. A noise impact assessment will be required to assess any localised commercial or industrial noise issues and typical ambient environmental noise levels, including from gardens. The retention of the tree buffer shown on Fig. 6 could mitigate the effects of noise to some extent.

### **Land Contamination**

- 2.23 UDP policy GE25 requires the remediation of contaminated land. The Council has carried out Preliminary Geo-environmental Investigations of the proposed Housing Areas in 2006 and 2014. These studies recommend intrusive investigations including a coal risk assessment, ground gas monitoring and leachate testing. An appropriate ground investigation strategy is presented in Section 5.2 of the 2014 report, and copies of both reports are available upon request. Neither report includes the area occupied by the former Pye Bank School.

### **Air Quality**

- 2.24 Sheffield has been designated an Air Quality Management Area (AQMA) under the Environment Act (1995) and the City's Area Quality Action Plan (2003) has the principal objective of improving air quality in Sheffield and is supported by Core Strategy policy CS66.

### **Movement, Transport and Highways**

#### **Relevant policies**

**NPPF:** Chapter 4

**UDP:** T8, T10, T21, T25, BE10

**Core Strategy:** CS41

- 2.25 A Transport Statement will need to be submitted as part of development proposals. Its scope will need prior approval from SCC Highways Officers. The

Statement will need to consider multi-modal trips to/from and through the development site, and will identify any necessary upgrading works. Any highway improvements would be secured through S106/278 financial contribution/works. This Brief recommends that developments at Stanley Fields will be required to provide a toucan crossing on Pitsmoor Road – to link with the replacement open space on the hillside – and one at Rutland Road connecting with Parkwood Springs.

- 2.26 A planning application for a replacement open space along Pye Bank Road will require the closing of Pye Bank Road with a Traffic Regulation Order.
- 2.27 It should be noted that the Bridgehouses Traffic Management scheme was approved by Cabinet on 10<sup>th</sup> Oct 2014. The scheme reintroduces 2-way traffic on Pitsmoor Road between Mowbray Street and Rock Street. Chatham Street will remain one-way northbound between Mowbray Street and Rock Street. Housing and open space developments should co-ordinate with works now under construction at Chatham Street/ Pitsmoor Road junction, including future works that could occur along Chatham Street to make it more cycling and pedestrian friendly, so that a clear link is made into the city centre. How this is achieved will depend on the detailed design of the open space and on future works to Chatham Street.
- 2.28 The site is in an accessible location within reach of a bus route on Rock Street. Development in front of the former Pye Bank School will be required to improve

nearby bus stops at Rock Street, and development at Stanley Fields will be required to retain the existing bus stop on Pitsmoor Road.

2.29 An adequate amount of on-site parking must be provided for, although the following maximum number of spaces not exceeded:

- 1 bedroom 1 space
- 2 - 3 bedrooms 2 spaces
- 4 - 5 bedrooms 2 - 3 spaces
- + 1 space per 4 dwellings for visitors

2.30 Reference should be made to the Council's Parking Guidelines <http://www.sheffield.gov.uk/home/business/highways-design> (Information Sheet 3).

2.31 For garages to be counted as parking spaces they must have minimum internal dimensions of 3m x 6m.

2.32 The South Yorkshire Residential Design Guide should be referred to for the design of streets and the public realm, see Appendix 10 Best Practice.

2.33 There are a number of adopted footpaths through the existing open spaces that the layout of the development will either need to acknowledge, or formally divert.

## Ecology

### Relevant policies

**NPPF:** Chapter 11

**UDP:** GE11

**Core Strategy:** CS73

2.34 In line with the key principle of the NPPF, a development should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity. This should be delivered through landscaping schemes on the areas marked for 'tree management works required' on Fig. 6 and bird and bat boxes. The replacement open space should also contribute to this aim (paragraph 2.9).

## Education

### Relevant policies

**NPPF:** Chapter 4

**UDP:** CF1

**Core Strategy:** CS43

2.35 Core Strategy policy CS43 will require a developer contribution towards creating new school places in the area for both primary and secondary. This currently stands at £2548 for primary and £2743 for secondary per dwelling. However, CIL will replace these charges, expected in July 2015. Refer to Appendix 4 and 5 for further information.

## Sustainability and Climate Change

### Relevant policies

**NPPF:** Chapter 10

**UDP:** BE5, BE6, H10, H14, GE10, GE11

**Core Strategy:** CS64, CS65, CS67

- 2.36 The Council encourages sustainable design and construction, green roofs, sustainable urban drainage systems (SUDS), renewable energy, biodiversity and sustainability in general under Core Strategy policies CS64/65. The Council's Climate Change and Design Practice Guide illustrates possible building methods and principles <http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan/reports-publications>
- 2.37 Under CS64, Level 3 of the Code for Sustainable Homes must be achieved as a minimum. Alternatively, if the development is for purpose built shared accommodation where more than 10% of the floor area is communal, it will be required to achieve a BREEAM rating of 'very good' as a minimum.
- 2.38 Policy CS65 requires significant developments to provide (unless proven not feasible or viable): a) Minimum 10% of their predicted energy needs from decentralised and renewable or low carbon energy. Part (b) of policy CS65, around reducing the development's carbon dioxide emissions by 20%, is not currently being enforced.

