

# Sheffield Employment Land Review

Sheffield City Council

March 2020

LICHFIELDS

**LICHFIELDS**

# **Lichfields is the pre-eminent planning and development consultancy in the UK**

We've been helping create great places  
for over 50 years.

**[lichfields.uk](https://lichfields.uk)**

© 2020 Nathaniel Lichfield & Partners Ltd, trading as Lichfields. All Rights Reserved. Registered in England, no. 2778116. 14 Regent's Wharf, All Saints Street, London N1 9RL  
Formatted for double sided printing.  
Plans based upon Ordnance Survey mapping with the permission of Her Majesty's Stationery Office.  
© Crown Copyright reserved. Licence number AL50684A  
60335/01/JG/TH  
18622283v1

# Contents

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
	Scope	1
	Methodology	2
	Report Structure	4
<b>2.0</b>	<b>Policy Context</b>	<b>6</b>
	Introduction	6
	National Planning Policy Framework (February 2019)	6
	National Planning Practice Guidance	8
	Sub-Regional Economic Strategies	11
	Local Planning Policy	13
<b>3.0</b>	<b>Economic Context</b>	<b>15</b>
	Overview	15
	Economic Conditions and Trends	16
	Functional Economic Market Area	23
<b>4.0</b>	<b>Overview of B-Class Employment Space</b>	<b>30</b>
	Introduction	30
	Employment Space	30
	Spatial Distribution	31
	Development Rates	32
	Conclusions	34
	SWOT	34
<b>5.0</b>	<b>Commercial Property Market</b>	<b>36</b>
	National Economy	36
	Sheffield Overview	39
	Future Growth Potential	41
	Conclusions	42
<b>6.0</b>	<b>Review of Employment Sites Portfolio</b>	<b>43</b>
	Introduction	43
	Overview of Assessed Sites	43
	Approach	44

---

	Overview of Sites	45
	Conclusions	52
<b>7.0</b>	<b>Future Employment Land Requirements</b>	<b>54</b>
	Introduction	54
	Methodology	54
	A. Econometric Job Forecasting	55
	B. Labour Supply	67
	C. Past Development Rates	69
	Convert Net to Gross Floorspace Requirements	71
	Safety Margin	72
	Reality Check	76
	Conclusions	78
<b>8.0</b>	<b>Demand / Supply Balance</b>	<b>80</b>
	Introduction	80
	Quantitative Balance	80
	Qualitative Factors	81
	The Need for Additional Land	83
<b>9.0</b>	<b>Conclusion</b>	<b>84</b>
	Demand / Supply Results	84

---

## 1.0 Introduction

1.1 Sheffield City Council (SCC) appointed Nathaniel Lichfield & Partners (Lichfields) in January 2019 to undertake an Employment Land Review (ELR). The report assesses economic development needs and provides an objective, criteria-based assessment of all those sites put forward by the authority for review.

1.2 SCC has started work on a new Local Plan for the next plan period (to 2038, reflecting the recently adopted LDS) and is therefore reviewing its existing employment land evidence on the supply of and demand for employment land in the City. The ELR will form a key part of the evidence base for this new Local Plan. A key focus for this ELR is the need to ensure that sufficient suitable employment sites are provided to achieve the Council's ambitions for long-term economic growth. The study provides SCC with an assessment of the current position and recent trends within the City's economy, and the potential scale and type of future economic growth and business needs. The study has been prepared in the context of requirements set out in the revised National Planning Policy Framework (NPPF) published in February 2019 and Planning Practice Guidance (PPG) (July 2019) with regards to planning for economic development needs.

1.3 The study has involved three main stages:

- 1 **Stage 1: Taking Stock of the Existing Situation:** analysis of the economic strengths and weaknesses of the local economy, the functional economic area, and an assessment of the fitness for purpose of a portfolio of designated employment sites.
- 2 **Stage 2: Assessing B-Class Future Requirements:** testing the implications of different population/household growth scenarios on future employment space requirements for the City, including latest economic forecasts and housing requirements.
- 3 **Stage 3: Identifying a Site Portfolio:** analysing the condition, status and functionality of exiting employment areas, which sites should be retained to meet future employment needs and which released for alternative uses, and any need for additional sites in the area.

## Scope

1.4 The purpose of the ELR is to provide the Council with an understanding of the current and potential future requirements for employment land and how this aligns with current stock of B-Class employment land in the City [Sheffield]. This is based on considering a range of scenarios for how Sheffield's economy could change in the future, over the plan period (**2018 – 2036**).

1.5 Following from this analysis, the land and floorspace implications are specifically considered for the group of B-class sectors outlined below:

- **B1a/b Business (offices, research & development);**
- **B1c/B2 Light / General Industrial (factories and workshops); and,**
- **B8 Storage or Distribution (warehousing and distribution).**

1.6 Demand for B-class employment land and floorspace is considered in this report, and references to "employment space" are intended to mean both land and floorspace. Industrial space in this report includes both manufacturing and distribution uses (B1c / B2 and B8 Use Class).

1.7 It should be noted that there are a variety of factors and drivers to consider when objectively assessing business needs for a local area. This study utilises a combination of both quantitative and qualitative analysis to explore these issues within the context of Sheffield and addresses these to draw overarching conclusions and implications. An important consideration for any

work of this type is that it is inevitably a point-in-time assessment. This study has incorporated the latest data and other evidence available at the time of preparation. The accuracy and sources of data derived from third party sources has not been checked or verified by Lichfields.

- 1.8 As part of the study, and to ensure it reflects local characteristics and issues, consultation was undertaken with a range of stakeholders including commercial agents and business organisations.
- 1.9 In producing this Employment Land Review, it should be noted that within this report, any reference to Sheffield City relates to the whole administrative area of the Local Authority, unless otherwise stated. It should be noted that the Experian forecasts used in the production of this report cover those parts of the Peak District National Park which fall within the Sheffield City local authority area.
- 1.10 The employment land take-up and loss information covers Sheffield City local authority outside of the National Park. However, it is not considered that this anomaly has any discernible impact upon the findings of the need for employment land because almost all of the industrial centres in Sheffield are located outwith the National Park. In addition, the vast majority of jobs in the National Park are related to non-B class uses, such as tourism, mining and quarrying, and leisure, which do not have a direct impact upon the requirement and supply of B class employment land. The apportionment of any land requirement to the National Park Authority area is therefore likely to be very minor in nature. We would advise that this apportionment is the subject of discussion, and agreement, between SCC and the National Park Authority in accordance with the Duty to Cooperate.

## Methodology

- 1.11 The Government has recently updated its Planning Practice Guidance on how the need for housing and economic development should be assessed. The original 2014 iteration replaced the previous Office of the Deputy Prime Minister [ODPM] Employment Land Reviews: Guidance Note from 2004 (although this arguably remains a source of good practice). The 2019 version of the PPG<sup>1</sup> has reintroduced its methodology for assessing economic development needs. It states that plan makers should liaise closely with the business community to understand their current and potential future requirements<sup>2</sup>.
- 1.12 Plan-makers should also assess:
- 1 the best fit functional economic market area [FEMA];
  - 2 the existing stock of land within the area - this will indicate a baseline for land in employment uses;
  - 3 the recent pattern of employment land supply and loss – for example based on extant planning permissions and planning applications (or loss to permitted development);
  - 4 market demand – sourced from market intelligence from local data and discussions with developers and property agents, recent surveys of business needs or engagement with business and economic forums including locational and premises requirements of particular types of business;
  - 5 wider market signals – relating to economic growth, diversification and innovation; and,
  - 6 any evidence of market failure – such as physical or ownership constraints that prevent the employment site being used effectively.

---

<sup>1</sup> Practice Guidance Reference 2a-025-20190220

<sup>2</sup> Practice Guidance Reference 2a-026-20190220

- 1.13 In terms of using market signals to help forecast future needs, the PPG<sup>3</sup> advises that a range of data which is current and robust should be used, such as:
- 1 sectoral and employment forecasts and projections (labour demand);
  - 2 demographically-derived assessments of future employment needs (labour supply techniques);
  - 3 analysis based on the past take-up of employment land and property and/or future property market requirements; and,
  - 4 consultation with relevant organisations, studies of business trends, and monitoring of business, economic and employment statistics.
- 1.14 In terms of how market demand can be analysed, the PPG<sup>4</sup> advises that plan makers should note that:
- “The available stock of land can be compared with the particular requirements of the area so that ‘gaps’ in local employment land provision can be identified.*
- It is important to consider recent employment land take up and projections (based on past trends) and forecasts (based on future scenarios) and identify occurrences where sites have been developed for specialist economic uses. This will help to provide an understanding of the underlying requirements for office, general business and warehousing sites, and (when compared with the overall stock of employment sites) can form the context for appraising individual sites.*
- Analysing supply and demand will allow policy makers to identify whether there is a mismatch between quantitative and qualitative supply of and demand for employment sites. This will enable an understanding of which market segments are over-supplied to be derived and those which are undersupplied. Authorities will need to take account of business cycles and make use of forecasts and surveys to assess employment land requirements.”*
- 1.15 In order to derive employment land requirements, the PPG<sup>5</sup> states that when translating employment and output forecasts into land requirements there are four key relationships which need to be quantified:
- 1 Standard Industrial Classification sectors to use classes;
  - 2 Standard Industrial Classification sectors to type of property;
  - 3 Employment to floorspace (employment density); and,
  - 4 Floorspace to site area (plot ratio based on industry proxies).
- 1.16 Two new sections have been added to the economic needs section of the PPG in 2019. The first of these relates to how authorities can assess need and allocate space for logistics<sup>6</sup>. The PPG states that where a need for such facilities may exist, strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas. It goes on to state that a range of up-to-date evidence may have to be considered in establishing the appropriate amount, type and location of provision, including market signals, anticipated changes in the local population and the housing stock as well as the local business base and infrastructure availability.

---

<sup>3</sup> Practice Guidance Reference 2a-026-20190220

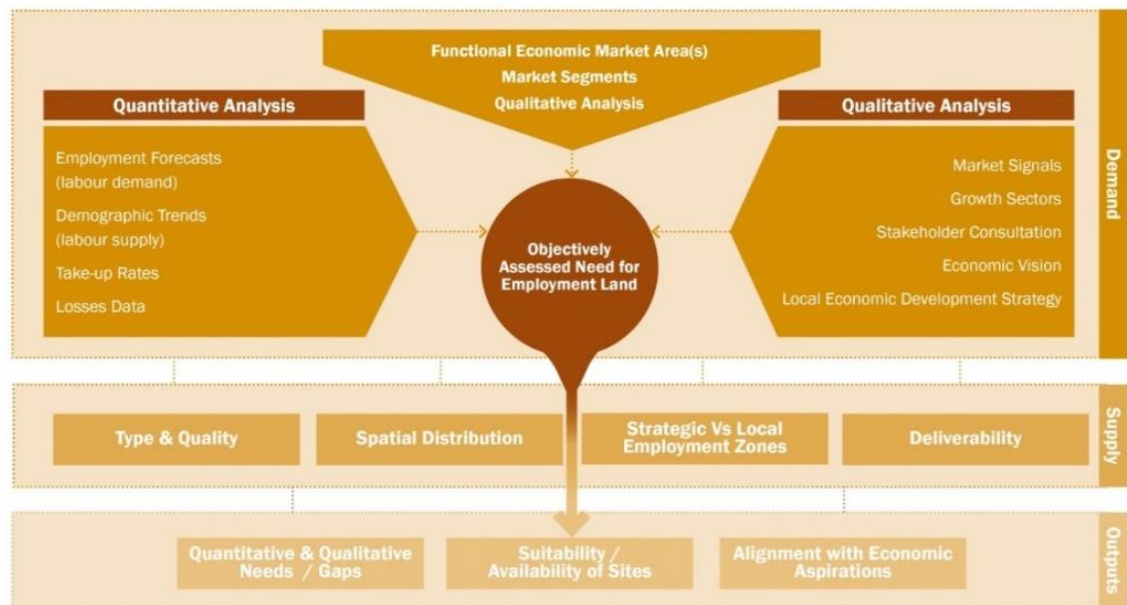
<sup>4</sup> Practice Guidance Reference 2a-029-20190220

<sup>5</sup> Practice Guidance Reference 2a-030-20190220

<sup>6</sup> Practice Guidance Reference 2a-031-20190220

- 1.17 The second entirely new section relates to how specific locational requirements of specialist or new sectors can be addressed<sup>7</sup>. This section states that when assessing what land and policy support may be needed for different employment uses, it will be important to understand whether there are specific requirements in the local market which affect the types of land or premises needed. *“These needs are often more qualitative in nature and will have to be informed by engagement with businesses and occupiers within relevant sectors”*.
- 1.18 This study’s methodology conforms to the requirements of the Framework and the updated PPG, and summarised in Figure 1.1.

