



**Former Westfield School site,
Westfield Crescent, Mosborough**
Planning and Design Brief

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Planning Delivery Service
Forward & Area Planning
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Former Westfield School Site, Westfield Crescent, Mosborough Planning and Design Brief

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1. INTRODUCTION

- 1.1** The development of the Westfield Sports College and the subsequent closure of Westfield School have created a significant opportunity for new housing on this site in Mosborough.
- 1.2** This is the draft Planning and Design Brief (the 'Brief') for the former Westfield School site: prepared by the Sheffield City Council Planning Service as part of the Local Growth Fund programme. It has been prepared to enhance developer certainty: the Brief explores the site and neighbourhood characteristics with the most relevant planning policies and concludes with an urban design framework and design principles.
- 1.3** The draft Brief will be signed-off as 'fit for purpose' by the Council's Head of Planning and the Cabinet Member for Business, Skills and Development prior to public consultation. The Planning and Highways Area Committee will be asked to approve this Brief following public consultation.
- 1.4** The Brief has been prepared in good faith by Council officers and represents officer views and current good practice. A number of site-specific requirements are set out here; however, it should be made clear that any development decisions should be made in full understanding of the relevant policy and the supporting documents.

2. VISION

- 2.1** The Council's vision (as the landowner) for this site is to deliver high quality and commercially sustainable residential development that integrates well and takes advantage of its context.
- 2.2** The Core Strategy includes a vision of Sheffield as a city that will 'have attractive sustainable neighbourhoods where people are happy to live, offering everyone a range of facilities and services.' and 'to respect the global environment, and prize, protect and enhance its natural environment and distinctive heritage' whilst promoting 'high quality buildings and spaces.'
- 2.3** The site offers a significant opportunity to contribute not only to providing much needed housing in the city but also to working with local people to help enhance the significant green infrastructure and to improve access to local facilities.
- 2.4** The new homes should meet local needs as well as providing for a wider demand. They should be designed and built to high quality standards: being distinctive, accessible to all and environmentally sustainable.

3. SITE CONTEXT

3.1 Location

- 3.1.1 The former Westfield School site is in Mosborough, south east Sheffield and close to the border with North East Derbyshire.
- 3.1.2 The Westfield School campus was closed in December 2006 and the buildings demolished. The new Westfield Secondary School opened in January 2007, two miles away on Eckington Road.
- 3.1.3 The site is partly bordered on two sides by residential properties which back onto the site. To the south west is a playing field and facilities owned and used by the Miners' Welfare Club. Immediately to the north are sports facilities and farmland located within the Green Belt, while to the east lies an established allotment popular with local residents.

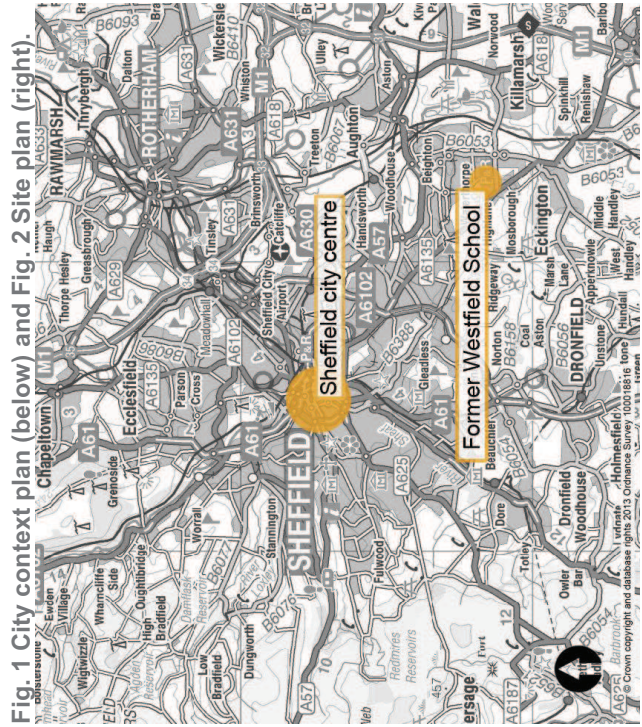
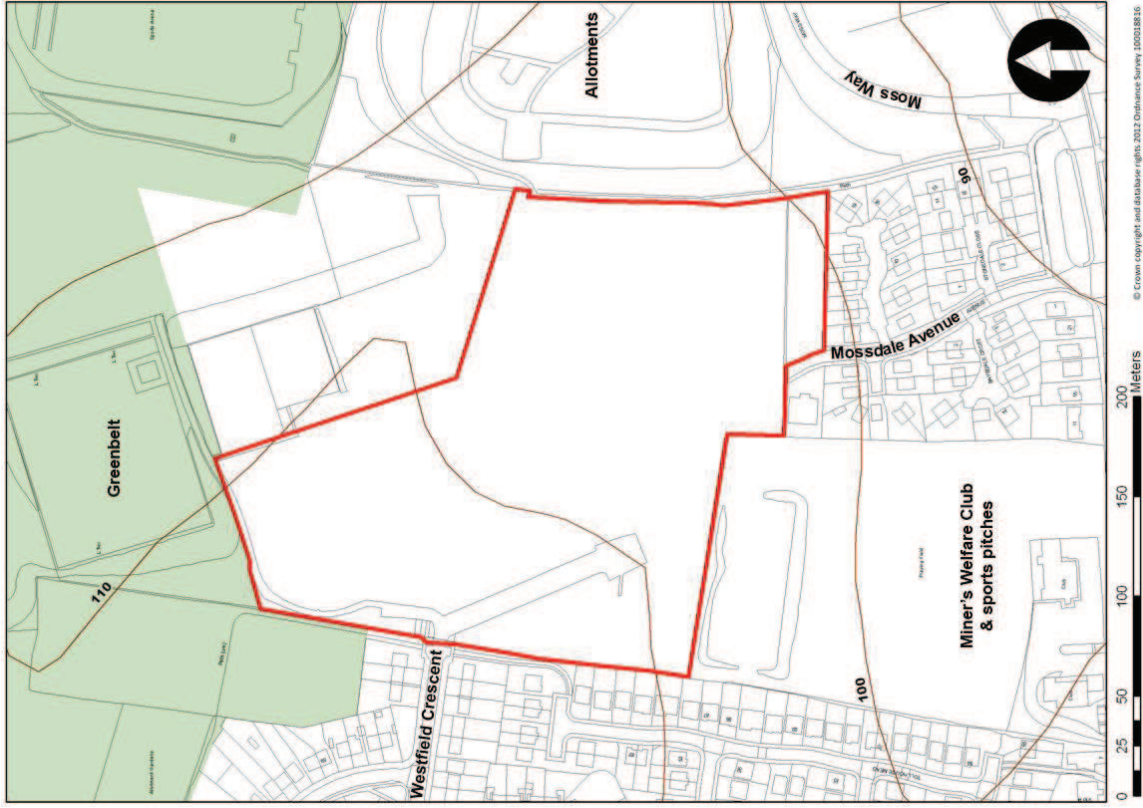


Fig. 1 City context plan (below) and Fig. 2 Site plan (right).

3.2 Site Description

- 3.2.1 The gross area of the site is approximately 4.59 hectares.
- 3.2.2 The site slopes in a south easterly direction, consisting of a series of raised plateaus.
- 3.2.3 Mature hedgerows border the east, south and west boundaries, with a number of established trees located within the site.
- 3.2.4 An electricity sub-station is located immediately north of the Westfield Crescent entrance.
- 3.2.5 Access into the former school was previously taken from Westfield Crescent and Mossdale Avenue; however Mossdale Avenue has since been closed off, while Westfield Crescent retains vehicular and pedestrian access to the sports facilities immediately to the north. A further pedestrian entrance is located on the east boundary adjacent to the existing allotments (Refer to Fig 10 Movement and Access plan).

Fig. 3 Aerial photo (right).



4. PLANNING CONTEXT

4.1 National Planning Policy

4.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies, must be taken into account in the preparation of Local and Neighbourhood Plans and is a material consideration in planning decisions. It maintains that planning applications must be in accordance with the development plan unless material considerations indicate otherwise.

4.1.2 The NPPF does not change the legal status of the development plan. It states that decisions will still be made in accordance with the Local Plan unless material considerations (including the NPPF) dictate otherwise. That is, the role of existing adopted planning policy is affirmed by the NPPF (Paragraph 215).

4.2 Sheffield Local Plan

4.2.1 The Sheffield Local Plan currently comprises:

- Core Strategy (adopted March 2009)
- 'saved' policies in the Unitary Development Plan (adopted March 1998)
- Unitary Development Plan Proposals Map

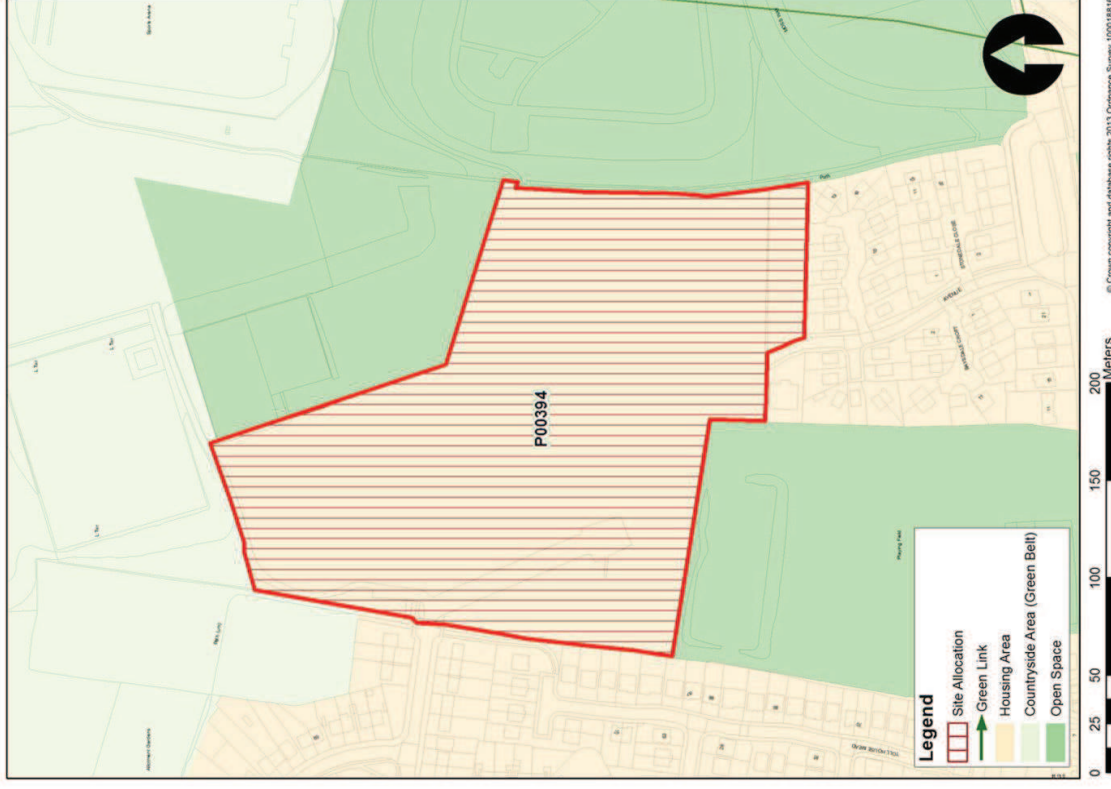


Fig. 4 Sheffield Local Plan Draft Proposals Map (Above)