- 2.39 Guideline CC1 in the Climate Change and Design Supplementary Planning Document (SPD) requires, where viable, green roofs on developments of 10 or more dwellings, provided they are compatible with other design and conservation considerations. The green roof should cover at least 80% of the roof area. See Appendix 3 for the link to the relevant SPD.

## Drainage

### Relevant policies

**NPPF:** Chapter 10

**Core Strategy:** CS64, CS65, CS67

- 2.40 Policy CS67 and Supplementary Planning Document Climate Change and Design require developments to significantly reduce surface water run-off from the site and to implement Sustainable Urban Drainage systems (SUDS).
- 2.41 For the purposes of drainage discharge, the main site (Stanley Fields) will be classed as a greenfield site. Surface water should be discharged up to a maximum rate of 5 litres per second to a public combined sewer, subject to agreement with Yorkshire Water, as there is no watercourse nearby. This will require the use of retention ponds or underground storage. Open space and green streets features and networks adjacent to housing could be utilised for further storage and conveyance towards discharge locations. Consideration should also be given to any overland flows running through the site due to the topography.

2.42 The discharge volume from the site should be equal or less to that of the previously developed state. As the development is likely to be less permeable than the current condition proposals, such as rainwater harvesting, will be required to reduce the volume of surface water run-off. The site may not be suitable for soakaways. An “on site” storm water storage facility should be provided to accommodate the flood volume for a 1 in 100 year return period plus a 30% allowance for climate change.

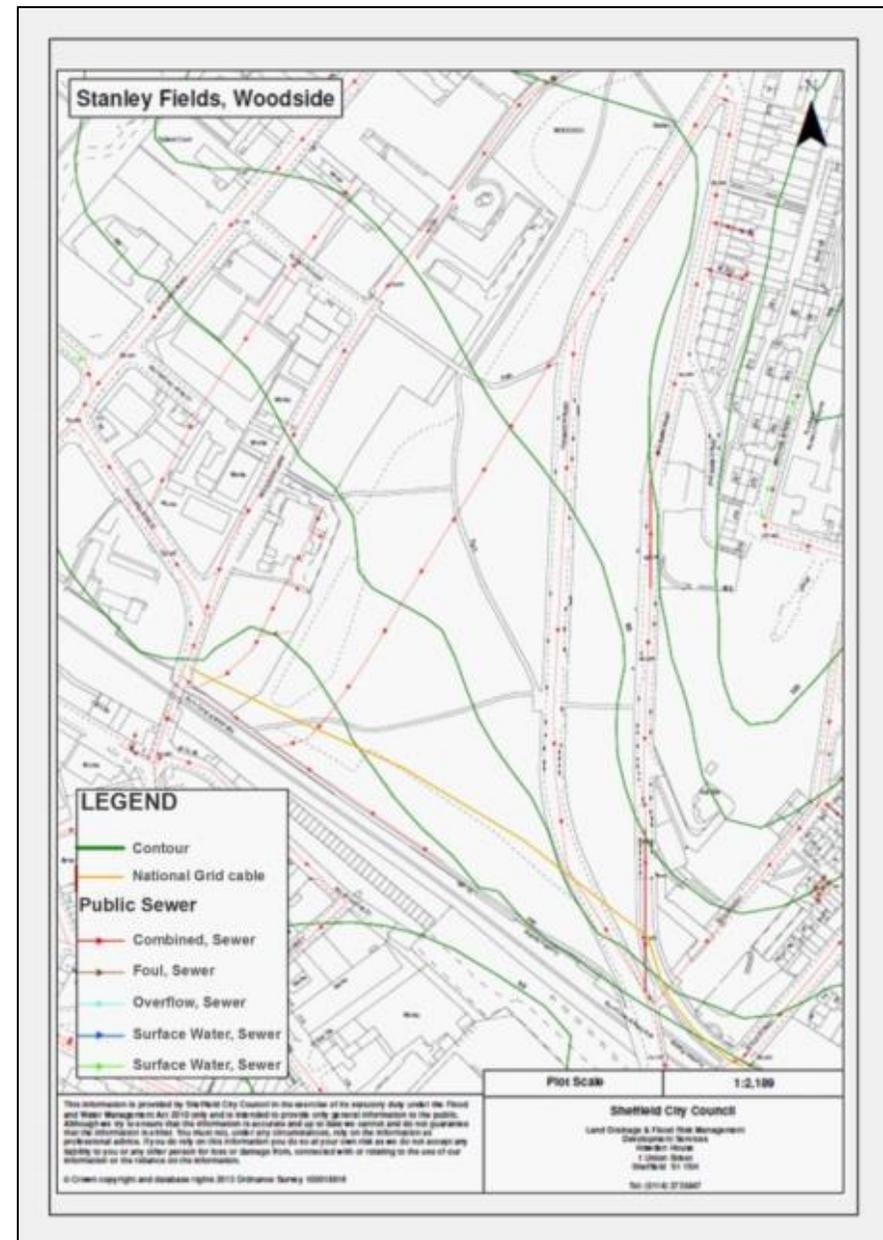
#### *Foul Drainage*

2.43 Foul drainage will be to the existing public sewerage system within the site (Fig.8). New foul drains would be ‘prospective public sewers’ adoptable under S104 Water Industry Act 1991. New sewers should be within adoptable highway wherever possible

2.44 The Sewerage Authority (Yorkshire Water) should be contacted to check there is capacity in both the receiving sewer and sewage treatment works. An easement is normally required to prevent any Development over or within 3 metres of a Public Sewer. It may be possible to divert existing public sewers subject to agreement by Yorkshire Water.