Figure 1.1 Employment Land Methodology



Source: Lichfields

## Report Structure

- 1.19 The report is structured as follows:
- **Section 2 sets out the policy context**, including a review of relevant national and local policy documents, employment studies and economic development strategies;
  - **Section 3 outlines the economic context** including current economic conditions and trends that may affect future needs for employment space;
  - **Section 4 provides an overview of B-Class employment space** in Sheffield, including the mix of uses, development rates, completions and losses, supply and demand and the needs of different market segments;
  - **Section 5 outlines the commercial property market**. Lichfields has reviewed the local property market through discussions with agents and other key stakeholders, and provided commentary concerning the supply of and demand for different types of employment space within Sheffield and the needs of different market segments;
  - **Section 6 reviews the existing portfolio of employment land and premises** in Sheffield against defined criteria including market attractiveness and the ability to meet future needs;

<sup>7</sup> Practice Guidance Reference 2a-032-20190220



- **Section 7 assesses the future requirement for B-Class Employment Space** including estimates of future employment space requirements for B-Class sectors in quantitative terms, drawing on employment forecasts and other factors;
- **Section 8 assesses the balance between current land supply and future needs,** in both quantitative and qualitative terms, by comparing (and validating) forecast requirements with the availability of existing sites; and,
- **Section 9 summarises the key conclusions** of the study along with policy recommendations to support the existing and future site portfolio and maximise future economic growth in Sheffield.

## 2.0 Policy Context

### Introduction

2.1 National planning policy places a particular emphasis on sustainable development through a process of:

- 1 Reviewing employment and housing land allocations to ensure the supply meets identified needs;
- 2 Proactively supporting sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs; and,
- 3 Encouraging the effective use of land by reusing land that has been previously developed (brownfield land), with a view to promoting regeneration.

2.2 This section provides a summary of the relevant policies relating to employment land and economic development within Sheffield City.

### National Planning Policy Framework (February 2019)

2.3 The revised National Planning Policy Framework (NPPF) was published in February 2019. The Framework sets out the Government's economic, environmental and social planning policies for England. The Framework (in paragraph 7) states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states in paragraph 8 that achieving sustainable development means that the planning system has three over-arching objectives, which are interdependent and need to be pursued in mutually supportive ways: economic, social and environmental. The economic objective is to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

2.4 The NPPF (February 2019) outlines that plans and decisions should apply a presumption in favour of sustainable development. Paragraph 11d states that for decision taking this means that:

*“where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date<sup>7</sup>, granting permission unless:*

*i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

2.5 Paragraph 20 states that strategic policies should set out an overall strategy for the pattern, scale and quality of development and make sufficient provision for a range of uses, including employment and other commercial development.

- 2.6 Section 6 of the Framework summarises how the Planning System should help build a strong competitive economy:
- “Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.” (§80)*
- 2.7 The Framework (§81) indicates that LPAs are required to ensure that Local Plan policies set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration. They should set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period, and seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment. The Framework also requires planning policies to be sufficiently flexible to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.
- 2.8 Furthermore, planning policies and decisions should recognise and address the specific locational requirements of different sectors. The Framework states that:
- “This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.” (§82).*
- 2.9 Paragraphs 83 and 84 of the Framework focus on supporting a prosperous rural economy. Planning policies and decisions are required to enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings. It assumes that some sites needed to meet local business needs in rural areas may have to be found adjacent to, or beyond, existing settlements, hence why it is important to ensure that development is sensitive to its surroundings. The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
- 2.10 Offices are defined as a ‘main town centre use’ (Annex 1) in the Framework. As such, and in accordance with the sequential test, offices should be located in town centres, then in edge of centre locations; and only if suitable sites are not available should out of centre sites be considered (§86). This sequential approach does not, however, apply to small scale rural offices (§88).
- 2.11 The Framework states that LPAs should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services (§92(e)).
- 2.12 In line with the general thrust of the Framework which seeks to significantly boost the supply of homes, Chapter 11, ‘*Making effective use of land*’ stipulates that planning policies should promote an effective use of land in meeting the need for homes and other uses (§117). In particular, this requires LPAs to promote and support the development of under-utilised land and buildings, especially where this would help to meet housing needs

[§118]. In particular, paragraph 120 encourages LPAs to adapt planning decisions and policies to reflect “changes in the demand for land” by stating that:

*“Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the LPA considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:*

*a) they should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped)...”*

2.13 Paragraph 121 of the Framework takes this theme further by stating that:

*“LPAs should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:*

*a) use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework...”*

2.14 Ultimately, the Framework requires local authorities to have up-to-date and comprehensive evidence to inform their judgments about the need for, and relative importance of, the employment land in their areas, particularly in the face of added pressure for release to other uses.

## **National Planning Practice Guidance**

2.15 On 6<sup>th</sup> March 2014 CLG launched the Planning Practice Guidance [PPG] web-based resource<sup>8</sup>. This website brings together many areas of English planning guidance into a new format, linked to the Framework and replaces the previous Office of the Deputy Prime Minister [ODPM] *Employment Land Reviews: Guidance Note* from 2004 (although this arguably remains a source of good practice).

2.16 The PPG has two much-shortened sections in ‘Plan Making’:

### ***What are the steps in gathering evidence to plan for business?***

*Strategic policy-making authorities will need a clear understanding of business requirements in their area. The steps in building up this evidence include:*

- working together with county and neighbouring authorities, Mayors, combined authorities and with Local Enterprise Partnerships to define the most appropriate geography to prepare policies for employment;*
- preparing and maintaining a robust evidence base to understand both existing business needs and likely changes in the market, with reference to local industrial strategies where relevant; and*
- engaging with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability.<sup>9</sup>*

---

<sup>8</sup> <http://planningguidance.planningportal.gov.uk/>

<sup>9</sup> 61-040-20190315

### ***How can authorities use this evidence base to plan for business?***

*Authorities can use this evidence to assess:*

- the need for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development;*
- the existing and future supply of land available for economic development and its suitability to meet the identified needs. This should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessments and should include a reappraisal of the suitability of previously allocated land.*
- the likely availability and achievability of employment-led development, taking into account market signals;*
- the role, capacity and function of town centres and the relationship between them, including any trends in the performance of centres;*
- locations of deprivation which may benefit from planned remedial action; and*
- the needs of the farming and food production industries, including the location and extent of the best and most versatile agricultural land, and the ways in which planning could support investment in those industries<sup>10</sup>.*

2.17 The PPG has updated its guidance on the assessment of housing and economic development. It states that plan makers should liaise closely with the business community to understand their current and potential future requirements<sup>11</sup>.

2.18 Plan-makers should also assess:

- the best fit functional economic market area [FEMA];
- the existing stock of land for employment uses within the area;
- the recent pattern of employment land supply and loss – for example based on extant planning permissions and planning applications (or losses to permitted development);
- evidence of market demand (including the locational and premises requirements of particular types of business) - sourced from local data and market intelligence, such as recent surveys of business needs, discussions with developers and property agents and engagement with business and economic forums;
- wider market signals relating to economic growth, diversification and innovation; and,
- any evidence of market failure – such as physical or ownership constraints that prevent the employment site being used effectively.

2.19 In terms of using market signals to help forecast future needs, the PPG<sup>12</sup> advises that a range of data which is current and robust should be used, such as:

- sectoral and employment forecasts and projections which take account of likely changes in skills needed (labour demand);
- demographically derived assessments of current and future local labour supply (labour supply techniques);
- analysis based on the past take-up of employment land and property and/or future property market requirements; and,

---

<sup>10</sup>Practice Guidance Reference 61-041-20190315

<sup>11</sup> Practice Guidance Reference 2a-026-20190220

<sup>12</sup> Practice Guidance Reference 2a-027-20190220

- consultation with relevant organisations, studies of business trends, an understanding of innovative and changing business models, particularly those which make use of online platforms to respond to consumer demand and monitoring of business, economic and employment statistics.

2.20 In terms of how market demand can be analysed, the PPG<sup>13</sup> advises that plan makers should note that:

*“The available stock of land can be compared with the particular requirements of the area so that ‘gaps’ in local employment land provision can be identified.*

*It is important to consider recent employment land take up and projections (based on past trends) and forecasts (based on future scenarios), and to identify instances where sites have been developed or sought for specialist economic uses. This will help to provide an understanding of the underlying requirements for office, general business and distribution space, and (when compared with the overall stock of employment sites) can form the context for appraising individual sites.*

*Analysing supply and demand will allow policy makers to identify whether there is a mismatch between quantitative and qualitative supply of and demand for employment sites. This will enable an understanding of which market segments are over-supplied to be derived and those which are undersupplied”.*

2.21 In order to derive employment land requirements, the PPG<sup>14</sup> states that when translating employment and output forecasts into land requirements there are four key relationships which need to be quantified:

- Standard Industrial Classification sectors to use classes;
- Standard Industrial Classification sectors to type of property;
- Employment to floorspace (employment density); and,
- Floorspace to site area (plot ratio based on industry proxies).

2.22 The PPG has also added in two new sections on how authorities can assess need and allocate space for logistics<sup>15</sup> and how specific locational requirements of specialist or new sectors be addressed<sup>16</sup>.

2.23 Regarding the former, the PPG recognises that the logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land). To address this, the PPG states that:

*“Strategic facilities serving national or regional markets are likely to require significant amounts of land, good access to strategic transport networks, sufficient power capacity and access to appropriately skilled local labour. Where a need for such facilities may exist, strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas. This can be informed by:*

---

<sup>13</sup> Practice Guidance Reference 2a-029-20190220

<sup>14</sup> Practice Guidance Reference 2a-030-20190220

<sup>15</sup> Practice Guidance Reference 2a-031-20190722

<sup>16</sup> Practice Guidance Reference 2a-032-20190722

- *engagement with logistics developers and occupiers to understand the changing nature of requirements in terms of the type, size and location of facilities, including the impact of new and emerging technologies;*
- *analysis of market signals, including trends in take up and the availability of logistics land and floorspace across the relevant market geographies;*
- *analysis of economic forecasts to identify potential changes in demand and anticipated growth in sectors likely to occupy logistics facilities, or which require support from the sector; and*
- *engagement with Local Enterprise Partnerships and review of their plans and strategies, including economic priorities within Local Industrial Strategies.*

*Strategic policy-making authorities will then need to consider the most appropriate locations for meeting these identified needs (whether through the expansion of existing sites or development of new ones)."*

2.24 Regarding the former, the PPG states that when assessing what land and policy support may be needed for different employment uses, it will be important to understand whether there are specific requirements in the local market which affect the types of land or premises needed:

*"Clustering of certain industries (such as some high tech, engineering, digital, creative and logistics activities) can play an important role in supporting collaboration, innovation, productivity, and sustainability, as well as in driving the economic prospects of the areas in which they locate. Strategic policy-making authorities will need to develop a clear understanding of such needs and how they might be addressed taking account of relevant evidence and policy within Local Industrial Strategies. For example, this might include the need for greater studio capacity, co-working spaces or research facilities.*

*These needs are often more qualitative in nature and will have to be informed by engagement with businesses and occupiers within relevant sectors."*

## **Industrial Strategy**

2.25 The long-awaited Industrial White Paper set out the Government's plan to boost the productivity and earning power of people throughout the UK. On 27<sup>th</sup> November 2017, the Government unveiled its long-term plan to build a Britain "*fit for the future*"; a modern industrial strategy to capitalise on the country's economic strengths, address its weaknesses and help businesses create better, higher-paying jobs through investment in the skills, industries and infrastructure of the future. Its policies are intended to make the UK economy more productive; giving a competitive edge to 'raise our game' on the world stage following Brexit, whilst at the same time embracing the opportunity of technological change and innovation.

## **Sub-Regional Economic Strategies**

### **SCR Strategic Economic Plan**

2.26 The SCR's original Strategic Economic Plan (SEP), produced in 2014, set out a focused economic plan for growth in the City Region as a whole over the period 2015-2025. Ambitions included boosting the private sector to help create 70,000 new jobs and 6,000 new businesses. Another key ambition was to drive growth in economic output across the city regional economy by £3 billion.