4.2.2 The latest versions of Local Plan City Policies and Sites and Proposals Map (the Pre-Submission drafts) were the subject of public consultation in summer 2013. The Westfield site is within a Housing Area on the Proposals Map, while also being an allocated site for housing (P00394). The main alteration between the UDP and the SLP Draft Proposals Map is a slight amendment to the Housing area on the east boundary, which now reflects the proposed Housing Allocation area boundary.

4.2.3 The site boundary as shown on the Draft SLP Pre-Submission version of the Proposals Map, 2013 (Refer to Figure 4) is intended to be used for any future planning applications as this takes into account the latest information and surveys of the sites.

4.2.4 In December 2013, however, the Council took the decision to not formally submit the City Policies and Sites document and Proposals Map to the Government for public examination. This was in response to comments received on the Pre-Submission documents, as well as discussions with the Planning Inspectorate on future housing requirements and land supply. Instead, the Council has decided to start work immediately on a new Local Plan. This will provide an opportunity to review the overall spatial strategy and make changes to more detailed designations and allocations. Although the Pre-Submission City Policies and Sites document and Proposals Map have not been formally withdrawn, they carry limited weight in planning decisions

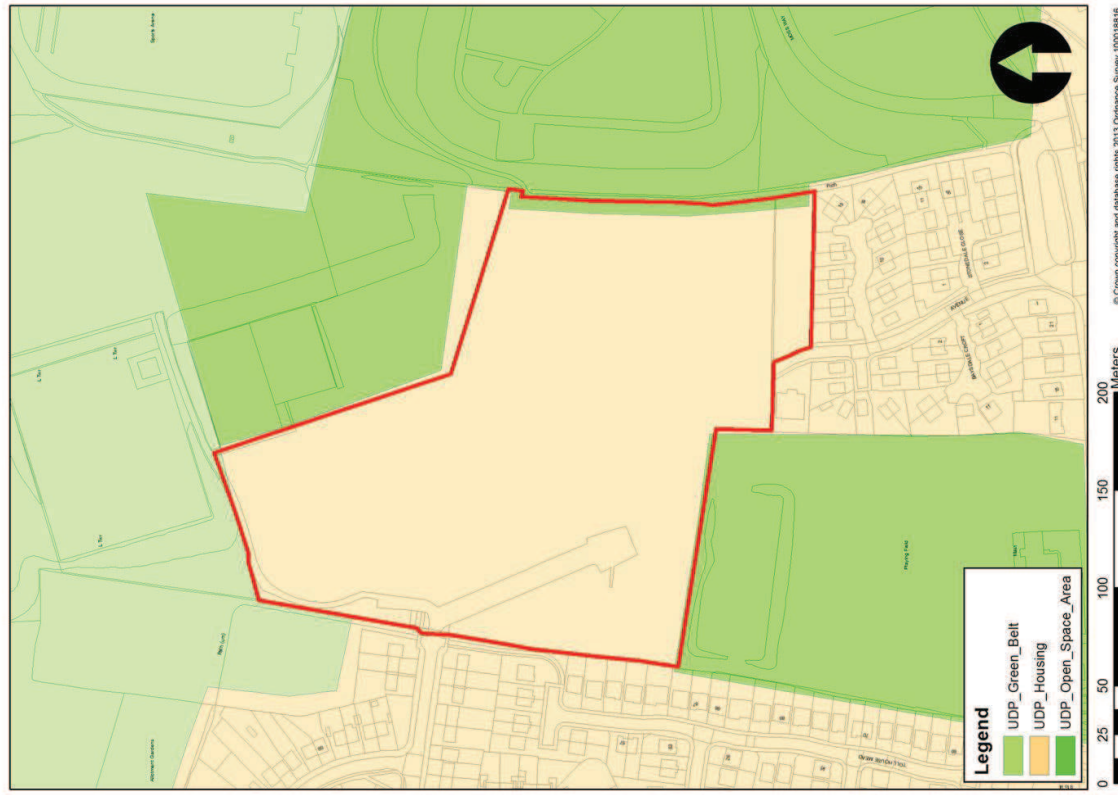


Fig. 5 UDP (Above)

4.3 Unitary Development Plan (UDP)

- 4.3.1 The site is designated in the UDP as a Housing Area. While housing (C3) is the preferred use and should be the dominant use in a Housing Area, UDP Policy H10 sets out the other acceptable uses including residential institutions (C2). The UDP Proposals Map shows the site bordered by a mix of designations consisting of Housing Area, Open Space and Green Belt. Some site specific requirements are outlined in Section 3.6.
- 4.3.2 The policies relevant to this area can be viewed on the Council's website at www.sheffield.gov.uk/udp. However, the UDP Proposals Map in this case carries limited weight as it does not wholly comply with the Core Strategy. A list of superseded UDP policies is available here: www.sheffield.gov.uk/planning-and-city-development/planning-documents/udp/superseded-udp-policies.html
- 4.3.3 There are links to other relevant local guidance such as Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG) which can be viewed in Section 8.
- #### 4.4 Masterplans and Background Reports
- 4.4.1 There are no approved Council masterplans for the site. The Draft Local Plan City Policies and Sites South East Background Report refers to the site on pages 196-97.

5. PLANNING REQUIREMENTS

- 5.0.1 All of the standard planning requirements apply to this site. This section of the Brief draws out the site specific requirements that need to be addressed. The documents required for the submission of a planning application are listed in Appendix 3
- 5.0.2 The policy table in Appendix 4 identifies the most relevant policies.
- 5.0.3 The Council is working towards the implementation of a Community Infrastructure Levy (CIL) with a view to adoption in January 2015. From this date all applications granted will be eligible for a CIL charge. Once implemented, the use of Section 106 agreements to 'pool' off-site infrastructure contributions will be severely limited, as CIL will then be the main mechanism for delivering infrastructure through developer contributions. Affordable housing will still be delivered through Section 106 but targets will reflect the CIL charges.

5.1 Housing

Density and Mix

- 5.1.1 The site's location within an existing urban area would suggest, under Policy CS26, a target density of between 30 and 50 dwellings per hectare. Using 90% of the 4.59 hectares site area would equate to between 123 and 206 dwellings. Densities outside this range may be justified where they achieve good design, reflect the character of the area or where there are restrictions due to site constraints such as the existing landscape, or to ensure the provision of family housing, for example. The 2013 Strategic Housing Market Assessment found that there is demand for older people's provision in the Westfield area, in particular for extra care housing. This could suggest that current provision is not meeting these needs. Therefore a renewal programme should be the focus for older people's purpose-built provision in the area. There's no such provision currently available in the neighbourhood and the site has potential to meet some of this need along with family housing.
- 5.1.2 Core Strategy Policy CS41 promotes a greater mix of housing, including homes for larger households, especially families, which would create lower densities.

Affordable Housing

- 5.1.1 Core Strategy policy CS40 seeks to deliver affordable housing across the city where practicable and financially viable. The Affordable Housing Interim Planning Guidance (IPG) has recently been updated to reflect differences in viability between the Affordable Housing Market Areas. Westfield is in the South East Affordable Housing Area, in which the expected developer contribution is now 10%. See Appendix 4 for further guidance.
- 5.1.2 Information on producing Affordable Housing Statements is available at: <https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html>.

- 5.1.3 The current suggested affordable housing mix on the site is for 40% 4 bed homes and 60% 2 bed homes, based on current available evidence. This relates to the affordable housing element of the development only. Large properties are in short supply across the city and 2 bed homes are becoming more popular as a result of welfare reform. However, this suggested mix of affordable homes is flexible and demand is changing all the time especially with the impact of welfare reform. Evidence at the time of a planning application may point to a different mix and the appropriate mix will be discussed and agreed with registered providers at that time.
- 5.1.4 Affordable Housing is defined as ‘Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision’.

Mobility Housing

- 5.1.5 UDP Policy H7 encourages 25% of all new homes in a scheme (spread across all types and tenure) to be built to the Council’s Mobility Housing standard, except where physical characteristics of the site make this impractical. Refer to Section 8 for the link to the relevant Supplementary Planning Guidance (SPG).
- 5.1.6 Mobility Housing needs to be located where the topography is most favourable and 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 as the scheme design progresses.

5.2 Movement, Transport and Highways

- 5.2.1 Applications for residential developments exceeding 80 dwellings require a Transport Assessment. Proposals below this figure are required to submit a Transport Statement. The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 5.2.2 Following the public consultation events a number of highways issues have been raised as concerns by local residents. Some of these concerns relate to the proposed access to the site and highway and pedestrian safety, including at the junction of Moss Way and Station Road. It will be a requirement of the Transport Assessment (TA) as part of any planning application for the site to assess these issues and propose recommendations to address them; it is likely that some level of pedestrian improvements will be recommended. The TA will also determine the impact the development will have on vehicle movement at nearby junctions, which may then require mitigation works. However, it is anticipated that special attention should be given to the junction of Station Road and Moss Way; if the development is projected to have a significant negative effect on this junction in particular, there may be a need for substantial mitigation works by the developer. There may also be a need (depending on anticipated transport modes) for contributions to public transport infrastructure.