2.45 The above information has been produced from desktop studies only, based on existing/historical information held by the Land Drainage and Flood Risk Management Group, Sheffield City Council. The above should be viewed as preliminary comments only and a detailed flood risk assessment (FRA) will be required as part of the planning process.

Figure 7: Drainage Plan



## **Infrastructure**

- 2.46 The Sheffield Energy and Water Infrastructure Study (2010) was commissioned to understand the existing energy, water and telecommunications infrastructure along with future capacity. The study is available to view/download at:  
<http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan/reports-publications>
- 2.47 A National Grid 275kv cable is shown to cross the southern edge of the site parallel to the railway line.

## **Other Planning Policies to consider**

- 2.48 *Public Art (Policy BE12)* – UDP policy BE12 encourages public art to be incorporated into the design of major developments. The Council has a Public Art Officer who is available to advise on any preferred approaches.
- 2.49 *Waste and Recycling (Core Strategy CS64)* – Please see Appendix 6 for detailed design guidance to enable on-site waste and recycling collection services.

## **Appendix 1 Officer Contact Details**

The Sheffield City Council contacts for this brief are:

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## Appendix 2 Planning History

### Demolition of dwellings Pitsmoor Road/ Pye Bank Road between 2002 and 2004:

- 02/01722/DPN – Demolition of dwellinghouses, 1-71 (odds) Andover Drive, 101-141 (odds) Andover Street and 20-66 (evens) and over Street (Application under Reg 3 1992)
- 02/02037/RG3 – Prior Notification to demolish buildings - 141-171, 173-203, 205-241 (odds) Pye Bank Road (Application under Reg3 - 1992)
- 03/00425/RG3 – Prior notification to demolish dwellings on Andover Dr (32-50evens, 73-77odds), Gray St (2-18evens 1-23odds), Pye Bank Clo (8-16evens, 1-23odds), Pye Bank Dr (1-1odds), Pye Bank Rd (1-9odds) and Fox St (21-35) (Application under reg 3-1992)
- 04/01106/RG3 – Demolition of dwellings at 11-139 & 243-321 Pye Bank Road and 2-56 Pye Bank Drive (Prior Notification Demolition Application under Reg 3 - 1992)

### Stanley Fields and adjoining areas:

- 06/01925/FUL – a.) Full Planning Permission - Demolition of buildings, alteration, extension and conversion of 2 retained buildings to form 119 apartments, 6 office units (Class B1) and 31 work units (Class B1) b.) Outline Permission - Erection of 25 dwellinghouses, 28 apartments, a link road and provision of associated car parking and landscaping – Granted, but now lapsed.
- 13/00079/DPNRG3 – Woodside Day centre, Woodside Lane. Demolition of two storey building.

### Appendix 3 Useful Links

- The Unitary Development Plan: <http://www.sheffield.gov.uk/home/planning-development/policies-plans/unitary-development-plan>
- The Sheffield Local Plan (formerly Sheffield Development Framework): <http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan>
- The Core Strategy:  
<http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan/core-strategy.html>
- City Policies and Sites – Pre Submission (2013):  
<http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan/sheffield-plan-detail>
- The timetable for the City Policies and Sites document and the Proposals Map can be viewed at the following link:  
<http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan/sheffield-plan-detail>
- Sheffield City Council's Green and Open Space Strategy, which sets out the benefits of quality open spaces, can be viewed on the following link: <http://www.sheffield.gov.uk/home/parks-sport-recreation/open-space-strategy.html>
- Draft City Centre Master Plan 2013: <http://www.sheffield.gov.uk/home/planning-development/policies-plans/master-action-plans.html>

#### ***Supplementary Planning Documents***

The main SPD to note is the Climate Change and Design Supplementary Planning Document (SPD) which was adopted by Cabinet on 23<sup>rd</sup> March 2011. The SPD has been drafted to assist with the implementation of the adopted Core Strategy, and supports the following Core Strategy policies: CS63, CS64, CS65 and CS67

<http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan/reports-publications>

#### ***Supplementary Planning Guidance***

The relevant Sheffield City Council Supplementary Planning Guidance documents can be viewed on the following link below:

<http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan/reports-publications>

The most relevant documents are:

- Planning Obligations and Education Provision
- Mobility Housing
- City Centre Living (for Open Space)
- Transport Assessments and Travel Plans

#### Appendix 4 Developer Contributions

The developer contributions listed below will be largely replaced by the Community Infrastructure Levy (CIL), detailed at appendix 5. The current timetable for adopting the CIL is July 2015.