- 2.27 The SCR has an industrial and entrepreneurial history based around the steel and coal industries. However, with the decline of these traditional industries the region is having to reinvent itself and restructure its skills and business base in order to transition to a high value manufacturing, knowledge and service led economy.
- 2.28 There is a fundamental economic performance gap between the SCR and the national average which this plan seeks to narrow in terms of the number of employees, highly skilled occupations, businesses and GVA. The regional economy grew from mid-1990's -2008 but the private sector did not. There were significant job losses in manufacturing (due to technology and cheaper labour abroad) which offset growth in public sector/service roles and resulted in a net decrease in private sector employment, albeit there was some growth in private sector CDI and business, financial and professional services. In general, the private sector has grown modestly since 2008 in line with the general increase in employment in Sheffield City, driven particularly by Professional Services, Wholesale and Land Transport, Storage & Post, although the number of manufacturing (and particularly steel manufacturing) jobs has continued to decline.
- 2.29 The plan seeks to build upon existing successes of the LEP and scale them up through growing existing businesses, attracting new companies and accelerating business growth and job creation. The SCR's economy is characterised by a large number of SME's focused on the business to business, data-driven supply chain, in particular engineering parts for other specialist businesses. These firms are flexible and adaptable and therefore have a lot of potential to be unleashed.
- 2.30 The plan seeks to extend the region's global lead in key sectors including:
- advanced manufacturing (the Advanced Manufacturing Research Centre being a key asset); engineering machining and prototyping through developing additional facilities for data and digital work in Sheffield;
  - aero-engineering in the Doncaster FARRRS corridor;
  - a supply chain efficiency centre in the Dearne Valley;
  - energy focussed low carbon projects including TATA proving factory; and
  - investments to extract maximum value from High Speed Rail.
- 2.31 The SCR has many assets which the plan seeks to capitalise on:
- A diverse economy with no single dominant sector but with specialisms in technology, manufacturing, engineering and materials
  - strategic location in the heart of the UK enhancing connectivity
  - two universities with world class research capabilities
  - home of the Advanced Manufacturing Park
  - flexible and adaptable base of SME's focussed on business to business supply chain
  - 1.1m potential workforce and 120,000 jobs in the knowledge and data driven economy
  - home to UK's leading enterprise zone for advanced manufacturing
  - the delivery of a new HS2 station
  - a significant visitor economy
  - significant capacity for additional employment land development
  - The SCR is not a traditional mono-centric city region like Greater Manchester, Sheffield is the core driver of growth, but other major towns are key contributors.



2.32 The SCR has the ability to design, develop and distribute innovative product solutions which is at the heart of the strategic position that the SCR occupies in the value chain as a business to business economy. The materials and digital specialisms are important for the key demand led sectors in the SCR: Creative and Digital Industries, advanced manufacturing and healthcare technologies. The SCR is therefore not dependent on consumer-driven growth as many of the most productive and high-growth firms operating in the business-to-business sector. The focus is now on moving towards high-value manufacturing including data products for creative and digital industries, aerospace and low-carbon sectors.

2.33 The plan was developed through collaboration between public and private sector and offers joined up decision making at SCR level and coordinated delivery structures. It seeks local determination of programmes and control over national funding streams. The achievement of the key objectives would deliver national benefits including higher productivity and innovation; exports in digital technology, engineering, manufacturing and low carbon; and reduced cost to government through reduced unemployment.

2.34 It is noted that a new SEP is in preparation and is planned to cover the period to 2040. It is likely to focus more on the 4 South Yorkshire authorities within the SCR.

## **Local Planning Policy**

2.35 SCC's Development Plan comprises the adopted Core Strategy (2009) which seeks to guide development in Sheffield up to 2026 and 'saved' policies from the Sheffield Unitary Development Plan (1998).

2.36 At the heart of the Core Strategy is the following spatial vision:

*"Sheffield will be a city that is both transformed and sustainable, and will:*

- Be economically prosperous and attractive to business and new investment and will sustain employment for all who seek it;*
- Enrich the Sheffield city region, as the most attractive and sustainable location for regional services, jobs and facilities;*
- Have attractive, sustainable neighbourhoods where people are happy to live, offering everyone a range of facilities and services;*
- Provide for opportunities, well-being and quality of life for everyone."*

2.37 In order to deliver this vision and to support jobs growth across Sheffield, the Strategy sets out the following objectives:

- To create the conditions for a balanced, diverse and sustainable high growth economy in the Sheffield City Region;
- To provide modern and high-technology manufacturing and knowledge-based services, including links with the universities and opportunities for the creation of dynamic business clusters;
- To create improved and conserved environments to attract business investment, including high-technology manufacturing and knowledge-based services; and
- To support the regeneration of the City Centre and complementary areas as the core location for major expansion of business, shopping, leisure and culture.

2.38 These objectives reflect the role of the Sheffield as the successful core of the wider city region. They also seek to support the delivery of high employment rates and skills.

2.39 In terms of spatial distribution, the Strategy notes the importance of providing a suitable supply of land in sustainable locations:

*“Maintaining a supply of land for business and industry is essential for achieving the objectives for economic transformation. It will be necessary to ensure there is enough available land to accommodate the forms of office development needed for growth sectors in the service sector and sufficient land for industry, for the city to develop its distinctive role in manufacturing. This means responding to market demand in sustainable locations and ensuring that sufficient land is safeguarded. This is especially needed where market demand for other uses, such as housing or retail development, could result in a shortage of sufficient employment land to deliver the economic vision.”*

2.40 Key geographical areas identified for employment land include:

- The City Centre: as a key location for office development, with a strong commercial character, strong accessibility, high-profile locations and modern, high-quality accommodation;
- Lower Don Valley and Upper Don Valley: as strategic and accessible locations for manufacturing, distribution/ warehousing and other nonoffice businesses;
- Sheaf Valley and neighbouring areas: as inherited employment areas within the main urban area that continue to provide a source of local jobs, particularly in manufacturing, distribution/ warehousing and other nonoffice businesses; and
- Other locations within each of the more outlying areas of Mosborough/Woodhouse, Chapeltown/ Ecclesfield and Stocksbridge/ Deepcar.

2.41 A 5-year supply of land for offices and industry, which would be available and free of major constraints, is also identified within the Core Strategy. This comprises of:

- 20 hectares for offices (use class B1(a));
- 25 hectares for other businesses (use classes B1(b) and (c)); and
- 100 hectares for general industry and storage/distribution (use classes B2 and B8 with associated B1(b) and (c) and other sui generis general industrial/processing uses.

2.42 It should be noted that, while the principle of the policy still applies, the figures need revising – the 2015 Sheffield & Rotherham Joint Employment Land Review [ELR], for example, recommended that SCC consider planning for a demand of between 135 ha and 195 ha of B-Class employment land over the period 2015 to 2031. Under such circumstances the stock of available land in Sheffield is unlikely to be sufficient to meet requirements.

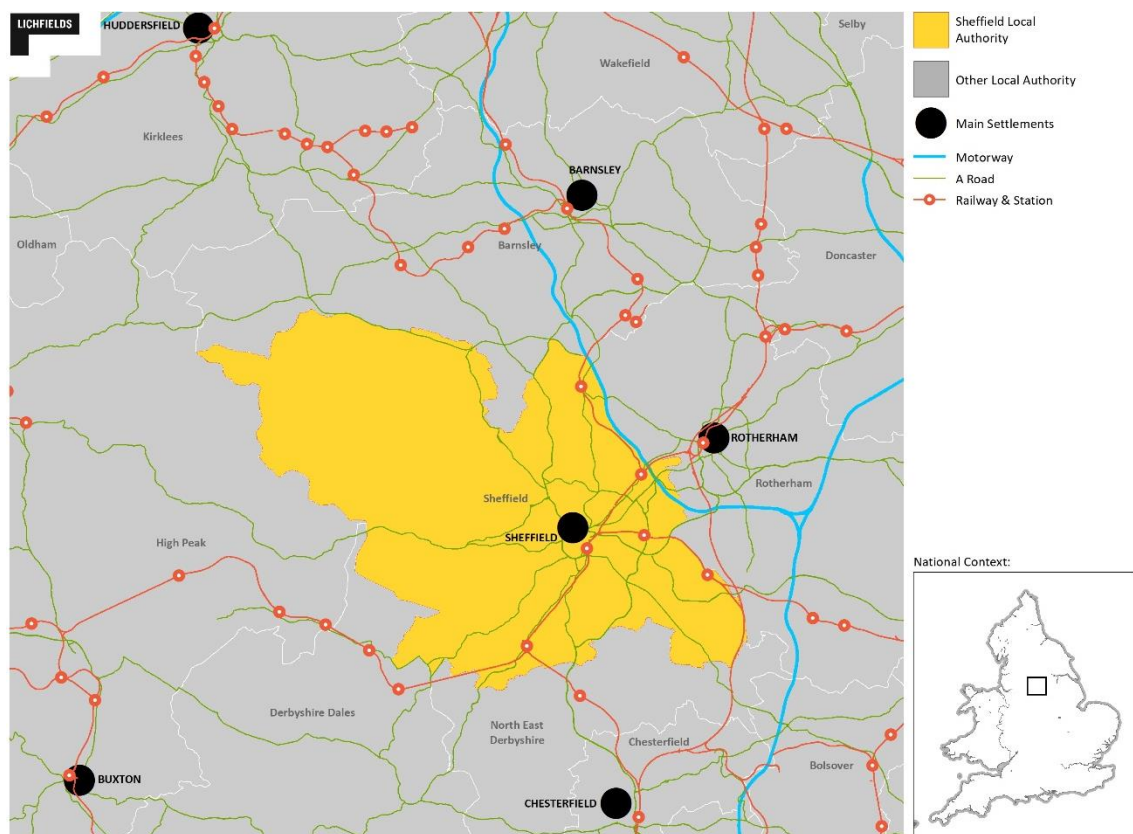
### 3.0 Economic Context

3.1 This section provides an overview of Sheffield City’s economic context and draws comparisons with the wider Yorkshire and the Humber region and the UK as a whole. It summarises recent economic conditions and trends within Sheffield City where there have been significant changes since the previous ELR was produced in 2015.

#### Overview

3.2 Sheffield is located within South Yorkshire, situated between the authorities of Rotherham to the east, Barnsley to the north, North East Derbyshire to the south and High Peak to the west. The settlements of Stocksbridge, Ecclesfield and Bradfield are also part of Sheffield, although they have separate parish councils. . The City sits at the heart of the Sheffield City Region, which includes the 8 other districts of Barnsley, Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales, Doncaster, North East Derbyshire and Rotherham. In addition, the Peak District National Park Authority also covers part of Sheffield as referenced in the introduction to this ELR.

Figure 3.1 Sheffield Context Map



Source: Lichfields

3.3 As of 2018, Sheffield had a population of 582,506<sup>17</sup>, and experienced a growth of 9% between 2008 and 2018. This was higher than the 6.7% growth rate experienced across the Sheffield City Region and the national growth rate of 8% as a whole. The latest ONS 2016 -based Sub-National Population Projections (SNPP) suggest that the number of residents living in the City over the Local Plan period between 2018 and 2036 will increase by 50,700, or 9% (i.e. from

<sup>17</sup> ONS (2019) Mid-Year Estimates 2018

581,900 to 632,600). The 2016-based MHCLG household projections translate this population growth into 25,792 new households over the same time period (an increase of 10.7%, compared to 12.5% nationally).

3.4 Of the total population in 2018, 371,378 (64%) of the total population were of employment age, which has seen an increase overall of 18,996 from 2011, albeit the proportion of the overall population has remained stable.

### Economic Conditions and Trends

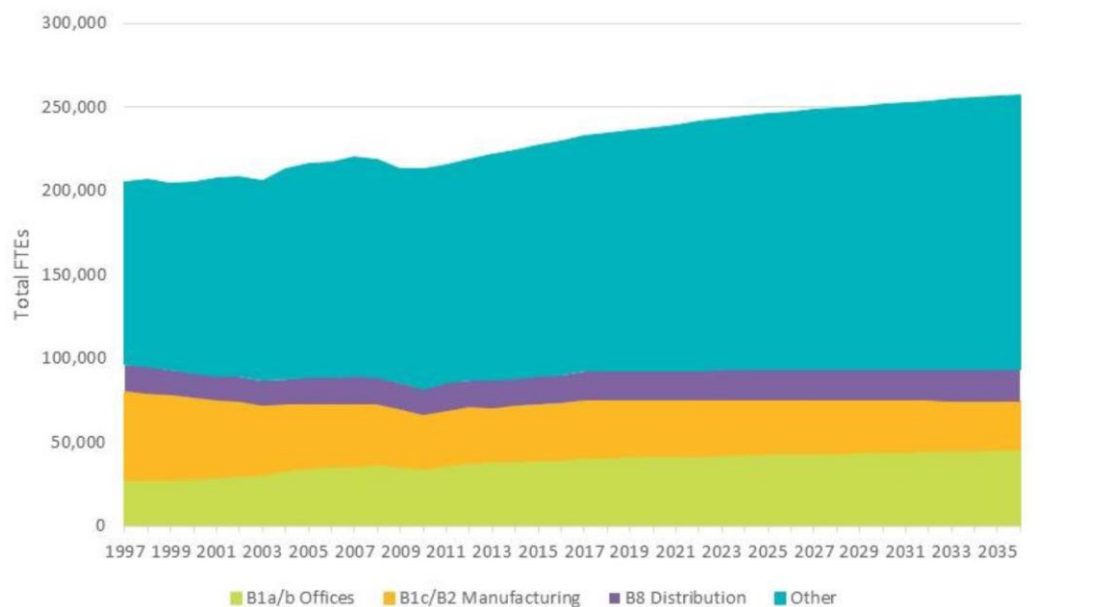
3.5 Current economic conditions and trends in Sheffield are summarised below, with comparisons made (where appropriate) with regional and national averages. Data is taken from the 2019 Experian Model and published ONS sources unless indicated otherwise.