- 5.2.3 Figure 6 **Movement and Access Plan** (p.9) shows the existing and preferred movement framework. The site currently has two access points: off Mossdale Avenue and Westfield Crescent, although the Mossdale Avenue access is presently closed. The existing sports facilities immediately north of the site are accessed from Westfield Crescent. Currently this is the only access point to the sports facilities and will need to be retained until an alternative is provided.
- 5.2.4 The current access points are deemed inappropriate to serve future residential development on the scale envisaged and a new main access into the site would need to be provided from Moss Way. The existing access points could continue to be used but the capacity of these would be limited: Westfield Crescent could serve up to 30 dwellings, while Mossdale Avenue could serve up to 20 dwellings.
- 5.2.5 Mosborough Miners' Welfare Club (MMWC) is currently in discussions with the City Council regarding potential improvements to the sports facilities immediately north of the site. However discussions are at an early stage and until firm proposals are drawn up it is difficult to gauge the extent to what impact increased traffic would have upon the existing access route. If the proposed number of movements was significant then a new access to the sports fields should be made off Moss Way utilising the existing access to the allotments. If the additional number of movements was minimal then access along Westfield Crescent could be retained exclusively for the users of the sports facilities but not for the future residential development. The Council's Highways Development Control Team would assess any proposed improvements to the sports facilities and as result decide which access would be preferred.
- 5.2.6 Below, and shown in Figure 6, are listed two initial options which would address Highways' requirements in terms of access:

Option 1

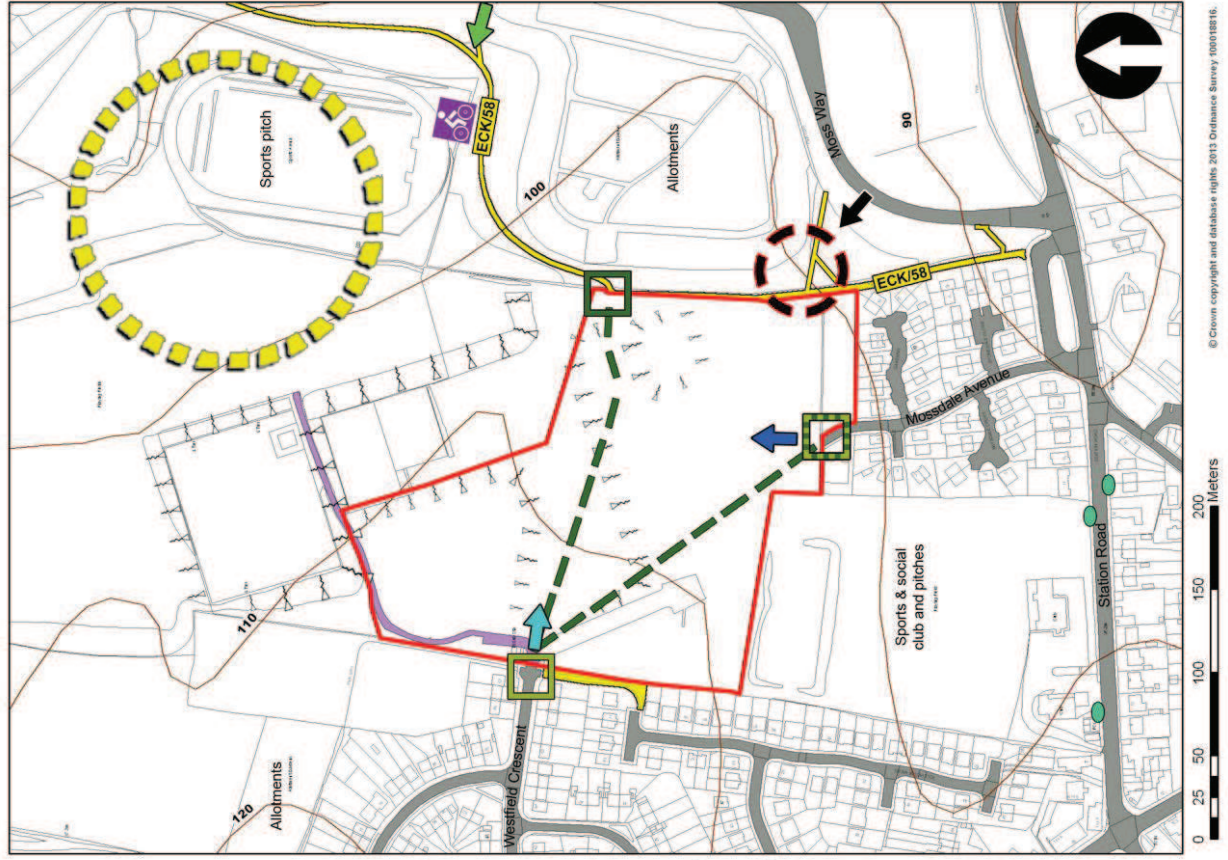
- New main access off Moss Way serving future residential development
- Mossdale Avenue serving up to 20 dwellings
- Westfield Crescent serving up to 30 dwellings
- Emergency vehicular access provided off either Westfield Crescent or Mossdale Avenue
- Access to the improved rugby facilities taken off Moss Way utilising the existing allotment access.

Option 2

- New main access off Moss Way serving future residential development
- Mossdale Avenue serving up to 20 dwellings
- Access to the improved rugby facilities taken off Westfield Crescent only (not serving any residential development)
- Emergency vehicular access provided off either Mossdale Avenue or Westfield Crescent

- 5.2.7 A new main access into the site off Moss Way will require a footpath closure/diversion as its implementation would impact on the public footpath ECK/58.
- 5.2.8 The South Yorkshire Residential Design Guide (SYRDG) provides technical requirements in the highway. The SYRDG can be viewed on the following link: www.sheffield.gov.uk/planning-and-city-development/planning-documents/buildingforlife.html.
- 5.2.9 Parking standards are contained in Appendix 4.
- 5.2.10 The main pedestrian access into the site is from Westfield Crescent. There are a number of breaks in the fence along the north boundary and the site connects to a public footpath (ECK/58) at a point on the east fence line. Development should provide an inclusively designed environment that is accessible to all, with clearly defined pedestrian and cycle routes which integrate with the surrounding facilities and public transport.

Fig 6 Movement and Access Plan



Former Westfield School Movement & Access plan

- Key**
- Site boundary
 - Proposed improvements to existing rugby facilities
 - Slope/ bank sides
 - Existing roads
 - Adopted public footpath (including footpath ECK/58)
 - Existing access to the sports fields
 - Westfield Crescent entrance. Currently open for both vehicular and pedestrian access. Provides vehicular access to the sports fields to the north of the site.
 - Mossdale Avenue entrance. Currently closed for both vehicles and pedestrians.
 - Footpath ECK/58 entrance. Currently pedestrian access only.
 - Proposed main new access road to connect future residential development to Moss Way
 - Area of conflict between proposed link road and public footpath ECK/58. Will require a footpath closure/diversion.
 - Existing access from Mossdale Avenue to serve a limited amount of future residential development
 - Existing access from Westfield Crescent to serve a limited amount of future residential development only or alternatively potentially access the improved rugby facilities only
 - Main access option to serve improved rugby facilities utilising the existing allotment access off Moss Way
 - Proposed pedestrian/cycle links to connect to existing entrances
 - Footpath ECK/58 would need to be upgraded to a combined cycle/footpath if it connected to new cycle routes through the site (This would be carried out by others).
 - Bus stop

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5.3 Education

5.3.1 Currently there are enough surplus places within the Mosborough Primary catchment area to accommodate new pupils from a development totalling 145 new dwellings at a density of 35dph. Therefore at this time it is unlikely that the Council would claim for primary places although forecasts are re-calculated on a 3 year basis.

5.3.2 A contribution towards secondary school places will be required.

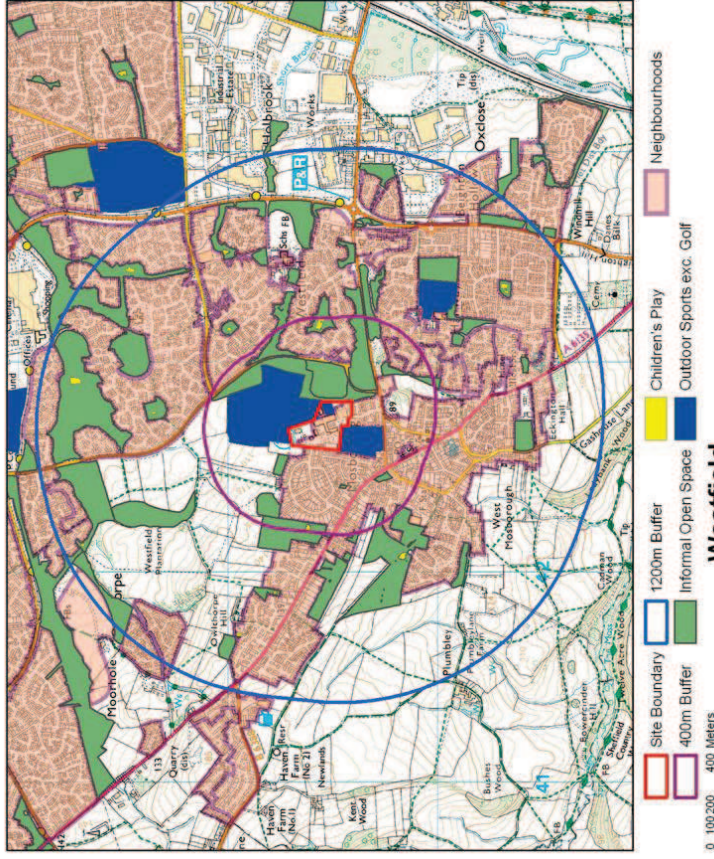
5.3.3 Refer to Appendix 4 for Education requirements.

5.4 Open Space

5.4.1 The **Open Space Assessment** (Fig 7, right) shows that the provision of open space, post-development, is 7.9ha/1000 people: this is above the level of a quantitative shortage (4ha/1000).

5.4.2 Although at the time of the Open Space Audit (2008) the former on-site tennis courts were included as Outdoor Sports Provision, the UDP and subsequent SLP Draft Proposals Map both show that they are not included as open space provision within the currently adopted and proposed local plan documents. As a result there will be no requirement to replace these facilities upon the site.