<p>H16 Open Space in New Housing Developments</p>	<p>The Open Space in New Housing Developments and City Centre Living SPGs have been updated to take account of inflation figures for 2014: <a href="http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan/reports-publications">http://www.sheffield.gov.uk/home/planning-development/policies-plans/sheffield-plan/reports-publications</a></p> <p>In this area the financial contribution per 1 bedroom dwelling is £400, a 2 bedroom dwelling is £560, a 3 bedroom dwelling is £725, and a dwelling with 4 or more bedrooms is £790.</p> <p>Developer contributions are reported within the Local Area Partnership Scheme and funding allocated to specific projects following discussion with the Planning Service, recognising priority sites.</p> <p>An administration charge is now being levied on open space financial contributions since the 15th June 2006. This is 3% of the total open space contribution required, with a ceiling of £4000. Please note this is not in itself a planning obligation. Further information can be found on the website.</p> <p>Any open space provided needs to be supported by a funded maintenance plan.</p>
<p>CS40 Affordable Housing</p>	<p>The Affordable Housing Interim Planning Guidance (IPG) (2014) supports the implementation of Core Strategy policy CS40. This site is in the East Affordable Housing Market Area, where the expected developer contribution towards Affordable Housing is 0%. The guidance can be viewed at <a href="http://www.sheffield.gov.uk/home/planning-development/planning-permission-advice/local-planning-guidance/affordable-housing.html">http://www.sheffield.gov.uk/home/planning-development/planning-permission-advice/local-planning-guidance/affordable-housing.html</a></p>
<p>Education</p>	<p>The proposed development falls into the Byron Wood Primary School catchment area at primary stage, with Pye Bank C of E Primary School being the local primary school but not having a formal catchment area as a church school. Parkwood Academy is the catchment school for secondary-age pupils. Currently, for the purposes of pre-application advice we would say the following:</p> <p><b>Primary:</b> Byron Wood and Pye Bank Primaries are currently forecast to fill in all years</p>

	<p>going forward. Any additional pupils yielded from new housing could therefore lead to an exacerbation of any shortfall of places locally. Neighbouring schools are also full with pupils already being referred to schools some distance from their home addresses. Any increase in the population locally as a result of new housing would exacerbate this shortfall and therefore S106 contributions for primary provision would be required, at the rate of £2548 per dwelling.</p> <p><b>Secondary:</b> Parkwood Academy is not currently full in all year groups. However, going forward our forecasts indicate that the school will fill up and become over-subscribed by the end of the decade. This is within a context of increasing pressure on secondary school places across the local area and more widely in Sheffield. A contribution towards secondary places will therefore be required, at the rate of £2743 per dwelling.</p> <p><i>SPG – Planning Obligations &amp; Education Provision can be viewed on the following link:</i>  <a href="http://www.sheffield.gov.uk/home/planning-development/planning-permission-advice/local-planning-guidance/planning-obligations.html">http://www.sheffield.gov.uk/home/planning-development/planning-permission-advice/local-planning-guidance/planning-obligations.html</a></p>
<p>UDP BE12 Public Art</p>	<p>A project should be developed in partnership with the local community enabling participation in the process of regeneration - strengthening existing communities and helping to build new ones. The public art should be integrated into the public realm helping to create a sense of wider ownership by highlighting routes through the site whilst adding to local distinctiveness.</p>

## Appendix 5 Community Infrastructure Levy

We are intending to adopt a Community Infrastructure Levy (CIL) in order to provide infrastructure to support new development in an efficient way. The current timetable for adopting CIL is in July 2015.

To a large degree CIL will replace previous payments negotiated individually as planning obligations (known as Section 106 Agreements).

The money raised will be put towards providing essential infrastructure needed across the city as a result of new development. This infrastructure could include transport improvements, school places, open space and others.

More information on CIL is available from the [Government](#).

The CIL process has to follow certain legal procedures and the most recent stage was to consult on a Draft Charging Schedule. This took place from 29 August to 28 September 2014.