#### Employment

3.6 Sheffield accommodated 234,160 Full Time Equivalent (FTE) jobs in 2018. Between 1997 and 2018, employment projections reported a period of sustained employment growth (see Figure 1.1) of almost 29,000 FTE jobs, at a Compound Average Growth Rate (CAGR) of 0.63% annually. This is despite a fall of 5,540 FTEs in the immediate aftermath of the recession (2008/09) before strong growth from 2011 onwards.

3.7 Whilst the number of jobs has grown over the period, Figure 3.2 indicates that the vast majority of past and future job growth has been in the non B-Class sectors. So, for example, between 1997 and 2018, whilst overall the City’s economy grew by 28,960, there was a loss of 3,811 B-class jobs. This was driven by restructuring in the traditional manufacturing sectors which were so important to Sheffield in the past. Hence whilst the number of office jobs grew by 13,781 and wholesale/distribution grew by 1,313, this was countered by the very significant loss of 18,905 jobs in B1c/B2 manufacturing over the 21-year timeframe.

Figure 3.2 Annual FTE Job Growth implied by the Experian Baseline REM forecasts by Use Class

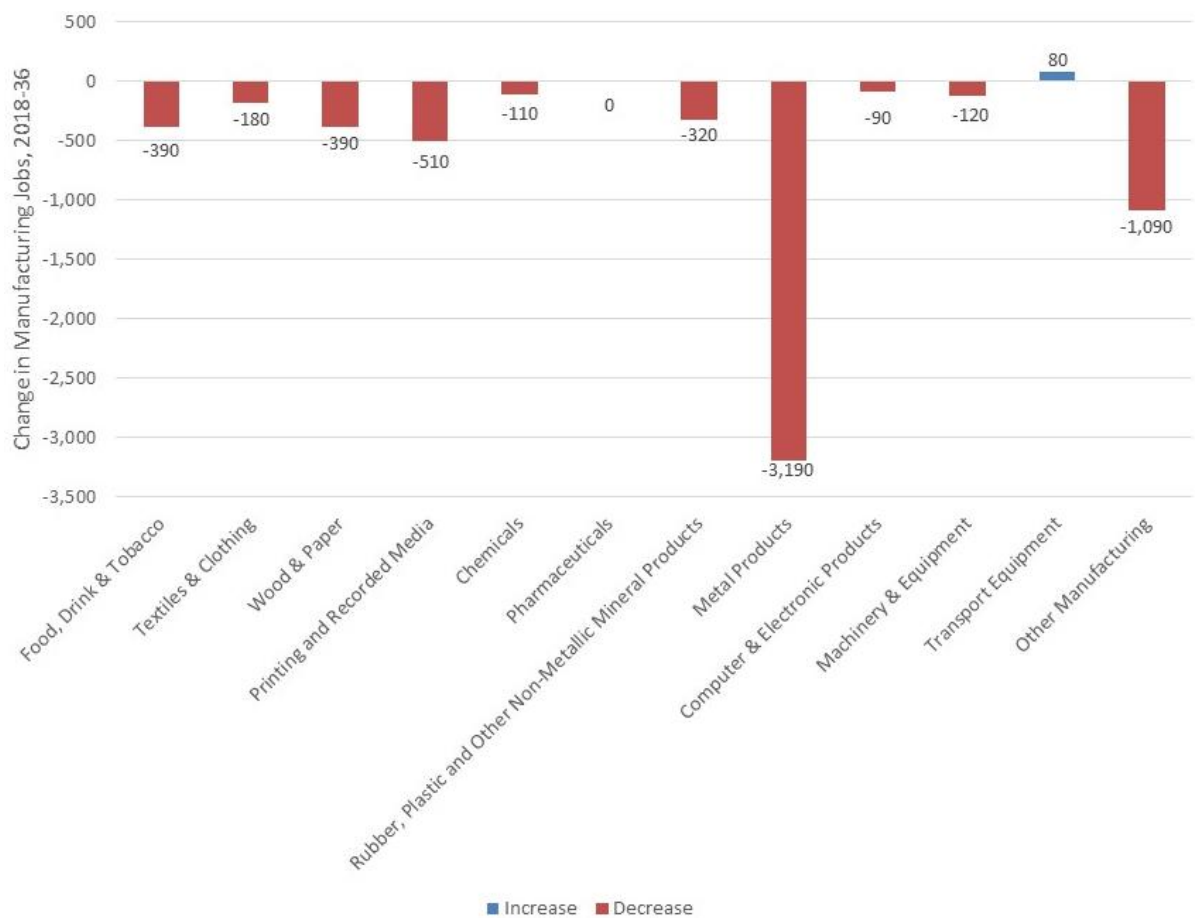


Source: Experian REM 2019 / Lichfields' Analysis

3.8 There are also contrasting growth prospects for different sectors within the overall ‘Manufacturing’ cluster. As can be seen in Figure 3.3, across Sheffield City over the 18 year Plan period to 2036, almost all manufacturing sectors are forecast to see a decline in jobs with the

sole exception of Transport Equipment, which is projected to see a very modest growth of just 80 net FTE jobs. Other than Pharmaceuticals, which has a very low representation in Sheffield City in any case and has limited growth prospects, all of the other manufacturing sectors are projected to see jobs losses ranging from -90 (Computer and Electronic Products) to 3,190 for Metal Products. It should be noted that metal manufacturing in Sheffield is relatively hi-tech and of a higher value than general manufacturing, hence it is arguable that the City is less at risk from job losses than other comparable areas in the region (although this does continue the long term structural decline in the steel industry that has seen over 13,000 job losses in the industry since 1997).

Figure 3.3 Sheffield Manufacturing sectors FTE Jobs Growth 2018-2036

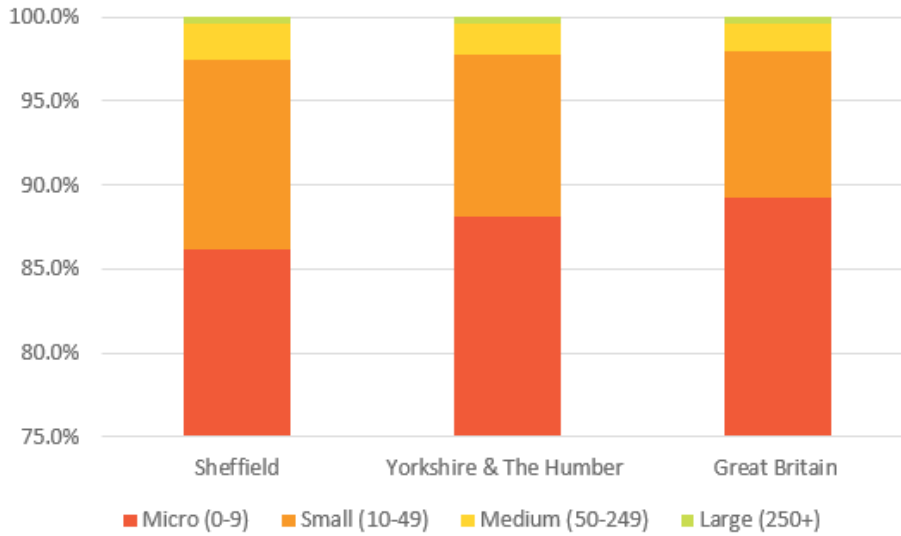


Source: Lichfields' analysis / Experian REM 2019

### Business Demography and Enterprise

- 3.9 Sheffield City is predominantly a 'small business' economy. As illustrated in Figure 3.4, Sheffield has a higher proportion of small (11.3%) and medium (2.1%) firms compared to the average for Yorkshire and the Humber (9.7% and 1.8% respectively) and Great Britain (8.7 and 1.6%). 0.4% of companies in Sheffield comprise large firms, which is consistent with the regional average.
- 3.10 When compared with the previous ELR in 2015, Sheffield has seen a slight increase in the proportion of micro firms (0-9 workers), by 1.5% which broadly aligns with a 1.3% increase for Yorkshire and the Humber and 1% for Great Britain. The proportion of medium-to-large firms has remained roughly the same compared to the previous ELR's figures.

Figure 3.4 Business Demography (size) 2018

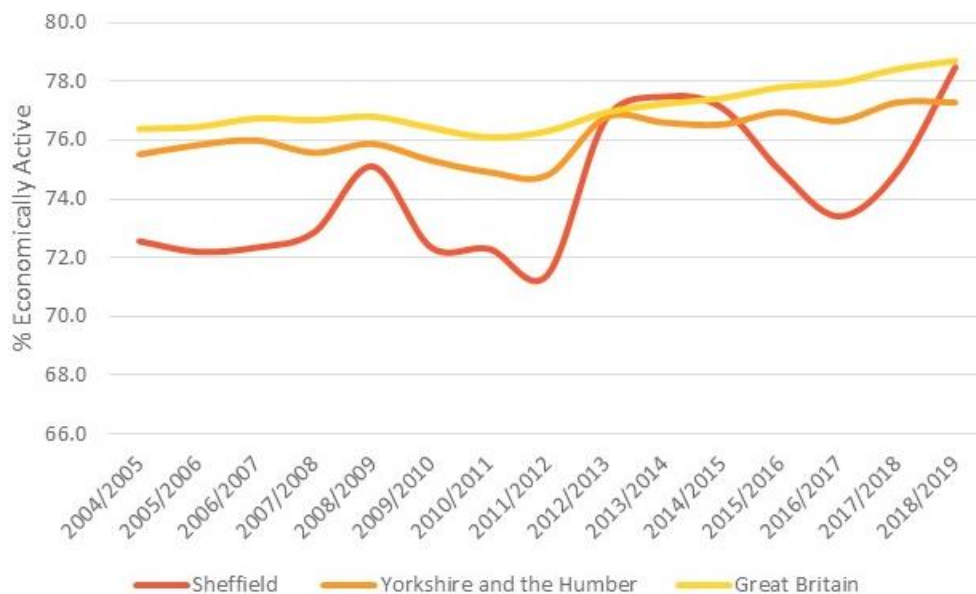


Source: Inter Departmental Business Register (ONS) 2018

### Labour Market

- 3.11 The percentage of the working age population who are economically active in Sheffield City is 78.5%, which is slightly above the regional level (77.3%) and roughly aligns with the national rate (78.7%). This suggests that the SEP target of providing more jobs and bringing productivity levels back in line with the national average is well on the way to being met.
- 3.12 As can be seen in Figure 3.5, between 2004 and 2019 the number of economically active residents living in Sheffield has fluctuated. Until 2012, Sheffield’s economic activity rate was well below the national average; however, in 2012/13 there was a significant increase which peaked at 78.2% compared with the national average of 77.3%. Following a drop in economic activity, the rate has again increased substantially from 2016. The latest figures have risen to 78.5% in 2018/19.

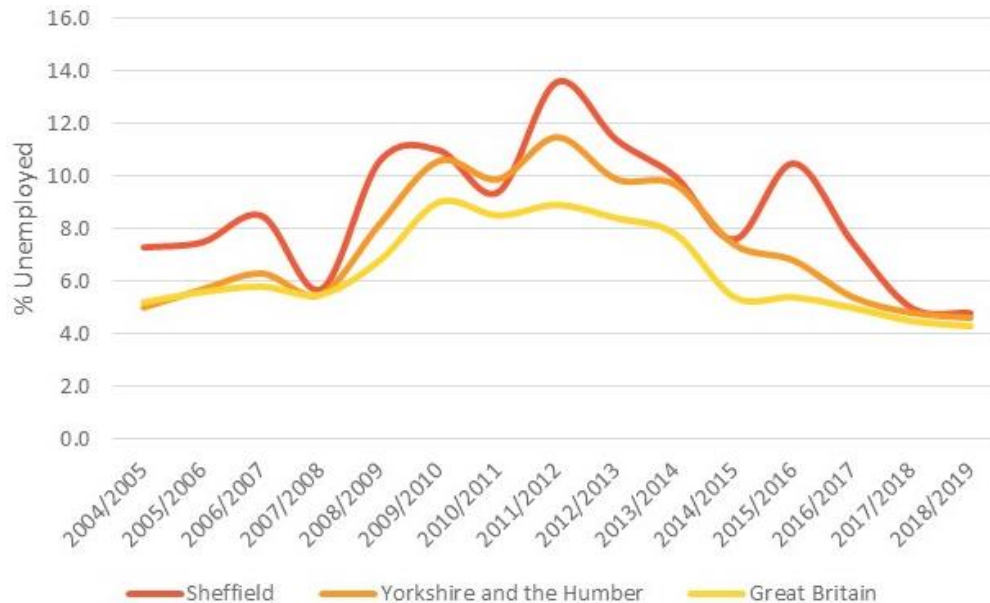
Figure 3.5 Economically Active Residents in Sheffield and Comparator Areas



Source: ONS Annual Population Survey (2019)

- 3.13 Model-based Unemployment in Sheffield has also fluctuated substantially in recent years, peaking at 13.6% in 2012/13 in comparison to the regional figure of 11.5% and national figure of 8.9%. As can be seen in Figure 3.6, Sheffield's unemployment rate has since dropped significantly and is currently at 4.8%. Although very slightly higher, it broadly aligns with national and regional figures at around 4.6% and 4.3% respectively.