5.4.3 As stated above the Open Space Assessment shows an overall provision of open space post development which is above the level of a quantitative shortage; however, while there is sufficient informal open space there is a deficiency in outdoor sports provision (formal) before and after development, which is below the recommended standard of 1.12ha/1000.



Westfield

Open Space Type	Current Quantity (Hectares)	Population within catchment (1)	Current Ha. / 1000 Population	Net Loss (Ha)	New Ha. / 1000 Population	Recommended Standard (2) (ha/1000)
Informal			6.77	0.0	6.77	
Parks & Gardens	2.26	2397	0.94	0	0.94	1.55
Natural & Semi-Natural Greenspace	2.28		0.95	0	0.95	3.04
Amenity Greenspace	8.36		3.49	0.0	3.49	0.56
Allotments	3.32		1.39	0	1.39	0.32
Cemeteries & Churchyards	0		0.0	0	0.0	0.27
Formal			1.16	0.38	1.13	
Children's Play	0.18	2397	0.08	0	0.08	0.16
Outdoor Sport	17.13	15831	1.08	0.38	1.06	1.12
Overall			7.92	0.38	7.9	7.02

(1) As defined in CS47
 (2) As determined through "PPG17 Audit of Open Space, Sport and Recreation" (2009)
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 Produced on: 21/08/2012

- 5.4.4 In accordance with UDP Policy H16, the developer will be required to make a financial contribution towards the provision/improvement of local open spaces. Refer to Appendix 4 for information regarding how to calculate open space contributions.
- 5.5 **Landscape and Ecology**
- 5.5.1 UDP policy GE15 requires developers to retain mature trees, copses and hedgerows, wherever possible, and replace any which are lost.
- 5.5.2 The **Landscape Survey and Character Assessment** (Fig 8, right) shows the landscape character and important features within the site, although this is not sufficiently detailed to justify any future health and safety proposals in relation to tree condition.
- 5.5.3 A tree survey to BS 5837 is required including establishing the tree root protection areas. This will establish the trees to be protected and those that may be subject to Tree Preservation Orders (TPO).
- 5.5.4 A preliminary ecological appraisal and survey should be carried out following the principles and process outlined in Guidelines for Preliminary Ecological Appraisal CIEEM 2013.
- 5.5.5 A 'wildlife tunnel' is required under the access road from Moss Way. This was a previous condition of the football centre scheme and as part of the original outline planning consent for the site and would be re-applied to a new application.



5.6 Environmental Protection Issues

Noise

5.6.1 UDP Policy H14 states that proposal should not cause future occupants or people living nearby to suffer from unacceptable noise, air pollution or nuisance or risk to health or safety. The site is located in an established residential area with relatively low background noise. The school building has been demolished and the site has been left undeveloped for some time.

Land Contamination

5.6.2 UDP policy GE25 requires the remediation of contaminated land. However, following detailed site investigations, it has been established that there is no significant ground contamination; just some burnt shale to relocate.

Coal Mining Development High Risk Area

5.6.3 The site is within a Coal Mining Development High Risk Area based upon Coal Authority records land may be subject to instability and other safety risks associated with former coal mining activities in this area.

5.6.4 The mining element of the site has been thoroughly investigated and nothing detrimental has been uncovered, either shaft or workings. The gas monitoring is still underway, but this is not expected to reveal anything.

5.6.5 With respect to any potential extraction of coal, there is no prospect at the site due to the thickness of rock over the seam.

5.7 Sustainability

5.7.1 The Council encourages sustainable design and construction, green roofs, sustainable urban drainage systems (SUD's), renewable energy, biodiversity and sustainability in general under policies CS64/65. The following archived CABA website illustrates possible building methods and principles <http://www.cabe.org.uk/webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/>

- CS64 - all homes must achieve a minimum of Code for Sustainable Homes level 3. Where possible, an innovative approach should be taken to achieving these standards, to enable further learning.
- CS65 - 10% of the developments predicted energy needs should come from renewable/low carbon sources. Part (b) of policy CS65 is not currently being enforced.
- CS67 - the scheme should incorporate Sustainable Urban Drainage Systems (SUDS) as part of the drainage strategy.
- Guideline CC1 in the Climate Change and Design Supplementary Planning Document (SPD) requires 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. Refer to Section 8 for the link to the relevant SPD.

5.8 Drainage

- 5.8.1 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). The City Council highly recommends early pre-application discussions on feasibility and design with the Land Drainage and Flood Risk Management Group.
- 5.8.2 Appendix 5 contains more information.

Existing site characteristics

- 5.8.3 The site is plateaued from previous development and slopes in a south easterly direction. Approximately 50% of the previous development area appears permeable.
- 5.8.4 Short Brook is an existing watercourse to the north of the site (Fig. 9). A culverted watercourse also exists to the south of the site near Station Road (Fig. 10).
- 5.8.5 A detailed topographical survey will be required to assess the current and proposed drainage routes.
- 5.8.6 The capacity of receiving waterbodies and the downstream flood risk should be determined referencing publicly available information such as the Environment Agency or the City Council registers and records. Consent and permission from riparian owners will be required to connect to existing watercourses.
- 5.8.7 The Short Brook riparian owner is Sheffield City Council and the culverted watercourse is under private ownership still to be confirmed. This culvert is understood to ultimately discharge to a public sewer.

Flood Risk Assessment

- 5.8.8 The Strategic Flood Risk Assessment classifies the site in Flood Zone 1 - low probability. The nearest points of fluvial flood are from the Ochre Dyke watercourse to the North of the site approximately 1200 metres away from the lowest point of the site, and from the River Rother to the east which is approximately 1450m away from the lowest point of the site. The local authority has confirmed that there are no previous reports of fluvial flooding affecting the site from any watercourse. To note the Council owned Owthorpe development sites are located north west of the site and are located adjacent to Ochre Dyke.
- 5.8.9 A Flood Risk Assessment is required to accompany any planning application for sites greater than 1 hectare.

Surface Water Run-off

- 5.8.10 The permitted surface water discharge will be considered a 'greenfield allowance' and limited to 5 l/s/ha unless a number of conditions can be satisfied. Appendix 5 provides information on definitions, guidelines and the conditions to be met.
- 5.8.11 Ideally, all surface water would drain via SUDS or water course but as it's a brownfield site there may be an existing connection. In that case, Yorkshire Water would expect the developer to provide evidence of existing volumes of surface water entering the public sewerage as well as the point of discharge. Surface water draining from any new development would be limited to that volume minus 30% to allow for climate change.
- 5.8.12 Any surface water scheme should also be designed to store the calculated flows for a 1 in 100 year return period, with an allowance of 30% for climate change, without causing flooding to property or adjacent land. The site layout for any future development should be designed to shed surface water flows away from properties.

Foul Drainage

- 5.8.13 The foul drainage will be to the existing public sewerage system within the site. New foul drains would be 'prospective public sewers' adoptable under S104 Water Industry Act 1991. New sewers should be within adoptable highway wherever possible.

Existing Drainage Plan

- 5.8.14 A separate surface water and foul public sewer exist at the south east corner of the site (Refer to Figures 8 and 9). These sewers were specifically installed to be used by this site when it was to be re-developed. Consent will be required from the water authority, Yorkshire Water, to use this.

Culverts

- 5.8.15 CS67 encourages opening culverts. Appendix 5 includes more information.

Fig 9 Existing drainage (north)