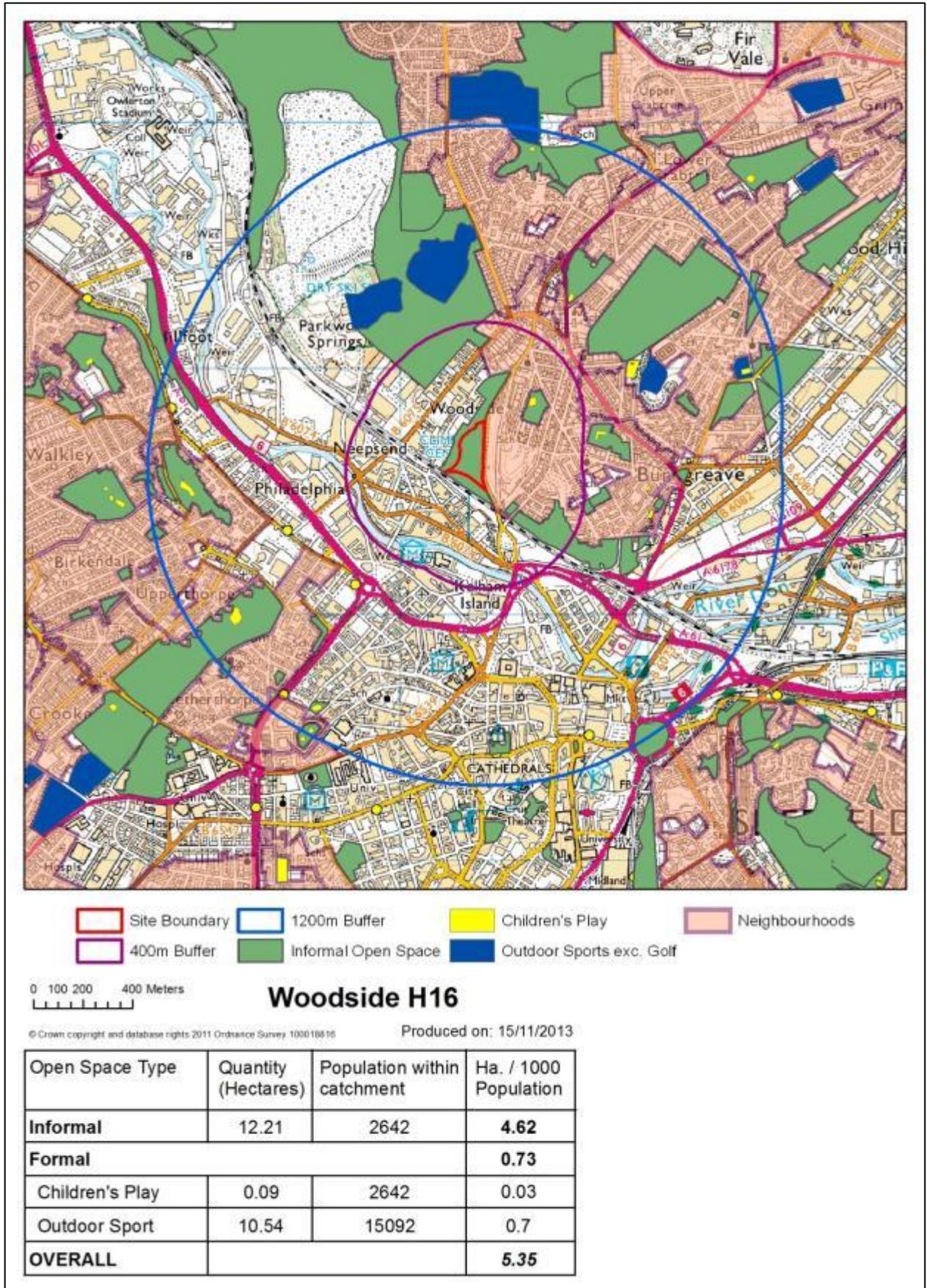
For residential development the proposed rates (£/m<sup>2</sup>) are:

Zone 1 - North East	£0
Zone 2 - East	£10
Zone 3 - Stocksbridge & Deepcar, North West and South East, City Centre West, Manor / Arbourthorne / Gleadless, Chapeltown / Ecclesfield, Rural Upper Don Valley	£30
Zone 4 - City Centre, South	£50
Zone 5 – South West	£80

The site is within Zone 2 – East. The areas are based on the Housing Market Areas found in the Strategic Housing Market Assessment for Sheffield: <http://www.sheffield.gov.uk/home/housing/strategic-housing-market-assessment.html>

These rates are in addition to the provision of affordable housing which will continue to be agreed under S106 using the Affordable Housing Interim Planning Guidance. Site specific infrastructure (such as new traffic signals) which is considered essential for the development to go ahead will also be negotiated separately and in addition to CIL. <http://www.sheffield.gov.uk/home/planning-development/planning-permission-advice/local-planning-guidance/community-infrastructure-levy>

**Appendix 6 - Open Space Assessment**



## Appendix 7: Consultation

The consultation was held from 17 November to 15 December 2014 and was undertaken in the following ways:

1. Two public drop-in sessions;
2. A leaflet drop to around 300 properties advertising the drop-in sessions; and
3. A mailshot sent out to known contacts via email and to local businesses and landowners via email and post.

The Brief was available on the Council's website and in the local library at Sorby House, Spital Hill, and publicised using posters in the local library, Vestry Hall and Verdon Recreation Centre.

Main Issues Raised		SCC Response	Changes to the Brief
Open space/ urban design	12 objections to the proposed housing between Pitsmoor Road and Pye Bank Road (at the top end) shown on the Urban Design Framework (Fig.6). Most suggested that the proposed open space should continue along the full length of the hillside so that both existing and new residents benefit.	We have removed the prospect of developing the top section of the slope between Pitsmoor Road and Pye Bank Road. It is not essential that development occurs here and it's likely that there will be additional costs associated with the slope, thus making it less likely to be delivered. This will retain a 'green band' through the area, though it does result in a slightly larger development area on Stanley Fields than first shown.	Urban design framework
Road safety	13 comments were concerned about the potential for Pye Bank Road to re-open citing safety concerns from speeding vehicles.	Pye Bank Road will not be reopened to motorists. It will form part of a new open space to replace Stanley Fields with access for pedestrians and cyclists.	None
Open space	1 comment mentioned the loss of an area to play football on Stanley Fields.	We will keep the northern area bounded by Woodside Lane as open space which is the flattest open space in the local area for playing games on. The loss of open space at Stanley Fields will be compensated by a replacement along Pye Bank Road which will be better than Stanley Fields as explained in paragraph 2.9 of the Brief.	None
Open space	4 comments raised the concern that the new open space would increase crime and anti-social behaviour.	The new housing and open space will be designed to be overlooked as much as possible and designed to discourage crime and anti-social behaviour.	Make these principles clearer in the Brief (para.2.9)
Principle of development	12 comments supported the principle of developing on Stanley Fields.	Support welcomed.	None
Urban	1 comment asked for the footpath linking Rugby	We will keep the footpath from Rugby Street car park	Make this link