Figure 3.6 Changes in Model-based Unemployment Rates in Sheffield and comparator 2004 - 2019



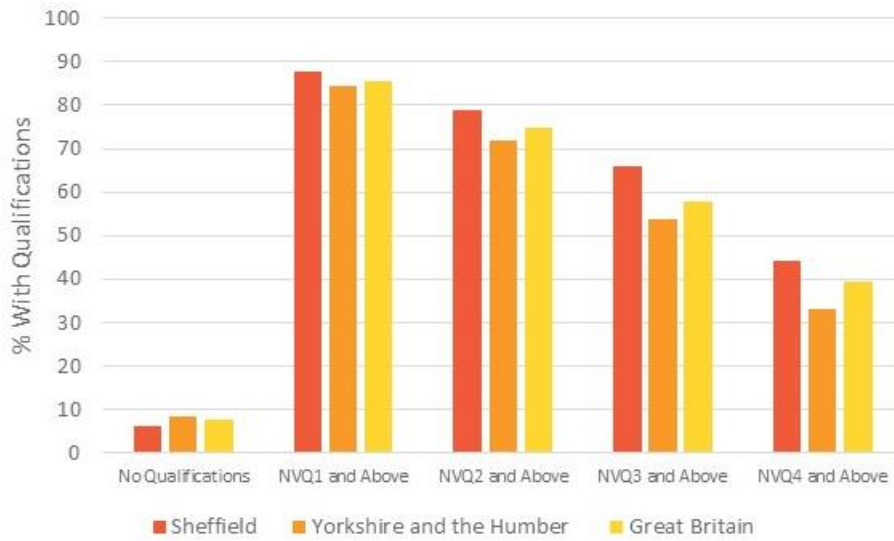
Source: ONS Annual Population Survey (2019)

- 3.14 Historically, JSA Claimant-counts in Sheffield have been slightly higher than regional and national rates in most years. Levels have fluctuated over the years and as of November 2019, JSA Claimant rates fell to 2.8% in comparison to regional (3.2%) and national levels (2.9%).
- 3.15 Another indicator of labour market participation is the proportion of working age residents claiming Employment and Support Allowance (ESA) and incapacity benefits. In Sheffield this is equivalent to 6.5% which is broadly the same as regional (6.6%) and slightly higher than national (6.1%)<sup>18</sup>.
- 3.16 In 2017, the job density<sup>19</sup> figure in Sheffield was 0.77, lower than the regional rate (0.81) and the national rate (0.86). This has fluctuated marginally since 2000 and peaked at 0.81 between 2003 – 2005 which suggests that the jobs to resident's ratio has roughly remained the same over the years, however, net out-commuting is higher than regional and national average.
- 3.17 The role of education is vital for preparing the workforce for employment and ensuring that people have the right skills and qualifications to access high quality jobs and contribute to overall economic growth and increasing prosperity.
- 3.18 In this regard, Sheffield's resident workforce is generally higher-skilled across all qualifications when compared to Yorkshire and the Humber and Great Britain as a whole (see Figure 3.7). The City also has fewer residents with no qualifications (6.3%) in comparison with the regional and national figures (8.5% and 7.8%).

<sup>18</sup> DWP benefit claimants - working age client group

<sup>19</sup> The ratio of jobs to resident population, often used as a measure of labour demand. 2017 represents the latest available data

Figure 3.7 Qualifications of the labour force in Sheffield



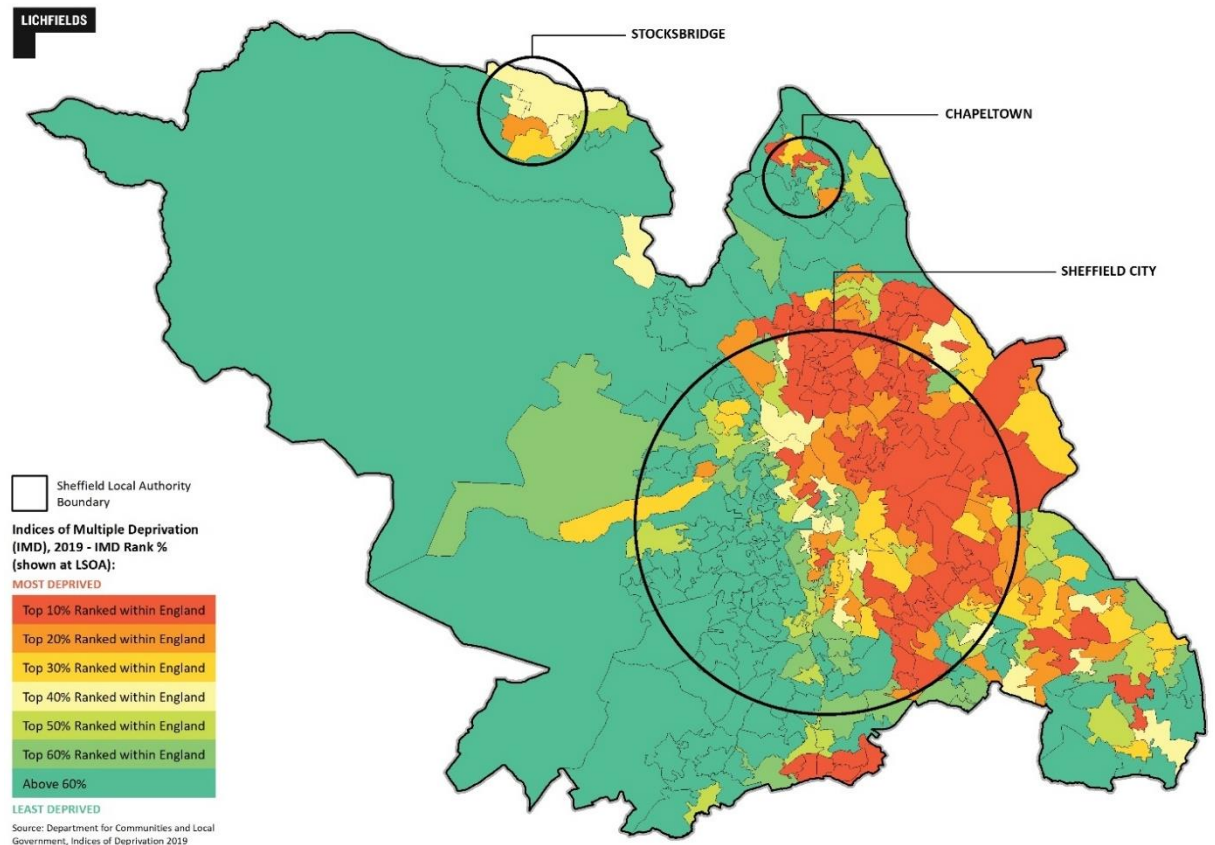
Source: ONS Annual Population Survey (2018)

### Deprivation

3.19

Figure 3.8 identifies high concentrations of deprivation in Sheffield and particularly to the east and north of the City Centre. There are also pockets of deprivation to the north Chapeltown and to the far south of the City. The Peak District National Park, the South West and the Rural Upper Don Valley, to the far north and east of the City, are ranked as the least deprived areas.

Figure 3.8 Sheffield Deprivation Levels





Source: CLG (2019) Indices of Multiple Deprivation

## Location Quotients

- 3.20 In order to identify the full economic potential of Sheffield, it is important to consider which industrial sectors are best placed to drive future growth. This is informed by an understanding of which sectors are under or over-represented in terms of local employment and their recent growth performance.
- 3.21 Location Quotients (LQs) are a valuable way of quantifying how concentrated a particular industry is in a region as compared to the nation and can reveal what makes a particular region 'unique' in comparison to the national average. It is a ratio that compares a region to a larger reference region according to some characteristic or asset. A value above 1.0 denotes a higher local representation of a sector compared to the national average, whilst anything below 1.0 signifies an under-representation. The further the figure is from 1.0, the greater the extent of any over or under-representation.
- 3.22 Table 3.1 summarises the individual LQs for Sheffield, by Industrial Sector. Green shading denotes an authority with a representation in a particular sector above 1.0, whilst red shading denotes where the sector is under-represented.

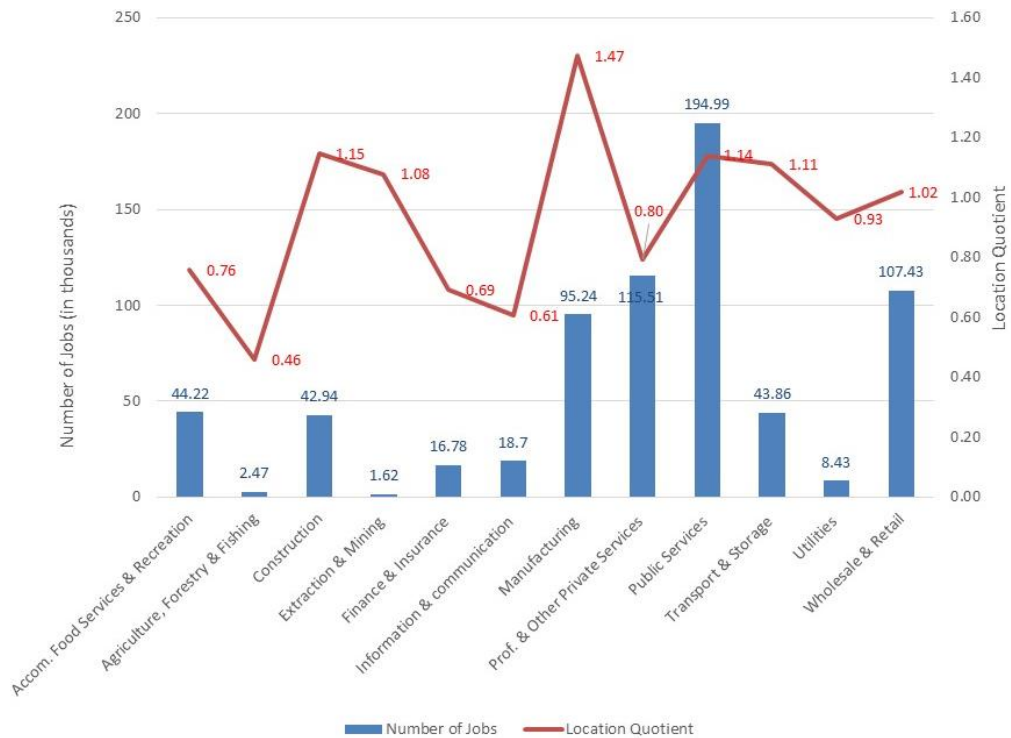
Table 3.1 Location Quotients for Sheffield City by Industrial Sector (2018)

	Sheffield
Accommodation, Food Services & Recreation	0.80
Agriculture, Forestry & Fishing	0.14
Construction	0.83
Extraction & Mining	0.04
Finance & Insurance	1.14
Information & communication	0.90
Manufacturing	1.13
Professional & Other Private Services	0.83
Public Services	1.29
Transport & storage	0.81
Utilities	0.66
Wholesale & Retail	1.01

Source: Experian REM 2019 / Lichfields Analysis

The Table (and Figure 3.9 overleaf) shows that Sheffield does not currently have a sectoral LQ of 1.3 or more for any sector (that employs more than 500 people). This illustrates the diversity of the Sheffield economy and the extent to which it is not overly reliant on a single sector. The economy remains diverse, certainly when compared to other authority areas within the SCR. The strongest sectoral representation is in the public services sector; manufacturing; finance and insurance; and wholesale & retail, all of which have LQs above 1.