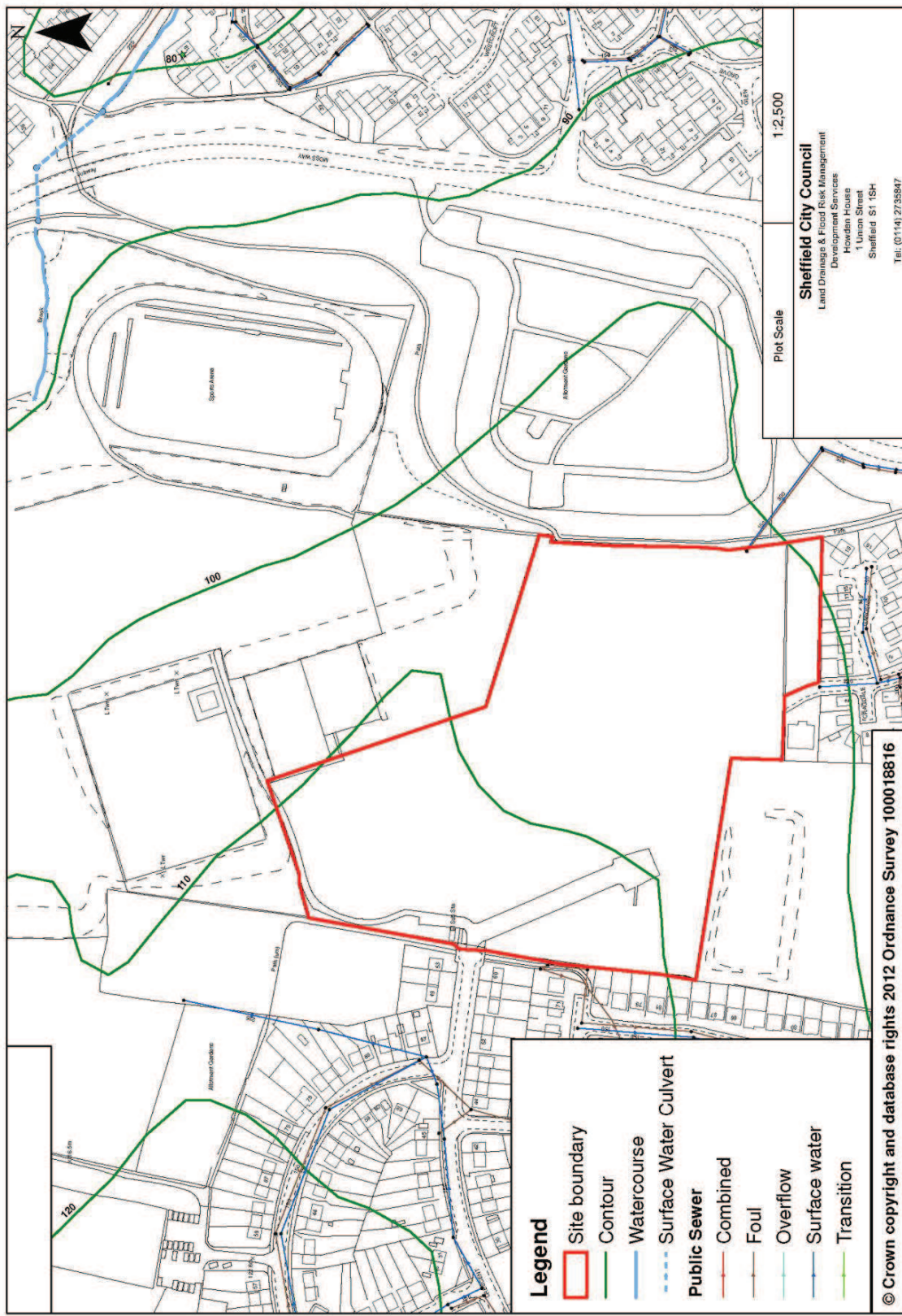
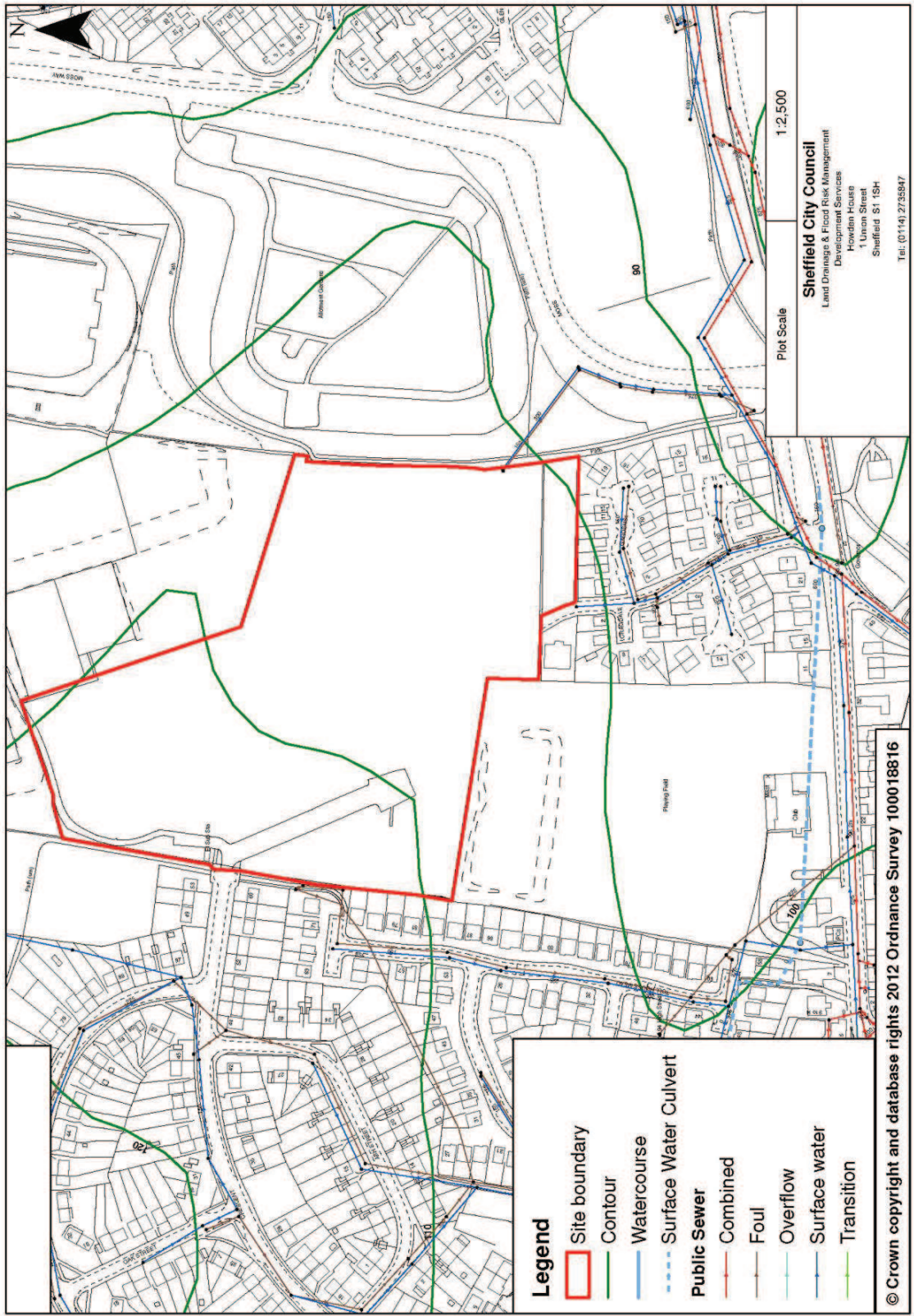


Fig 10 Existing drainage (south)



5.9 Infrastructure

- 5.9.1 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/planning-and-city-development/planning-documents/sdf/infrastructure-planning>
- 5.9.2 Generally there are no significant abnormal costs of connection to the majority of utilities; with the exception of gas and wastewater. A budget should be included to cover approximately 225m of off-site main laying and connection to the existing gas network.
- 5.9.3 Yorkshire Water has advised that the local public sewer network may not have capacity to accept any additional discharge of surface water from the site.
- ## 5.10 Waste And Recycling
- 5.10.1 See Appendix 7 for more detailed guidance to enable on-site waste and recycling collection services.
- ## 5.11 Archaeology
- 5.11.1 South Yorkshire Archaeological Service has identified that it is unlikely that there will be any significant archaeological remnants on site and, subject to any new information becoming available, no supplementary archaeology information will be required.

6 SITE APPRAISAL

- 6.0.1 The former Westfield School site is located in a prominent position on the east slopes of a hillside. Despite this position the site is not particularly visible from the nearby highway, Moss Way and Station Road, due to its location behind existing housing, trees and shrub planting.
- 6.0.2 Although immediate views towards the site are limited, its hillside location enables broad panoramic views from within the site to the north, west and south.
- 6.0.3 This opportunity is particularly enhanced by the site's topography: a series of engineered and stepped plateaus that allowed the large footprints of former school buildings to be accommodated.
- 6.0.4 A mix of mature hedgerows and woodland along the east, south and west boundaries provide an established landscape backdrop to the site, while a number of mature trees are located within it.
- 6.0.5 Existing residential estates comprise interwar social housing around Westfield Crescent and private late twentieth century development around Mossdale Avenue and Toll House Mead.
- 6.0.6 The photographic appraisal (Refer to Figures 11-12) and the Opportunities and Constraints Plan (Figure 14) draw out the qualities of the context which should provide a starting point to inform future development. The Urban Design Framework (Figure 15) establishes the key principles for the development of the site.