design	Street and Stanley Fields car park to stay.	through to Stanley Fields.	more explicit in the Urban Design Framework (Fig.6).
Housing	1 comment asked for more housing for older persons.	A development will be led by a private housebuilder which means we will have limited influence over the specific types of houses that are built. We will require a mix of house types, but we cannot guarantee that houses for older persons will be developed.	None
Ecology	1 comment objected to development on Stanley Fields because it would lead to a fragmentation of habitats within the Don Valley Living Landscapes 'Network for Nature'. They stated that the land swap is not like-for-like in terms of size and should consider the biodiversity impacts and SUDS and drainage needs. The Brief should include a masterplan for the new open space.  A different comment asked for more reference to biodiversity impacts but did not object.	The Brief only provides a framework for what is required for the open space replacement because a number of factors will impact the final design such as ground conditions, structural surveys and biodiversity impacts amongst others. However, the three points at paragraph 2.9 define the requirements for the replacement open space including that it must be a like-for-like in terms of size, and that its quality should be better. Reference to enhancing the natural and local environment by minimising impacts on biodiversity and providing net gains where possible is now included in the requirements. SUDS and drainage needs are included from paragraph 2.41 of the Brief. These details will be developed once detailed designs on the open space begin.	Changes to paragraph 2.9
Open space	1 comment asked for youth provision in the replacement park.	This is something we're considering as part of the detailed design of the new open space.	None
Pedestrian and cycling routes	Points raised in relation to the Brief: (i) Chatham Street should be closed to vehicles from above Swinton Street to the junction with Rock Street and made into a two way cycle/ pedestrian route; (ii) Vehicle traffic at Bridgehouses should be advised 'no through-road' up to Pitsmoor; (iii) A route through Stanley Fields to Wood Fold/ Rugby Street should be created; (iv) Woodside Lane from Kelham Island should be surfaced and lit with a 20mph road and restrict car access to residents only; (v) Half of the Rock Street railway bridge should be opened for pedestrians and cyclists with a Toucan crossing put on the junction with Chatham Street; (vi) A solution for how cyclists can cross Pitsmoor	(i) Closing Chatham Street to vehicles and making it a two-way cycle route would be outside the scope of a S278 agreement in a planning permission for new homes at Stanley Fields, but there is a commitment to progress feasibility work in a Highways Cabinet Member Decision Session 14 October 2014. (ii) This relates to the highways improvements being implemented at the Chatham Street and Pitsmoor Road junctions and is outside the scope of the Brief. (iii) The Urban Design Framework shows a route through to Stanley Fields to Wood Fold as part of the development; (iv) Improvements to lighting and surfacing along Woodside Lane will be delivered by the Streets Ahead team, due to take place in 2015. It is too early to decide whether or not to restrict car access to residents only because a range of uses could be developed at the	Changes to paragraphs 2.9, 2.12, 2.25 – 2.27 and the Urban Design Framework.