Figure 3.9 Sheffield City Location Quotients 2018



Source: Lichfields' analysis / REM 2019

### Future Job Growth Prospects

- 3.23 Lichfields obtained the latest 2019 Experian job growth projections for Sheffield City between 2018 and 2036. In terms of B-Class employment growth, this is forecast to be low, at 977. This is due to the forecast decrease in B1c/B2-related employment, although this is offset by increases in B1a/b and B8 employment. However, there is a very strong projected increase in Non B-Class jobs in the City, equal to 22, 243 over the next 18 years.
- 3.24 Table 3.2 presents the fastest growing and declining sectors up to 2036. An analysis of the data indicates that Health (+7,150), Residential & Social Care (+6,090) and Education (+2,960) sectors are expected to be key drivers of economic growth within the City over the next 18 years. Whilst these 3 sectors are not generally based in B-Class accommodation, the next two largest growth sectors are (at least in part): Land Transport, Storage & Post, and Professional Services which all project over 2,000 net job growth.

Table 3.2 Fastest growing and declining sectors in Sheffield City (2018 - 2036)

Sector	Use Class	FTE Job Change* (2018 to 2036)
Health	RED	+7,150
Residential Care & Social Work	RED	+6,090
Education	RED	+2,960
Land Transport, Storage & Post	ORANGE	+2,150
Professional Services	PURPLE	+2,070
Accommodation & Food Services	RED	+1,440
Administration & Support Services	ORANGE	+1,360
Specialised Construction Activities	PURPLE	+1,170
Finance	PURPLE	+1,040
Food, Drink and Tobacco (manufacture of)	PURPLE	-390
Wood & Paper (manufacture of)	PURPLE	-390
Printing and Recorded Media (manufacture of)	PURPLE	-510
Other Manufacturing	PURPLE	-1,090
Metal Products (manufacture of)	PURPLE	-3,190

Source: Experian (REM 2019) / Lichfields Analysis

Key: PURPLE = B-Class sector    ORANGE = Part B-Class sector    RED = Non-B-Class sector

## Functional Economic Market Area

- 3.25 This section provides a broad overview of Sheffield City and its likely position within a wider Functional Economic Market Area (FEMA). The following provides an up to date analysis of the extent of the FEMA in accordance with the guidance contained within the Plan-making section of the PPG.
- 3.26 The methodology adopted for this study follows the PPG approach on defining FEMAs within and across local authority areas<sup>20</sup>.
- 3.27 The PPG notes that since patterns of economic activity vary from place to place, there is no standard approach to defining FEMAs; however, it is possible to define them taking account of the following factors<sup>21</sup>:
- *“extent of any Local Enterprise Partnership within the area;*
  - *travel to work areas;*
  - *housing market area;*
  - *flow of goods, services and information within the local economy;*
  - *service market for consumers;*
  - *administrative area;*
  - *catchment areas of facilities providing cultural and social well-being; and*
  - *transport network.”*

<sup>20</sup> PPG ID: 61-019-20190315

<sup>21</sup> ibid

- 3.28 The study also considers Sheffield's general economic linkages within the wider area. Similarities in characteristics such as employment and business structures between different geographies can strengthen the basis of conclusions made after reviewing each of the previous PPG variables, while offering the additional opportunity to identify other economic linkages and trends that may not have been identified otherwise.

### **LEP Geography**

- 3.29 Sheffield is located within the Sheffield City Region (SCR) which comprises the nine local authorities of: Barnsley, Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales, Doncaster, North East Derbyshire, Rotherham and Sheffield itself. The geographical composition of the LEPs are liable to change in the future following the Government's current LEP review. It should be noted that the Combined Authority and Mayor only covers the four South Yorkshire authorities of Sheffield, Barnsley, Doncaster and Rotherham.

### **Labour Market Areas**

- 3.30 Detailed guidance on how to define a FEMA is provided by CLG<sup>22</sup>. This states that examining commuting flows can help to define the FEMA of an economy. These commuting flows can be assessed using the latest travel-to-work flow data from the 2011 Census.
- 3.31 The latest commuting flows data from the 2011 Census can be used to define Travel to Work Areas [TTWAs] in order to consider the relationship between where people live and where they work.
- 3.32 ONS defines labour market areas as those areas where the bulk of the resident population also work. Defining labour market areas requires an analysis of commuting patterns to identify Travel to Work Areas [TTWAs] for local economies. The current criteria for defining TTWAs is that at least 75% of an area's working population work in the area and at least 75% of the people who work in the area also live in the area. The area must also have a working population of at least 3,500. However, for areas with a working population in excess of 25,000, self-containment rates as low as 66.7% are accepted to define a TTWA as part of a limited "trade-off" between workforce size and level of self-containment<sup>23</sup>.
- 3.33 TTWAs provide a good indication of what labour market a location or local authority is in and how labour market areas are split across the UK. The ONS 2011 TTWAs were developed to approximate self-contained labour market areas i.e. areas where most people both live and work and therefore relatively few commuters cross a TTWA boundary on their way to work.
- 3.34 The ONS 2011 TTWA mapping (Figure 3.10) suggests that whilst Sheffield is defined as a TTWA, this incorporates not just the City's administrative area, but also all of Rotherham; the northernmost part of North East Derbyshire (north of Chesterfield) and a small part of both High Peak and Derbyshire Dales.

---

<sup>22</sup> CLG (2010) Functional Economic Market Areas: An Economic Note

<sup>23</sup> Commuting to work, Changes to Travel to Work Areas: 2001 to 2011 (ONS, December 2015)

Figure 3.10 Sheffield Travel to Work Area



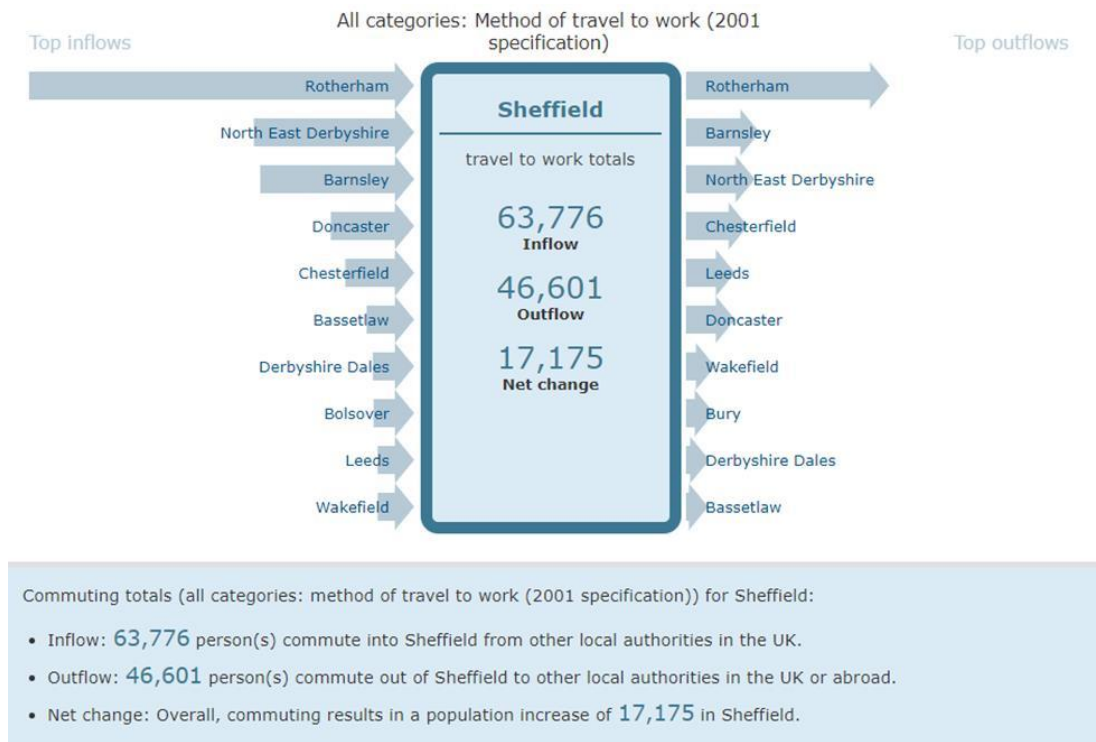
Source: ONS 2011 TTWAs (2015)

### Commuting

3.35

Expanding on the TTWA analysis above, it is possible to examine commuting relationships at local authority and middle super output area (MSOA) geographical levels using 2011 Census origin and destination data.

Figure 3.11 Travel to Work Flows within Sheffield (2011)



Source: 2011 Census

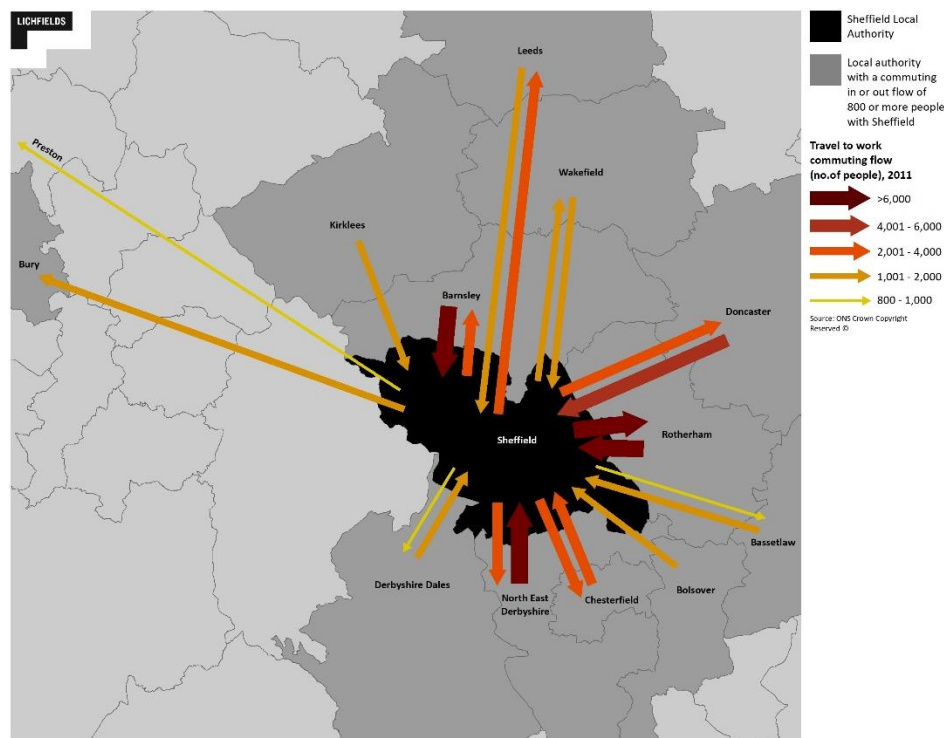
- 3.36 Figure 3.11 summarises Sheffield’s key commuting characteristics based on this dataset. At the time of the 2011 Census, 63,776 residents commuted in to Sheffield on a daily basis against 46,601 out-commuters, giving a net change of 17,175 commuters. The City has high levels of out-commuting to Rotherham, Barnsley and NE Derbyshire, although all three authorities also have high levels of commuters travelling into Sheffield in return with Rotherham being the largest recipient with 22,529 residents commute to Sheffield, compared to 11,700 travelling in the opposite direction.
- 3.37 In terms of overall commuting flows, at the time of the 2011 Census, 198,843 local residents lived and worked in Sheffield out of a total of 262,619 people working in the City. This equates to **75.7% of the residents (FEMA Test #2)**. 46,601 of Sheffield’s residents commute out of the City on a daily basis, compared to 63,776 commuting into the City – this results in a net inflow of 17,364 residents daily. In total, **81.1% of Sheffield’s working residents work in the City (FEMA Test #1)**.
- 3.38 **On this basis, Sheffield would pass both of the self-contained FEMA tests.**
- 3.39 The major in and out commuting destinations highlight Sheffield’s strong commuting relationship with the rest of the City Region and Yorkshire.

Table 3.3 Sheffield Commuting Patterns (2011)

Indicator	Sheffield
Number of Working Residents	245,255
Number of Workplace Workers	262,619
Live and Work in Sheffield <sup>24</sup>	198,843
Out Commuting Workers	46,601
Top Out Commuting Destinations	Rotherham (11,700), Barnsley (3,961), NE Derbyshire (3,642), Chesterfield (3,226), Leeds (2,477), Doncaster (2,461)
In- Commuting Workers	60,619
Top In Commuting Destinations	Rotherham (22,529), NE Derbyshire (8,742), Barnsley (8,353), Doncaster (4,022), Chesterfield (3,137), Bassetlaw (1,829)
Net Inflow of Workers	17,364 or 27.2% of in commuters to Sheffield
FEMA Test #1 (i.e. at least 75% of an area's working population work in the area).	<b>81.1%</b>
FEMA #2 (i.e. at least 75% of the people who work in the area also live in the area).	<b>75.7%</b>

Source: ONS (2011) / Lichfields analysis

Figure 3.12 Travel-to-Work Flows for Sheffield



Source: ONS 2011 Census / Lichfields Analysis

3.40

ONS jobs density data for 2017 shows that there are 294,000 jobs in Sheffield at a density of 0.77, which is lower than both the Yorkshire and the Humber (0.81) and Great Britain (0.86) averages. This indicates that for every ten people aged 16-64 living in Sheffield, there are 7.7 jobs. This job density is reasonable and suggests that the City is relatively self-contained from an economic perspective.