6.1 Site photographs

Fig 11 Site photographs

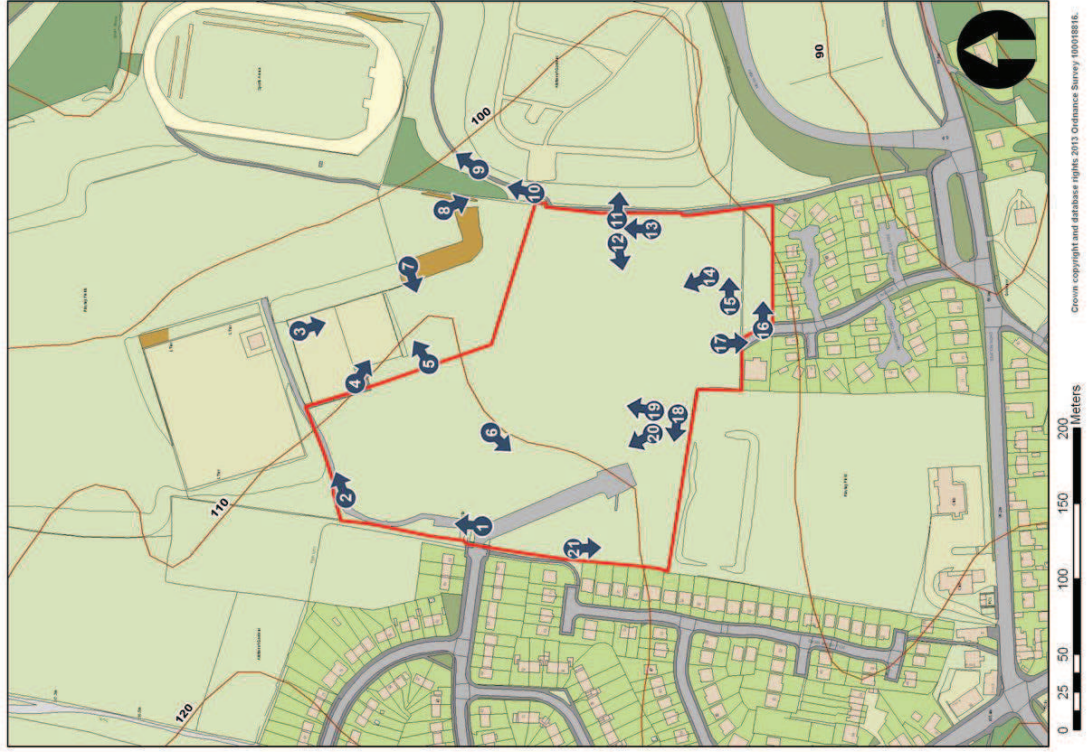


Fig 12 Site photographs

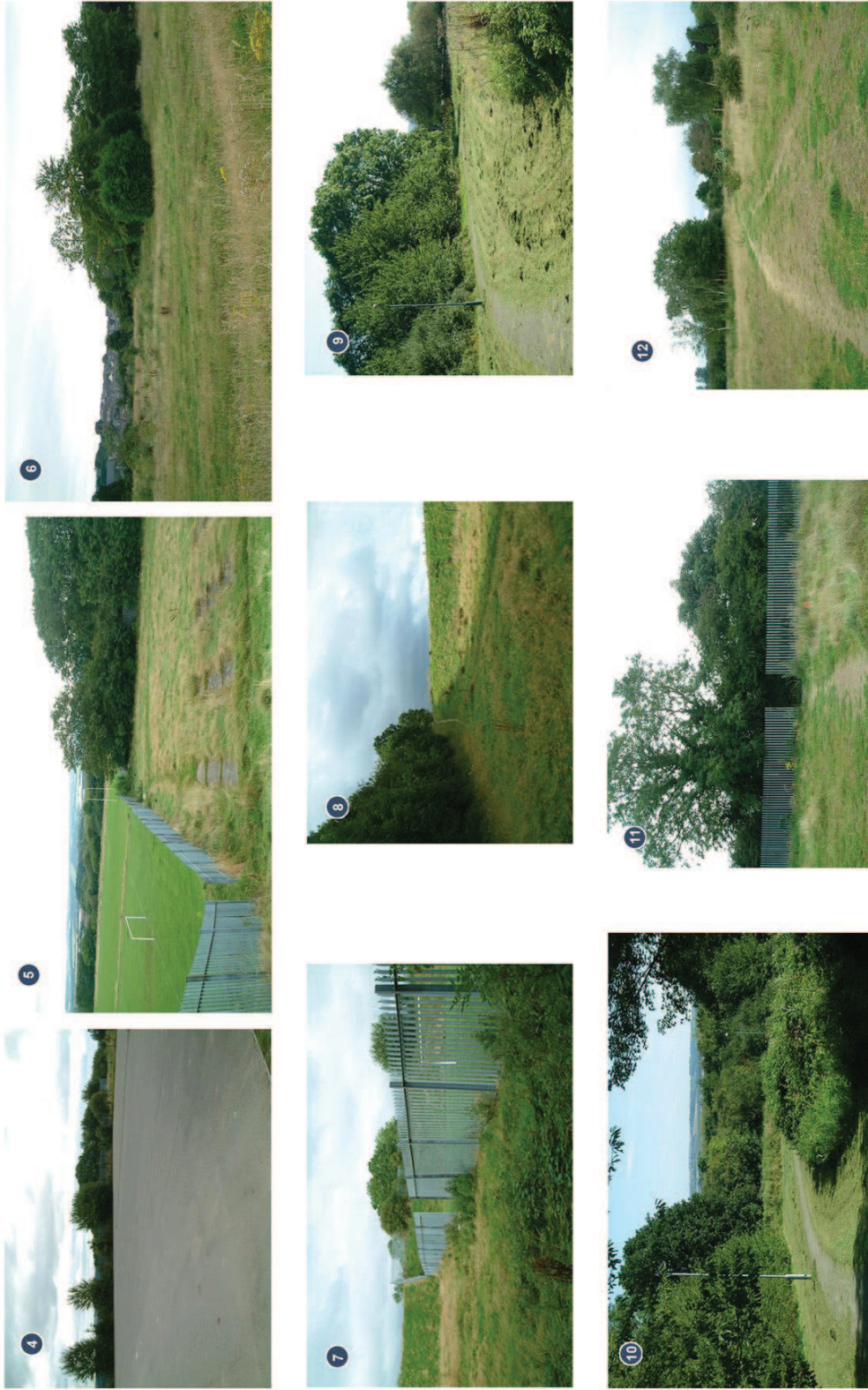


Fig 13 Site photographs



6.2 Opportunities and Constraints

Former Westfield School Opportunities and Constraints Plan

- Key**
-  Site boundary
 -  Proposed improved rugby facilities
 -  Slope/bank sides
 -  Existing footpath
 -  Existing sports field access
 -  Provide new pedestrian/cycle routes from existing and proposed access points around the site
 -  Westfield Crescent access currently closed for vehicles but open for pedestrians. In future can be used to provide some vehicular access into the site for new residential development or alternatively as an access to the improved rugby facilities
 -  Mossdale Avenue access currently closed to both vehicles and pedestrians. In future can be used to provide limited access to new residential development
 -  A new access off Moss Way would be required to serve as the main access route into the site for any future residential development
 -  Alternative access option for the proposed improved rugby facilities utilising the existing allotment access off Moss Way
 -  Panoramic views
 -  Existing sub station
 -  Existing trees/hedgerows
 -  Adjoining sites. Potential development opportunities; however this is highly unlikely as both the allotments and the Miners Welfare Club are popular and well used existing facilities
 -  Greenbelt
 -  Coal mining referral area - These are areas, based upon Coal Authority records, where the potential land instability and other safety risks associated with former coal mining activities are likely to be greatest. They include, for example, areas of known or suspected shallow coal mining, recorded mine entries and areas of former surface mining.
 -  Development needs to sensitively respond to existing adjacent uses including greenbelt and existing residential properties
 -  Bus stop

Fig 14 Opportunities and Constraints Plan



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6.3. Urban Design Framework

6.3.1. Figure 15 (p.25) shows the Urban Design Framework with the key design features that the proposals should address in conjunction with the South Yorkshire Residential Design Guide and the following site-specific design development principles.

6.3.2. Long Views

New development should seek to optimise the value of long views and views of the green and open spaces

6.3.3. Entrances and Connections

Any development should incorporate clearly discernible entrances connected to a legible hierarchy of internal routes.

6.3.4. Connections

The development should be permeable and well integrated into the surrounding movement framework especially for pedestrian, cyclists, and disabled people.

6.3.5. Landscape

A strong green framework and detailed landscape design proposals for the development, incorporating the existing landscape features where possible, should be submitted with the planning application.

6.3.6. Edges

Development edges should be well thought through, carefully addressing the neighbouring uses and promoting an outward looking settlement form. Any development along the raised north edge should also give careful consideration to the views towards it from the green belt. This should promote a sensitive design response that includes a high quality landscape setting along this boundary. Any proposed layout should incorporate a high degree of natural surveillance of public and semi-public areas; this includes ensuring that the sports facilities are well overlooked.

6.3.7. Topography

A thorough understanding and use of the topography should be evident within any proposals avoiding flattening the landform, for instance stepping buildings down slopes rather than creating a continuous flat roofline.

6.3.8. Scale and Form

New development should be in keeping with the scale and grain of the surrounding neighbourhood, being generally 2 storeys. Some higher 'marker' buildings could be used to provide a more interesting roofline, enclose open spaces, and assist with way-finding within the site.

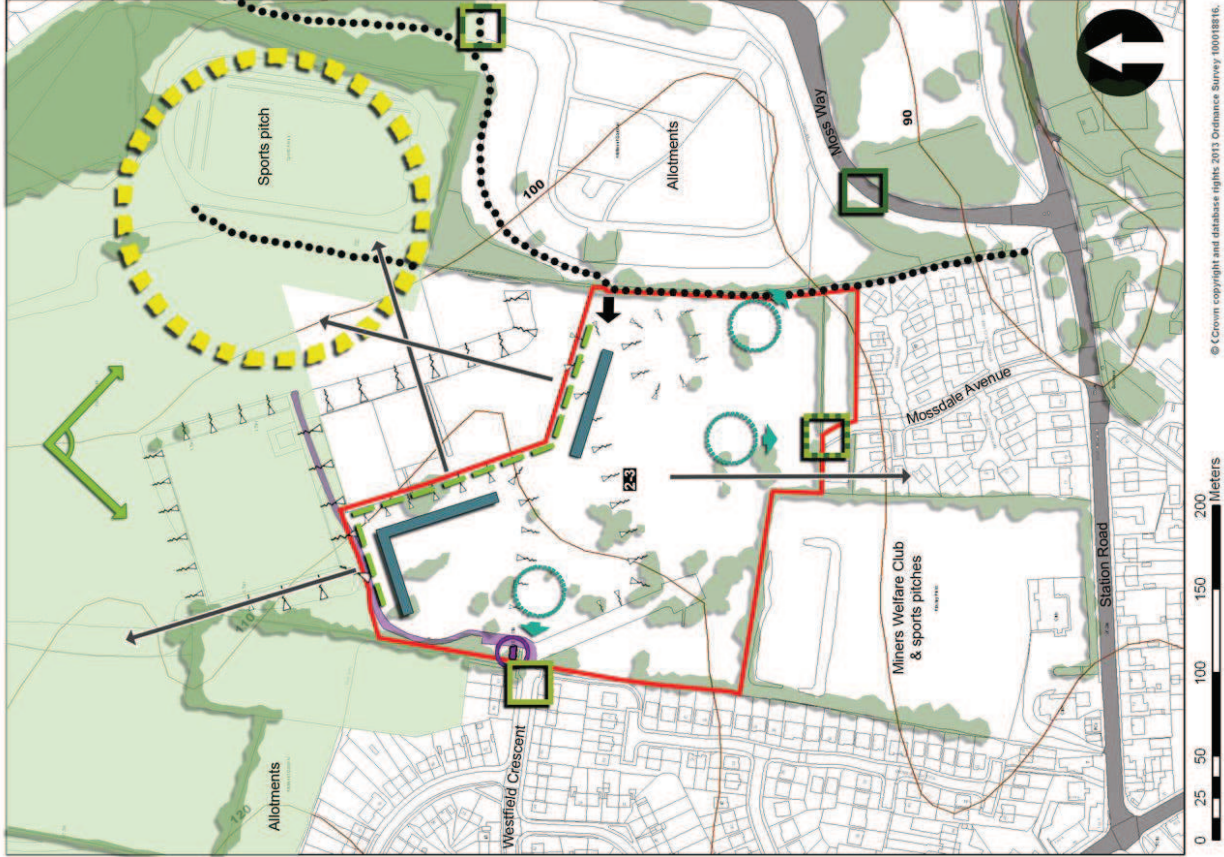
6.3.9. **Character**

The development should have a distinctive character that complements its context. This would be visible in the architecture, boundary treatments and public realm design. Responses to important site characteristics like the open location of the development edge to the green belt needs careful consideration. The importance of the roof scape in this location should form a key component of the developments future character.