	<p>Road bridge safely should be explored, suggests moving the stop line back on the inbound lane to the start of the bridge or start the shared cycle/ped route at the start of the bridge outbound; (vii) Pitsmoor Road should have a cycleway and a footway along it; (viii) vehicles along Pitsmoor Road should be restricted to 20mph; (ix) there should be a path from Pye Bank Road onto Pitsmoor Road by the railway bridge and connect to a toucan crossing across Pitsmoor Road. There should be a pedestrian crossing at the other end of Pitsmoor Road with one more toucan crossing between the two; (x) There is the possibility to create a ped/cycle route from Pye Bank Road over to Fox Street similar to the scheme at the Cholera Monument; (xi) Supports the linear route along Pye Bank Road but it should be lit and overlooked.</p>	<p>south west corner and if it's housing we won't how many houses it may be. (v) A solution for how cyclists and pedestrians will cross Rock Street railway bridge will be looked at as part of the open space replacement project. (vi) A solution for how cyclists can cross Pitsmoor Road bridge will be looked at as part of the open space replacement project. (vii) A footway/cycleway is a requirement for the open space being replaced and the Brief now recommends that this is run along Pitsmoor Road with complementary routes along the hillside. (viii) Speed restrictions along Pitsmoor Road is a detail that we cannot give certainty on at this stage. We have passed the request on to our Highways Development team who will consider it as part of determining a planning application for this area. (ix) The Brief states that a developer will be required to provide a Toucan crossing across Pitsmoor Road to link to a route through to Rugby Street, other ways to make Pitsmoor Road safer to cross at other points will be considered by the open space provision. (x) The open space replacement project will look at ways to connect Pye Bank Road to the land above including Fox Street. (xi) The support for the linear route along Pye Bank Road is welcomed, and a range of features are being considered to ensure it is safe to use.</p>	
<p>South Yorkshire Passenger Transport Executive</p>	<p>Welcomes the proposal because there is excellent access to public transport services on Rock Street. 2 recommendations: development should improve bus stops on Rock Street and retain existing bus stop on Pitsmoor Road.</p>	<p>The recommendations will be included in the Brief.</p>	<p>Changes to paragraph 2.28</p>
<p>Retail</p>	<p>1 comment from the Planning Agents of local landowners requested that their land is allocated for retail (close to Rutland Road) and housing (next to Stanley Fields). They also commented on the Key Moves Plan on the display boards shown at the drop-in sessions and on the webpage, asking that the 'Mixed use – residential/retail' area is allocated for retail only, and that this should be seen as the first 'Key Move' as the catalyst for regeneration.</p>	<p>The scale of retail suggested would equate to the creation of a new Local Centre which would not conform with the Core Strategy and the UDP. We could only promote retail in the Brief or emerging Local Plan at this scale if a need was identified, which it wasn't by the latest Retail Study (2010). Even with approx. 200 new dwellings we can only demonstrate the need for up to 500sqm of retail floorspace (i.e. small convenience retail) based on the local population within 5 minutes' walk. This amount could be consistent with the proposed Flexible Use Area in the Pre-submission</p>	<p>Reference to the possibility for small-scale convenience retail in the Flexible Use Area is now included at paragraph 2.7.</p>

		<p>Proposals Map (2013), subject to the sequential test in national policy, and reference to this effect is now given in the Brief.</p> <p>The Key Moves Plan was for illustration purposes and is not a formal part of the Brief so it will not be a material consideration. We are open to suggestions for how to regenerate the area in line with this Brief.</p>	
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## Appendix 8 Planning Submission Information

<b>PLANNING SUBMISSION INFORMATION</b>
a. <b>General site appraisal</b> including site photographs showing the Developer's view of key features.
b. <b>Concept plans</b> showing the proposals in the context of the Site and in relation to the surrounding area, explaining how the proposals respond positively to the brief. Explain the conceptual approach to the Key Topic Areas. Consider including the following conceptual elements; Site analysis, Urban design, character and legibility, Activity and uses, Movement, General layout
c. <b>Site location plan</b> preferably 1:1250, and no smaller than 1:2500 showing the site and the immediate surroundings and including: <ul style="list-style-type: none"> <li>- Metric scales only.</li> <li>- North point, date and number.</li> <li>- Outline the application property, and indicate any adjoining property owned or controlled by the applicant.</li> <li>- Show the application property in relation to all adjoining properties and the immediate surrounding area, including roads.</li> <li>- Show vehicular access to a highway if the site does not adjoin a highway.</li> </ul>
d. <b>General layout and massing</b> preferably 1:200 and no larger than 1:500 showing as a minimum; building arrangement, building types/heights with gardens, levels and retaining structures, materials (buildings and landscape), key views and vistas, existing features maintained, location of bins and cycle stores, etc.
e. <b>Public realm, landscape, open space and streetscene</b> showing as a minimum; public and private space and hard landscape proposals, boundary treatments, open space proposals and soft landscape, street furniture, play equipment, public art, uses and activities, existing features maintained, etc
f. <b>Movement and highway design</b> showing as a minimum; any pedestrian and vehicular pathways, shared surfaces, inclusive design features, building and garage entry points, highway design and traffic management proposals, public transport infrastructure and cycle routes, lighting, servicing particularly access for recycling and waste collection, car parking proposals, drainage, key linkages, etc
g. <b>Three-dimensional visualisations, photomontage or models</b> preferably in context with some existing buildings (Note: Three-dimensional drawings do not have to show the whole site, but can consist of specific areas of development to give an indication of how they would appear).
h. <b>A study board</b> describing <b>typical</b> and <b>marker</b> building types in context and with elevations, design features, materials, and hard/soft landscaping and public realm finishes.
i. <b>Accommodation schedule and detailed drawings of all house types</b> including plans and elevations at a scale typically no less than 1:50 and showing all Accessibility features with written confirmation of criteria which cannot be shown on the plans.
j. <b>Cross-sections and all key street elevations</b> – (Typically at a scale of 1:500) showing how the proposed development would sit within the site's topography and how streetscape is created.
k. <b>Detailed annotated drawings of a typical three bedroom four person dwelling types</b> including plans and elevations at a scale typically no less than 1:50. Show a typical furniture layout. This should include an outline specification for the construction of the dwellings, along with external treatments, and explaining how the dwelling meets the quality standards.
l. <b>Detailed drawings of all typical sections of the streetscene and public realm</b> at a scale of not less than 1:50 showing surfacing materials and details, boundary treatments, street trees, street furniture, and any other typical or special details.

Planning applications for housing development on Stanley Fields (2.2 hectares) should include the following supporting information. The requirements for applications for housing developments on other smaller sites in the area may differ.