<sup>24</sup> The number of residents that live and work in Sheffield includes residents that work mainly at home, work on an offshore installation or do not have a fixed work location. The number does not include residents working outside of the UK.

## Housing Market Areas

3.41 The Sheffield Strategic Housing Market Assessment (2013) identifies Sheffield as a self-contained housing market<sup>25</sup>. The assessment concluded that:

3.42 *“Analysis of migration data reveals that Sheffield is a self-contained housing market: 73% of new households originate from within the local authority boundaries. Estate agents and policy-makers identify important spatial sub-divisions within the Sheffield market. There is consensus that Sheffield ought to be viewed as comprising a set of 13 inter-related local (sub) housing market areas (HMAs). There are also important functional market segments that serve the needs of students, higher earners and a range of other sub-groups.”*

3.43 Notwithstanding the high level of self-containment, there are important links with neighbouring authorities and there are shared markets for certain types of housing, such as family housing, with other authorities with the most significant migration outflows to Rotherham with more limited net flows into North East Derbyshire, Chesterfield and Barnsley.

3.44 The SHMA identifies that Sheffield also plays an important role in meeting housing demand from longer-distant migrants moving and working within South Yorkshire. In particular in meeting demand for flats from predominantly younger households from across the city-region. International migration represents the most significant long-distance inflow. The annual level of international migration is seen to be highly volatile and its impact is felt disproportionately in some parts of the housing system.

## Commercial Market Geography

3.45 Sheffield has a unique asset in the Advanced Manufacturing and Innovation District [AMID], which is one of the most important employment locations in the South Yorkshire region and is expected to be the focus of industrial and research and development growth and has generated both national and international interest. The AMID also has strong links with employment sites within Rotherham. The industrial market is considered to be generally strong across the City, although speculative development is still relatively uncommon. This lack of speculative development is understood to be a result of prohibitive development costs rather than a lack of demand from occupiers.

3.46 In terms of the office market, Sheffield has suffered from a lack of available Grade A office space. There was a consensus amongst the agents which Lichfields engaged with that the lack of a defined “office core” in the City Centre was hampering the growth of the office market. This in turn could be limiting the amount of speculative office development which is taking place, although competition from higher value residential and purpose-built student accommodation schemes is also a factor in this.

## Defining the FEMA

3.47 With respect to Sheffield’s FEMA, a variety of data sources have been considered:

- **LEP Geography:** Sheffield sits within the Sheffield City Region which comprises the nine local authorities of: Barnsley, Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales, Doncaster, North East Derbyshire, Rotherham and Sheffield.
- **ONS Travel to Work Area:** The ONS Travel-to-Work Area analysis suggests that the City does not have a self-contained TTWA, but instead includes all of Rotherham and smaller parts of North East Derbyshire, High Peak and Derbyshire Dales;

---

<sup>25</sup> It should be noted that at the time of writing (March 2020) an update of this 2013 SHMA is being carried out jointly with Rotherham.



- **Housing Market Area:** Sheffield is a largely self-contained market, however there are important links with neighbouring districts for certain types of housing, particularly Rotherham.
- **Commercial Property Market:** Sheffield's commercial property market comprises a mixture of localised, national and international firms. This is particularly driven by the City's industrial market and Advanced Manufacturing Innovation District.
- **Transport Network:** Sheffield has very good transport networks running through the City. Key road networks include the A61, A57 and the M1.

3.48 The previous Joint Sheffield and Rotherham Employment Land Study, commissioned by both Councils in 2015, concluded that it was possible to define Sheffield's TTWA as the two local authority areas of Sheffield and Rotherham, which together comprise the workplace for 83% of Sheffield's resident working population and the residence for 82% of Sheffield's workers.

3.49 Whilst there are a number of overlaps with neighbouring districts, this updated analysis shows that Sheffield is predominantly seen as a self-contained City in terms of the housing market area, and indeed based strictly on the ONS FEMA tests alone, it could be argued that Sheffield City is self-contained. However, based on the TTWA commuting analysis, there are clear overlaps with Rotherham with 11,700 Sheffield residents commuting into the adjoining Borough and 22,529 residents Rotherham residents commuting in the opposite direction. There remain strong labour market linkages between the two districts.

3.50 The commercial market analysis undertaken as part of this commission indicates that the markets of Sheffield and Rotherham are generally viewed as separate from each other and the markets of other adjoining authorities. However, the distinction between the two becomes less clear when considering the concentration of industrial employment sites clustered around the M1 corridor and to the west of the Lower Don Valley close to Rotherham.

3.51 **Based on the above, it is considered that the Sheffield and Rotherham should be viewed as comprising of a single FEMA. However, both authorities are progressing separate Local Plans at different timescales and for pragmatic reasons the employment land needs and responding supply are not considered jointly. Notwithstanding this, the interrelationship between the two authority areas in terms of economic functionality suggests that close co-operation on employment land supply balance is recommended.**

## 4.0 Overview of B-Class Employment Space

### Introduction

4.1 This section provides an overview of the current stock of B-Class employment space in Sheffield, while also summarising recent trends and changes to the supply of this employment space. The amount of employment land and floorspace has been considered across the three main types of employment uses (i.e. office [B1a/b], manufacturing [B1c/B2], and warehousing & distribution [B8]).

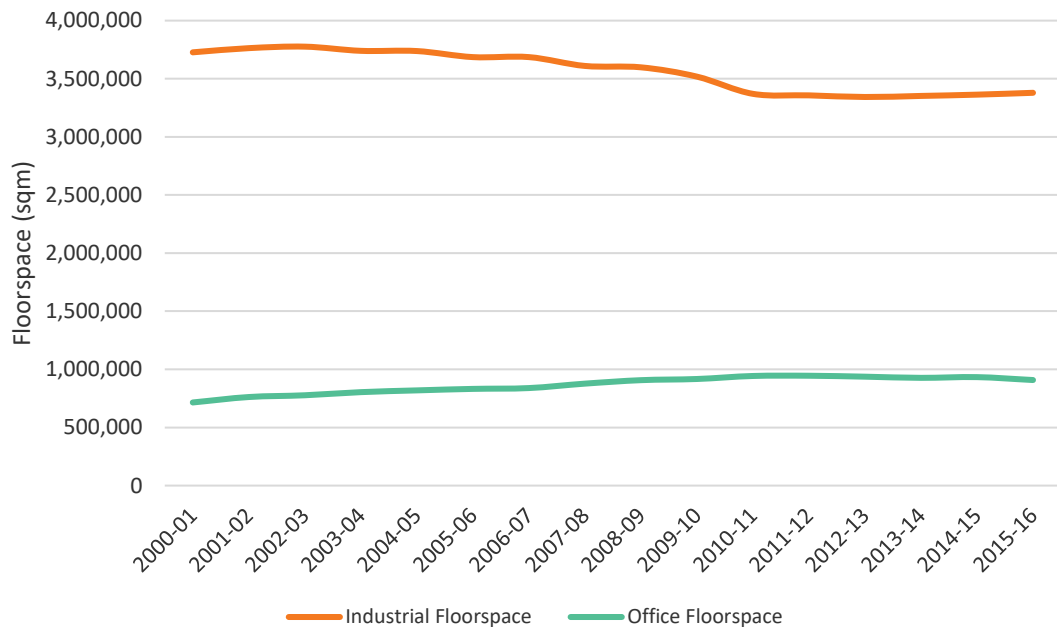
4.2 This analysis uses data from the following sources:

- Commercial floorspace data from the ONS and various datasets from the Valuation Office Agency [VOA];
- Monitoring data on commercial space from SCC; and,
- EGi Property Link database and other commercial property sources.

### Employment Space

4.3 In total, Sheffield has approximately 4.3 million sqm of employment floorspace, of which approximately 44% is factories/workshops, 37% warehouses and 19% offices. Figure 4.1 shows that over the period 2000/01 to 2015/16, commercial office space in Sheffield increased by 27% to approximately 908,000 sqm. In comparison, the increase across the South Yorkshire region as a whole was 29%. Over the same period, the total amount of industrial floorspace decreased by 9.3%, to approximately 3,379,000 sqm compared with an increase of 11% across South Yorkshire as a whole.

Figure 4.1 Stock of Employment Space (2000/01 to 2015/16)



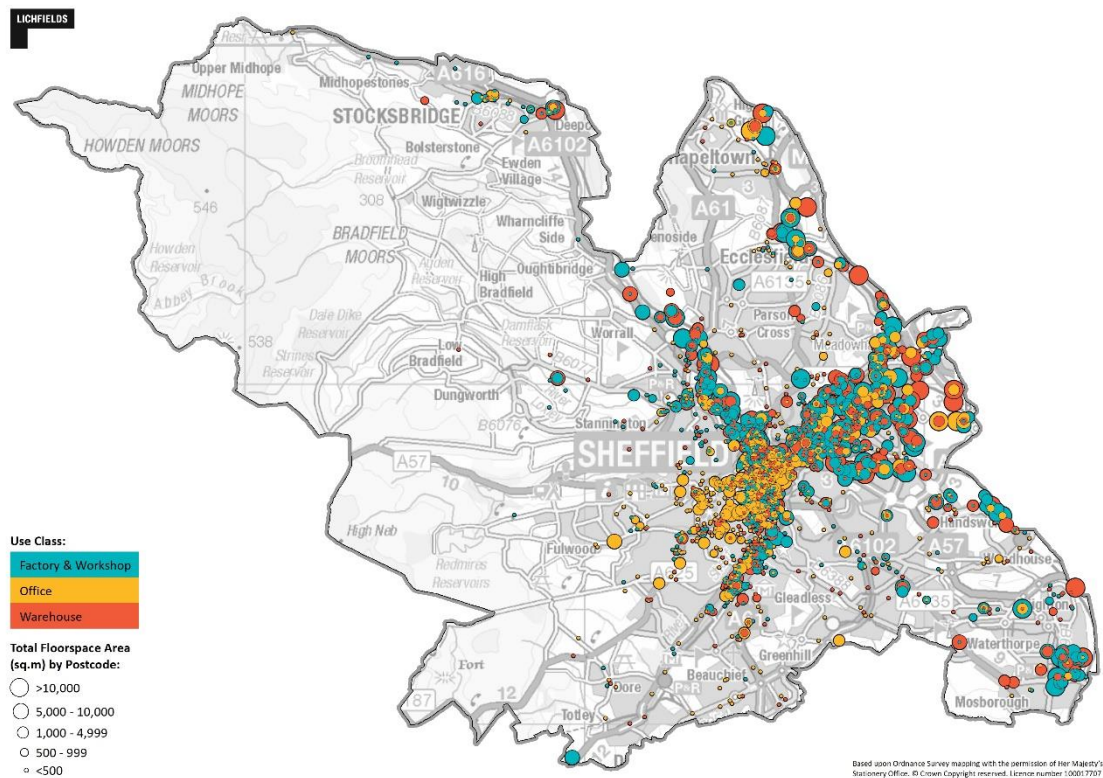
Source: Valuation Office Agency (2016) Floorspace Statistics

## Spatial Distribution

4.4

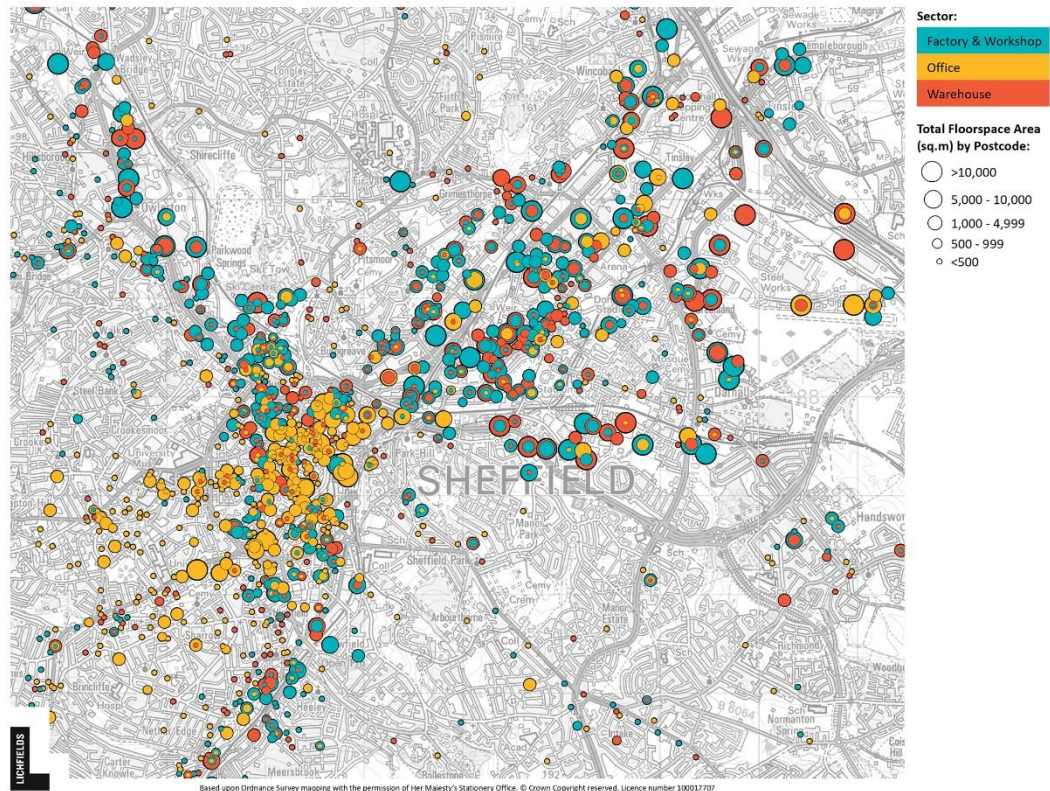
Figure 4.2 presents the spatial distribution of B-class employment space across Sheffield using the latest available VOA data. This indicates that the majority of employment sites are located to the east of the City, within the City Centre, and where the Advanced Manufacturing Innovation District is located. The vast majority of office space is located within the City Centre (as shown in Figure 4.3) with more dispersed sites on the outskirts of the City Centre, whilst factory, workshop and warehouse space is predominantly located to the north and east of the City, with a smaller cluster of sites to the south east.