Fig 15 Urban Design Framework

Former Westfield School Urban Design Framework

- Key**
-  Site boundary
 -  Proposed improved rugby facilities
 -  Slope/ bank sides
 -  Existing footpath
 -  Existing sports field access
 -  Formalise existing pedestrian entrance
 -  Main residential vehicular access to be off Moss Way
 -  Westfield Crescent entrance to be used to provide either access to future residential development or to the improved rugby facilities only. Can serve upto 30 dwellings if used for residential only.
 -  Mossdale Avenue entrance to be used to provide limited access to new residential development of up to 20 dwellings.
 -  Alternative access option for the proposed improved rugby facilities utilising the existing allotment access off Moss Way
 -  Development frontage oriented to capitalise on long distance panoramic views
 -  Built form to address main approaches into the site
 -  Proposed storey height range of new development
 -  Long distance views
 -  Development to respond positively to views towards the site from the Green Belt
 -  Existing trees/hedgerows
 -  Quality landscape edge to open space and greenbelt
 -  Existing electricity sub-station located adjacent to the Westfield Crescent entrance
 -  Greenbelt



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7. CONTACTS

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Appendix 1 - Useful Links and Best Practice

Useful Links

- The Unitary Development Plan:
<https://www.sheffield.gov.uk/udp>
- The Sheffield Local Plan (formerly Sheffield Development Framework):
<http://www.sheffield.gov.uk/sdf>
- The Core Strategy:
<http://www.sheffield.gov.uk/corestrategy>
- Draft City Policies and Sites (2010):
<https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/sdf/city-policies-and-sites.html>
- 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/planning-and-city-development/planning-documents/sdf/local-development-scheme>

Supplementary Planning Documents

The main SPD to note is the Climate Change and Design Supplementary Planning Document (SPD) which was adopted by Cabinet on 23rd 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
www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html

Supplementary Planning Guidance

The relevant Sheffield City Council Supplementary Planning Guidance documents can be viewed on the following link below:
www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html

The most relevant documents are:

- Affordable Housing Interim Planning Guidance
- Planning Obligations and Education Provision
- Mobility Housing
- Open Space
- Transport Assessments and Travel Plans

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. The Council has a Developer Manual that may help provide useful background information. <https://www.sheffield.gov.uk/planning-and-city-development/regeneration/sheffield-site-redevelopment-programme>

Housing

The **Housing Market Assessment** will help to form an understanding of the local housing need <https://www.sheffield.gov.uk/in-your-area/housing-services/housing-strategies/housing-market-assessment-2007.html> (further information is available from the Council).

Use innovative approaches to provide up to 40% of the development as **Affordable Housing**.

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 - <http://legacy.london.gov.uk/mayor/strategies/sds/bpgg-wheelchair-acc-housing.jsp>
- **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.** <https://www.sheffield.gov.uk/roads/about/transport-and-highways/development-and-adoptions/design-guide>
- **‘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>

Appendix 2 - Planning History

The following planning permissions apply:

- Planning permission was previously granted for residential development on the site under three separate planning consents granted 06/02752/RG3, 06/02755/RG3 and 06/02758/RG3. This included a new road and access to the sports field. Planning permission expired on all three applications in 2011.
- There is an extant planning permission (11/02631/FUL) for the development of a community football centre on land immediately to the north, which would require access through the housing site. The approval is valid until 28th October 2014; however the applicant, Sheffield & Hallam FA, has now withdrawn their interest in developing these proposals on the site due to financial reasons.
- Planning permission was granted on 28th July 2010 on the adjacent former Miner's Welfare Club site to provide alterations and extensions to the building for use as a restaurant (Use Class A3), construction of access, provision of car parking and erection of boundary wall/railings (Re-submission). Permission for application 11/00865/FUL has now expired.

Appendix 3 - Detailed Planning Submission Information

DETAILED PLANNING SUBMISSION INFORMATION	
a.	General site appraisal including site photographs showing the Developer's view of key features.
b.	Concept plans 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.	Site location plan preferably 1:1250, and no smaller than 1:2500 showing the site and the immediate surroundings and including: <ul style="list-style-type: none"> - Metric scales only. - North point, date and number. - Outline the application property, and indicate any adjoining property owned or controlled by the applicant. - Show the application property in relation to all adjoining properties and the immediate surrounding area, including roads. - Show vehicular access to a highway if the site does not adjoin a highway.
d.	General layout and massing 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.	Public realm, landscape, open space and streetscene 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.	Movement and highway design 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.	Three-dimensional visualisations, photomontage or models 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.	A study board describing typical and marker building types in context and with elevations, design features, materials, and hard/soft landscaping and public realm finishes.
i.	Accommodation schedule and detailed drawings of all house types 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.	Cross-sections and all key street elevations – (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.	Detailed annotated drawings of a typical three bedroom four person dwelling types 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.	Detailed drawings of all typical sections of the streetscene and public realm 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.

Other documents required with Planning Application	Required
Affordable Housing Statement	Yes
Biodiversity Survey and Report	Yes
Consultation Statement	Yes
Design and Access Statement	Yes
Flood Risk Assessment	Yes
Heritage Statement	No
Archaeological Assessment	No
Noise impact assessment	Yes
Air quality Assessment	Yes
Open Space Statement	No
Planning obligations (draft)	Yes
Sustainability Statement	Yes
Transport Assessment or Statement (including public rights of way)	Yes (Transport Assessment)
Travel Plan	No (to be conditioned for subsequent approval)
Phase 1 ground investigation (to include Contaminated Land Risk Assessment)	Already carried out
Tree Survey	Yes
Preliminary Ecological Appraisal	Yes
More detailed ecological surveys such as Breeding Bird Survey, Protected species survey	No (to be conditioned for subsequent approval)
Environmental Statement	No
Drainage Statement/ Strategy	Yes
Landscape Scheme	Yes
Regeneration assessment	No
Coal Mining Risk Assessment	Yes

Appendix 4 - Planning Policy Table

Policy Area policies – the principle of development	The relevant part of the policy
UDP Policy H10 Development in Housing Areas	<p><i>Preferred use:</i> Housing (C3)</p> <p><i>Acceptable uses:</i> small shops with not more than 280m² (A1), offices used by the public (A2), food and drink outlets (A3), business (B1) (small scale offices <250m² gross internal floor space), hotels (C1), residential institutions (C2) and leisure and recreation facilities (D2) – subject to the sequential and impact tests in National Planning Policy Framework, and community uses (D1)</p>
UDP Policy H14 Conditions on Development in Housing Areas	<p>Gives conditions on development in Housing Areas in relation to design, amenity and highways access.</p>
Housing policies	The relevant part of the policy
Core Strategy policy CS26 Efficient Use of Housing Land and Accessibility	<p>The density recommendation here is in the range of 30-50 dwellings per hectare. Densities outside this range may be justified where the development achieves good design and reflects the character of the area.</p>
Core Strategy policy CS41 Creating Mixed Communities	<p>Part (b) of the policy requires a greater mix of housing, including homes for larger households, especially families.</p>
UDP Policy H7 Mobility Housing	<p>Encourages 25% of new homes in developments of general purpose or affordable homes to be designed as wheelchair accessible housing or housing that is easily adaptable for residents who are wheelchair users, except where the physical characteristics of the site make this impracticable.</p> <p><i>SPG – Mobility Housing can be viewed on the following link:</i></p> <p>www.sheffield.gov.uk/spg</p>
Design Principles	The relevant part of the policy
UDP Policy H15 Design of New Housing Developments	<p>Residential design should provide easy access for people with disabilities and provide an adequate private garden to ensure that basic standards of daylight privacy, security and outlook are met.</p>

CS 74 Design Principles	High quality development is expected that respects and takes advantage of the distinctive features of the city, its districts and neighbourhoods; and Enabling all people to gain access safely and conveniently, providing for the needs of disabled and older people.
UDP Policy BE5 Building Design and Siting	Good design and good quality materials expected in all new developments. Policy sets out criteria for physical design and user requirements.
UDP Policy BE6 Landscape Design	Good quality landscape design is expected in new developments. A Landscape Scheme should have an emphasis on using native species.
UDP Policy BE9 Design for Vehicles	New development to provide a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians.
UDP Policy GE4 Development and the Green Belt Environment	The scale and character of any development which would be conspicuous from the Green Belt should be in keeping with the area and, wherever possible, conserve and enhance the landscape and natural environment.
UDP Policy GE11 Nature Conservation and Development	The design, siting and landscaping of development should respect and promote nature conservation and include measures to reduce any potentially harmful effects of development on natural features of value.
UDP GE15 Trees and Woodland	Trees and woodland will be encouraged and protected by: (a) planting, managing and establishing trees and woodland, particularly in the South Yorkshire Forest; and (b) requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost; and (c) not permitting development which would damage existing mature and ancient woodlands.
Sustainability and Climate Change	The relevant part of the policy
Guideline CC1 in the Climate Change and Design SPD	Requires green roofs - provided they are compatible with other design and conservation considerations, and where viable, green roofs will be required on all larger developments, and encouraged on all other developments. The green roof should cover at least 80% of the total roof area.

	<p>The 'Climate Change and Design Supplementary Planning Document and Practice Guide' can viewed on the following link: https://www.sheffield.gov.uk/planning-and-city-development/planning-documents/local-plan/supplementary-planning-documents.html</p>
<p>CS 64 Climate Change, Resources and Sustainable Design of Developments</p>	<p>All new buildings must be designed to reduce greenhouse gas emissions and must function in a changing climate. Includes policy on energy efficiency, renewable energy generation, water consumption, flexible design, use of sustainable materials and waste recycling. All developments of 5 or more houses should achieve Code for Sustainable Homes Level 3 (or equivalent) as a minimum.</p>
<p>CS 65 Renewable Energy and Carbon Reduction</p>	<p>Any new developments must take into account the energy efficiency requirements and design standards. Developments of 5 or more dwellings should provide 10% of predicted energy needs from renewable/low carbon sources, unless it is not feasible or viable to do so.</p>
<p>CS67 Flood risk management</p>	<p>Discharge should be considered first to the ground via infiltration, then by a watercourse, and as last resort to the sewer. Water should be managed through a SUDs system irrespective of discharge location.</p> <p>To be considered for a 'brownfield allowance', a reduction of 30% of the previous run-off rate, there should be evidence of an existing surface water discharge, at the time of application. There should be a positive drainage system of pipework in place which discharges to the same outlet proposed in the application. Full system details will be required including CCTV footage showing the system's condition.</p> <p>Sheffield City Council anticipates that the statutory requirement to form an approval body for sustainable drainage systems (SUDs) serving new development will take effect in April 2014. The City Council will establish the SUDs Approval Body (SAB) alongside the Local Planning Authority.</p> <p>The SAB will apply the design principles detailed in the National Standards for sustainable drainage systems published by the Department for Environment Food and Rural Affairs (defra). Further guidance on requirements associated with this separate application will be provided at a date appropriate to applications likely to fall beyond the April start. Information will be required at a level suitable for maintenance costs assessments by confirmed maintenance delivery bodies.</p>