Other Documents Required	Required
Affordable Housing Statement	No
Biodiversity survey and Report	No
Consultation Statement	Yes
Design and Access Statement	Yes
Archaeological Assessment	
Flood Risk Assessment (Flood zone 1 but over 1ha)	Yes
Heritage Statement (Listed Buildings/ Conservation Area/ Archaeological)	No
Noise Assessment	Yes
Air quality Assessment	No
Open Space Statement	Yes
Planning obligations (draft)	Yes
Sustainability Statement	Yes
Transport Assessment or Statement	Statement
Travel Plan	Yes
Phase 1 ground investigation (to include Contaminated Land Risk Assessment)	Yes, where this has not already been done (see para.2.23). Phase 2 Investigation and Remediation Statement required depending on the outcome Phase 1 investigation.
Tree Survey	Yes
Ecological Assessment	Yes
Environmental Statement	Yes
Landscaping details	Yes
Regeneration assessment	No
Drainage Statement/ Strategy	Yes

Further advice about Supporting Submissions is available on the Council's website: <http://www.sheffield.gov.uk/home/planning-development/planning-permission-advice/local-planning-guidance/community-infrastructure-levy>

Please be aware that there is now a fee charged for initial pre application advice. Details on the link below:

<http://www.sheffield.gov.uk/home/planning-development/planning-permission-advice/pre-application-enquiry.html>

## **Appendix 9 Collection Service for Houses**

### **Containers**

- Per dwelling, space should be recognised for 3 wheeled bin containers having a footprint size of 0.75m x 1.5m, around which there should be a reasonable allowance for a walkway.
- Storage should be on the premises, and a minimum of 1.0m from the building. The use of communal bin stores should be avoided.

### **Access**

- Any undercover/ internal storage facility for bins must have a level access with the ground level or any slope constructed should be equal to that for wheel chair access.
- The movement of domestic household bins to the kerbside collection point is the responsibility of the occupier.
- The surface over which the bins are to be transported (pulled or pushed) should be a smooth surface (tarmac, block paving or paving flagstones) where the container will not sink or be uneven which may cause the container to tip over.

### **Servicing (*Applicable to Houses and Flats*)**

- New roadways should be suitable for a 32 tonne vehicle, and due consideration given to the potential for vehicles to be parked at the sides of the road.
- The dimensions of the largest collection vehicles are:
  - Length: 12.5 metres
  - Width: 3.2 metres
  - Height: 4.2 metres
- A turning area is required if there is not an access and egress from the site.
- Collection Vehicles should not be expected to reverse over 12 metres.

### **Storage**

- A minimum allocation for waste storage of 0.25m<sup>3</sup> (as per building standard H6) per dwelling must be adhered.
- The Developer must give consideration for the accessibility of waste and recycling facilities by disabled residents.

## Appendix 10 Best Practice

Although **not** a specific planning requirement, the preparation, use and submission of the following information and standards would show good practice in enabling the requirements of planning policy to be met.

### *Housing*

The **Housing Market Assessment** will help to form an understanding of the local housing need <http://www.sheffield.gov.uk/home/housing/strategic-housing-market-assessment.html> (further information is available from the Council).

### *Environmental sustainability*

- A **Low and Zero Carbon Technologies Report** will help to guide the most cost effective approach to reducing carbon emissions on the site.
- **Code for Sustainable Homes** reports to guide design development.
- **Site Investigation Reports** including a topographic survey, ecological survey and ground investigation reports help to inform the design proposals.
- A **Water Management and Demand Study** informs the proposed approach to implementing SUD's. The approach should include the incorporation of green roofs on as many homes as possible.
- An **Environmental Sustainability Brief** for the Design Team can help balance the findings of the above surveys while proposing the approach to optimising the positive benefits on the environment.
- A **Green Travel Plan** can help to explain how residents will be enabled to lead more environmentally sensitive lifestyles.

### *Housing/Streetscape/public realm design*

- **National Housing Federation 'Standards and Quality in Development - a good practice guide'** internal space design standards.
- Wheelchair Accessible Housing - <https://www.london.gov.uk/what-we-do/housing-and-land/renting/london-accessible-housing-register>

Planning and Design Brief Consultation Draft, Land at Stanley Fields, Pitsmoor Road and Pye Bank Road

- **Lifetime Homes** standards - <http://www.lifetimehomes.org.uk/pages/revised-design-criteria.html>
- A **Legibility Plan**; informs how design has been considered for people with sensory impairment
- **'Safer Places: the Planning System and Crime Prevention.'**  
<http://www.communities.gov.uk/publications/planningandbuilding/saferplaces>
- **South Yorkshire Residential Design Guide.** <http://www.sheffield.gov.uk/home/planning-development/policies-plans/building-for-life>
- **'Car Parking -What works where'.**  
<http://collections.europarchive.org/tna/20100911035042/http://englishpartnerships.co.uk/qualityandinnovationpublications.htm>

### ***Construction Efficiency***

- A **Construction Efficiency Report** will help to show how construction best practice is being implemented including a Sustainable Construction Waste Plan and a report on re-using as much of the site infrastructure as possible.
- **BRE Green Guide to Specification** <http://www.bre.co.uk/greenguide/podpage.jsp?id=2126>