Traffic, Transport and Highways	The relevant part of the policy
UDP T8 Pedestrian Routes	<p>The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and new routes and areas created, to form a pedestrian-friendly network throughout the city and provide access to the countryside around Sheffield. Major new developments will be required to include links to nearby existing or proposed pedestrian routes.</p>
UDP T10 Cycle Routes	<p>The safety, convenience and attractiveness of cycle facilities and routes will be improved and new ones created to make the city cycle-friendly and provide access to the countryside around Sheffield. New developments will be required to include cycle links with existing or proposed routes where such an opportunity exists. Cycle parking facilities will be expected in new developments.</p>
Transport & Highways	<p>A Transport Assessment would be needed.</p> <p>A Travel Plan could either be submitted with the application or the operation of one as a condition of Planning Consent.</p>
Parking Standards	<p>The site is in an accessible location within easy reach of a bus route. An adequate amount of on-site parking must be provided for however, although the following maximum number of spaces not exceeded:</p> <ul style="list-style-type: none"> • 1 bedroom 1 space • 2 - 3 bedrooms 2 spaces • 4 - 5 bedrooms 2 - 3 spaces • + 1 space per 4 dwellings for visitors <p>Reference should be made to the Council's Parking Guidelines https://www.sheffield.gov.uk/roads/about/development-and-adoptions/information-sheets.html (Information Sheet 3)</p> <p>For garages are to be counted as parking spaces they must have minimum internal dimensions of 3m x 6m.</p>

Developer Contributions	The relevant part of the policy or SPG/SPD						
<p>H16 Open Space in New Housing Developments</p> <p>&</p> <p>Open Space Provision in New Housing Development SPG</p>	<p>The 'Open Space Provision in New Housing Development' Supplementary Planning Guidance gives further detail about the required level of contribution for the site. The document can be viewed on the following link: www.sheffield.gov.uk/spg</p> <p>The following tables of Appendix 4 of the SPG should be used:</p> <table border="0"> <tr> <td>Informal Open Space</td> <td>Table 2</td> </tr> <tr> <td>Children's Play</td> <td>Table 2</td> </tr> <tr> <td>Outdoor Sport</td> <td>Table 1</td> </tr> </table> <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>	Informal Open Space	Table 2	Children's Play	Table 2	Outdoor Sport	Table 1
Informal Open Space	Table 2						
Children's Play	Table 2						
Outdoor Sport	Table 1						
<p>CS40 Affordable Housing</p>	<p>The Affordable Housing Interim Planning Guidance (IPG) (2014 update) supports the implementation of Core Strategy policy CS40, and sets out that a contribution to affordable housing will be negotiated on sites of 15 or more dwellings. The IPG also sets out how to calculate the amount and gives guidance on the specifications. The guidance can be viewed at https://www.sheffield.gov.uk/spg</p> <p>Appendix 2 of the IPG has a formula for calculating the amount that may be due: Target developer contribution = (A - B) x (C x D)</p>						

	<p>Where:</p> <p>A = Market value of the development per square metre^[1] (Estimated Gross Development Value / Gross Internal Area)</p> <p>B = Transfer Price (£850 per square metre)</p> <p>C = Percentage expected level of affordable housing (10%)</p> <p>D = Gross Internal Area of units</p> <p>This contribution should then be inserted, as a cost, into the development appraisal for the scheme. The amount of Affordable Housing contribution (i.e. the % at C) would then be negotiated on if a reasonable level of developer profit was not shown to be achieved.</p> <p>The Affordable Housing mix required will be specified by the Council and will normally be required to be on-site. Guideline G3 of the IPG gives guidance on when a commuted sum will be acceptable to the Council instead. The Council will identify the Registered Provider to be used on this site at an early date.</p> <p>Information on producing Affordable Housing Statements is available at: https://www.sheffield.gov.uk/planning-and-city-development/applications/apply/lpar/affordable-housing.html</p>
Education	<p>On sites of more than 10 homes in areas where housing development would cause or contribute to a shortage of school places, financial contributions towards additional school places would usually be required. Further information can be found on the Supplementary Planning Guidance document 'Planning Obligations and Education Provision', which can be viewed on the following link:</p> <p>www.sheffield.gov.uk/planning-and-city-development/planning-documents/supplementary-planning-guidance.html</p> <p>Contributions are calculated on a per-property basis, although single-bedroom properties are excluded. Contributions will be subject to a maximum claim per property of £2548 for primary provision and £2743 for secondary provision.</p>

^[1] To be established by an independent valuation where agreement cannot be reached between the local planning authority and the developer.

UDP BE12 Public Art

The provision of works of public art in places which can be readily seen by the public will be encouraged as an integral part of the design of major developments.

The Public Art contribution is to be negotiated in line with Policy.

Appendix 5 - Drainage Information

Submission Material

The following information should normally be submitted with the planning application:

- Natural drainage patterns,
- Existing drainage details,
- Relevant ground conditions including infiltration tests to BRE 365/ CIRIA 156 methodologies if infiltration is the proposed method, and impact assessments of long-term infiltration
- Discharge points,
- Design criteria for the scheme (including climate change, urban creep),
- Calculations showing peak run-off rates before and after development
- Detailed SUDs design (including permeable areas, surface water treatment methods, conveyance, peak flow and volumes, storage and drainage system exceedance flow details (on-site and offsite)
- Proposed split private to public of surface water infrastructure and status of discussions and maintenance considerations
- Method statement on control of run-off during construction
- All assumptions and methodologies

Surface Water Run-off

In accordance with current planning policy, the City Council promotes the use of SUDs for new development and requires early pre-application discussions on feasibility and design between developers and the Council's Land Drainage and Flood Risk Management Group.

Discharge should be considered first to the ground via infiltration, then by a watercourse, and at a last resort to the sewer. Water should be managed through a SUDs system irrespective of discharge location. It is highly recommended that developers contact the LD&FRM Group regarding any proposals for discharging to ground at early pre-application stage.

The permitted surface water discharge will be considered a 'greenfield allowance' and limited to 5 l/s/ha unless a number of conditions can be satisfied.

To be considered for a 'brownfield allowance', of reduction of 30% of the previous run-off rate, there should be evidence of an existing surface water discharge, at the time of application. There should be a positive drainage system of pipework in place which discharges to the same outlet proposed in the application. Full system details will be required including a suitable survey showing the system's condition.

Prior agreement with Yorkshire Water is also advised where the surface water discharges to a public sewer as the water authority may require a lower discharge rate than required through the planning consent.

Brownfield allowance will not be allowed where the proposed outlet differs from the existing or where the existing run off is less than 10 l/s/ha.

Culverts

CS67 encourages opening culverts as part of mitigation measures to fulfil the Water Framework Directive and other conservation regulations. More information about opening culverts is available through the Healthy Catchments for Managing Flood Risk website:

www.restoreivers.eu/RiverRestoration/Floodriskmanagement/HealthyCatchmentsmanagingforfloodriskWFD/Environmentalimprovementscasesudies/Removeculverts/tabid/3125/Default.aspx

Consideration needs to be given to:

- Ease of discharge of development surface water to open channels
- Flood risk benefits through removing throttles and increasing overall cross sectional capacity. This may be identified within flood risk registers
- Water quality improvement opportunities for both upstream flow as well as introduced flows
- Day-lighted culverts forming the focus to linear green networks as part of required open space or integrated with transport networks.

Approvals

Sheffield City Council anticipates that the statutory requirement to form an approval body for sustainable drainage systems (SUDs) serving new development will take effect in April 2014. The City Council will establish the SUDs Approval Body (SAB) alongside the Local Planning Authority.

The SAB will apply the design principles detailed in the National Standards for sustainable drainage systems published by the Department for Environment Food and Rural Affairs (DEFRA). Further guidance on requirements associated with this separate application will be provided at a date appropriate to applications likely to fall beyond the April start.

Appendix 6 - Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a new way of securing contributions from developers towards infrastructure provision through the planning system. To a large degree it will replace previous payments negotiated individually as planning obligations (known as Section 106 Agreements). In September 2011, the Cabinet agreed to work towards implementing a CIL to ensure that major new development contributes to the provision of infrastructure improvements where viable. 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.

The Council has twice consulted on proposed CIL rates, the latest being on the Draft Charging Schedule from March to May 2014. A final round of consultation will take place in the summer of 2014 before the Draft Charging Schedule is submitted for independent examination. The current timetable for adopting CIL is early 2015.

Zone 1 - North East	£0
Zone 2 - East	£10
Zone 3 – Stocksbridge & Deepcar; North West; 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 3.

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.

www.sheffield.gov.uk/planning-and-city-development/planning-documents/community-infrastructure-levy.html

Appendix 7 - 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.

Collection Service for Flats

- Where it is not possible to allocate an individual receptacle to a dwelling the City Council standard is to provide 1100 Litre Euro Bins for residual waste, collected once weekly, 660 Litre Euro Bins for paper and card and 500 litre Euro Bins for glass and cans, both collected every two weeks. 120 litres per dwelling per week is made available, plus a minimum 30% additional capacity for the segregated collection of materials for recycling.

Storage

- A minimum allocation for waste storage of 0.25m³ (as per building standard H6) per dwelling must be adhered.
- Any mixed-use development must provide totally separate storage of domestic waste from any other waste arising from the premises.
- A recycling area should be clearly designated and marked within the waste storage area.

- Space allocated for bin storage should not have bins stored more than two deep and should provide ample room for rotating the bins (a minimum equivalent in space to a 50cm wide band around each bin for this purpose).
- Adequate height, with a minimum of 2.3 metres from floor to ceiling in the storage area must be provided to ensure the lids on all containers must be able to open fully.
- The Developer must give consideration for the accessibility of waste and recycling facilities by disabled residents.
- A designated area must be provided for the occasional storage of bulky items of waste by residents (this should be in addition to the minimum 0.25m³ of designated waste storage space per dwelling).
- The waste authority is pleased to consider alternative arrangements to chutes for waste.
- Suitable consideration should be made to minimise risk associated with the storage of waste including adequate ventilation and fire precautions.
- Any agreed method of waste management outside the standard service provided via the waste collection authority will be liable for capital and revenue costs.

Access & Servicing (Specific to flats)

- Bins will be pulled a maximum of 12 metres from the storage area to refuse collection vehicle.
- Arrangements can be made with the waste collection authority where access is within the prescribed measure to collect direct from storage area, alternatively agreement must be sought with the waste collection authority to designate a suitable collection & return point.