Figure 4.2 Spatial Distribution of Employment Floorspace in Sheffield, 2018



Source: VOA / Lichfields Analysis

Figure 4.3 Spatial Distribution of Employment Floorspace in Sheffield City Centre



Source: VOA 2018 / Lichfields Analysis

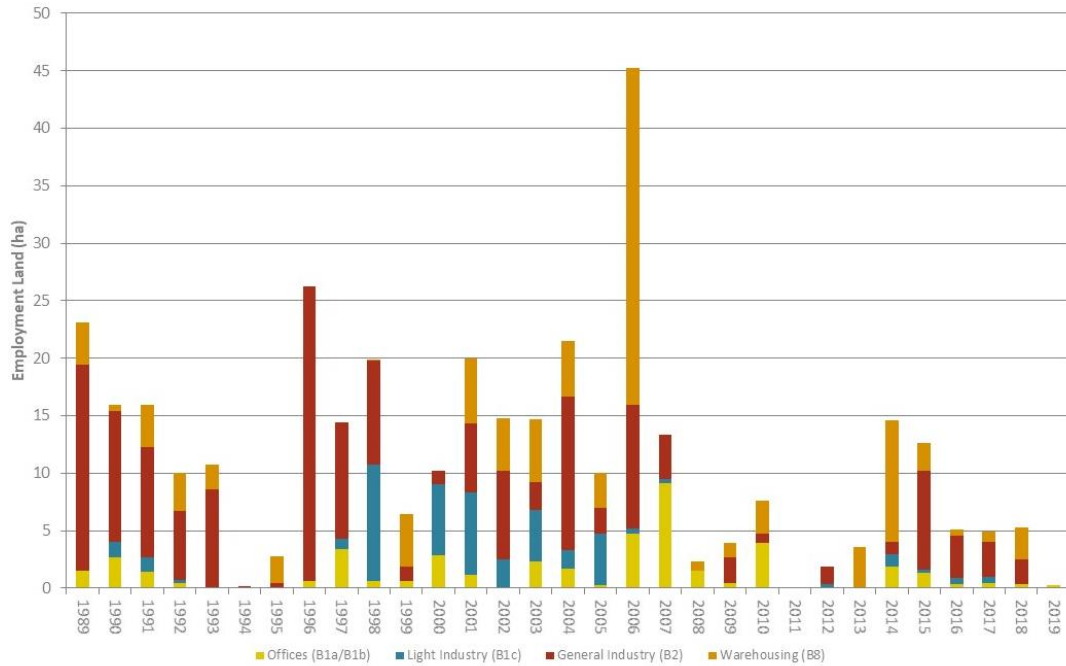
## Development Rates

### Completions

- 4.5 SCC collates data on the development of employment land for annual monitoring purposes. Monitoring data on past completions of B-Class land uses between 1989 and 2019 was provided by SCC. Over the period 1989 and 2019, average annual gross completions for B-Class uses in Sheffield City amounted to 11.53 ha of employment land, or 357.3 hectares in total. However, as can be seen in Figure 4.4 there have been significant fluctuations in development rates across this time period, with a marked reduction in the years immediately following the 2008/09 recession (with take up effectively falling to virtually zero in 2014), whereas it was as high as 45.2 ha in 2006.
- 4.6 The level of take up observed in 2006 was partly driven by the delivery of over 29 ha for B8 warehousing use, much of which related to the Sheffield International Rail Freight Terminal [SIRFT] on a 17 ha site on the former Tinsley Marshalling sidings.
- 4.7 Since that 2006 peak, development rates have dropped off although there was a recovery in 2014/15. For the dozen years prior to the recession (1996-2007 inclusive), 216.6 ha of B-Class employment land was completed, at an average of 18 ha annually. In the 12 years since, completions have fallen to just 62.1 ha, an average of 5.2 ha – a very substantial fall of 71%.
- 4.8 It can therefore be concluded that gross annual completion rates have averaged 11.53 ha over the long term (1989-2019), compared to 5.59 ha over the past decade (2010-2019).

4.9 It can also be seen from Figure 4.4 that rates of development for office, industrial and warehousing schemes have varied considerably. Overall, there has been 44.1 ha of land developed for offices since 1989 (1.42 ha annually, compared to 43.87 ha for B1c light industry (1.42 ha per annum); 170.49 ha for B2 general industry (5.50 ha p.a.); and 98.86 ha for B8 warehousing (3.19 ha p.a.).

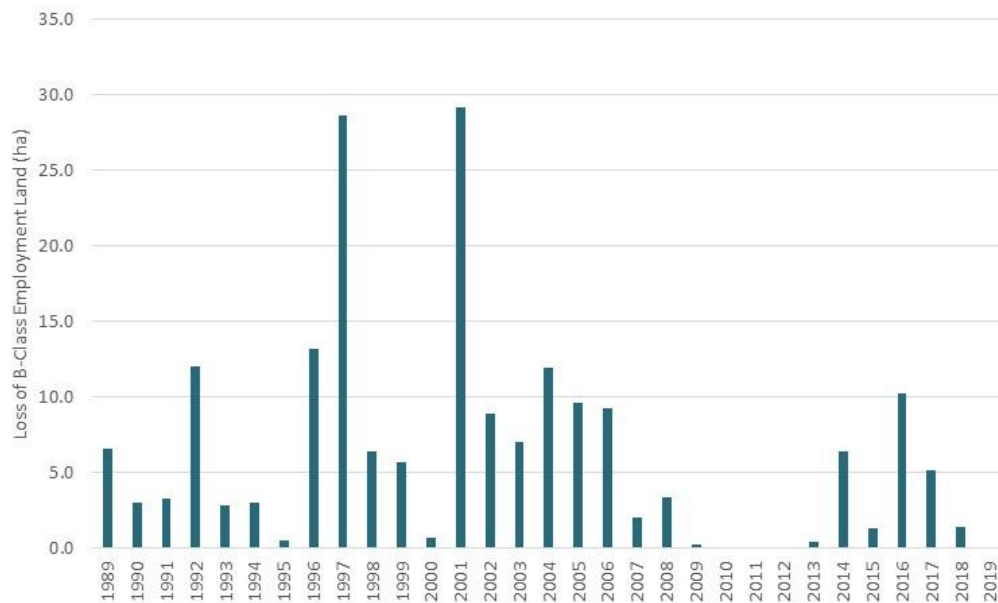
Figure 4.4 Take-Up of B-Class employment land in Sheffield City, 1989 - 2019



### Losses

4.10 In terms of losses, Figure 4.5 indicates that these have fluctuated very significantly over the 31-year period to 2019 peaking at 29.2 ha in 2001, with a low of zero in the years 2010-2012. Overall, 192.4 ha of B-Class land has been lost to alternative uses in the 31 years to 2019 at an average of 6.20 ha annually. This equates to 5.32 ha net annually. Over the short to medium term, 24.97 ha was lost in the 10 years to 2019 at a much lower annual rate of 2.5 ha. This equates to 3.09 ha net annually.

Figure 4.5 Losses of B-Class employment land in Sheffield City, 1989-2019



Source: SCC/ Lichfields Analysis

## Conclusions

- 4.11 Sheffield has approximately 4.3 million sqm of employment floorspace, which is dominated by industrial (factory and warehousing) uses. However, over time industrial space has gradually decreased whilst the level of office floorspace has increased. The office stock is predominantly focused within the City Centre and disperses the further one moves out of the centre. In comparison, industrial stock is focused around the north and east of the City Centre within the AMID, with a cluster of sites to the south east.
- 4.12 Over the years, the rate of employment development has fluctuated, peaking in 2006 when the main driver was the delivery of over 29 ha for B8 warehousing use. Over the past 12 years completions totalled 62.1 ha, an average of 5.2 ha. Overall, the gross annual completion rate has averaged 11.53 ha over the long term (1989-2019), compared to 5.63 ha over the past decade (2010-2019).
- 4.13 Losses have also fluctuated significantly over the years. Overall, 192.4 ha of B-Class land has been lost to alternative uses in the 31 years to 2019, at an average of 6.20 ha annually. However, over the short to medium term, 24.97 ha was lost in the 10 years to 2019, at a much lower annual rate of 2.5 ha
- 4.14 A number of key drivers and macro trends are likely to influence the type, scale and locational of requirements for employment space in the City over the plan period, including self-employment and homeworking and increasing use of technology amongst many growth sectors. It is therefore important that SCC monitors and responds to these changing preferences, to ensure that business needs can be met within Sheffield.

## SWOT

- 4.15 Drawing together the above analysis, the study area's economic strengths and weaknesses, together with the potential opportunities and threats which will influence future demand for employment space are summarised in Table 4.1.

Table 4.1 SWOT Analysis of the Sheffield Economy

Current Strengths	Current Weaknesses
<ul style="list-style-type: none"> <li>• Highly qualified labour force in Sheffield compared to regional and national average</li> <li>• Strong connectivity via road, rail and other public transport options</li> <li>• A relatively high level of self-containment (commuting rate) and a net inflow of workers</li> <li>• A high proportion of working age residents qualified to degree level or above.</li> <li>• Peak District National Park covers the west of the City, contributing to Sheffield’s quality of life offer.</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of a clearly defined and branded office core within the City Centre</li> <li>• Pockets of severe deprivation to the north and east of the City</li> <li>• Employment in traditional manufacturing jobs is anticipated to continue declining in the future</li> <li>• Tightly drawn Green Belt and National Park boundaries, limiting expansion</li> </ul>
Current Opportunities	Current Threats
<ul style="list-style-type: none"> <li>• Strong track record in Knowledge Based Industries and advanced manufacturing, providing opportunities to grow.</li> <li>• Development of HS2 represents an opportunity to further improve the connectivity of the local area.</li> <li>• In a similar vein, Northern Powerhouse Rail provides significant opportunities to improve linkages through new and upgraded lines between Sheffield, Manchester, Doncaster, Hull and beyond</li> <li>• Highly skilled workforce</li> </ul>	<ul style="list-style-type: none"> <li>• Further decline of traditional manufacturing industry/employment and associated contribution to GVA</li> <li>• Changing work patterns including increased home working, advance technologies and self-employment</li> <li>• Continued macro-economic uncertainty regarding Brexit</li> </ul>

## 5.0 **Commercial Property Market**

- 5.1 This section of the report provides an overview of the property market from a national and local perspective. It looks at the key office and industrial employment locations in Sheffield and provides an opinion on rents and land values. This has been informed by a review of market trends and secondary data, as well as consultations with a number of stakeholders such as commercial agents and developers active in Sheffield and the wider market area. This section also provides additional commentary derived from the stakeholder discussions.

### **National Economy**

- 5.2 The political uncertainty surrounding Brexit and the coronavirus continues to loom large over any attempt to project where the United Kingdom [UK] may be heading. Research by Experian suggests that a no deal Brexit may have a particular impact on industrial sectors that are most exposed, such as chemicals and transport equipment, whilst having less of an impact on sectors such as public administration & defence, utilities and agriculture.
- 5.3 On the 31<sup>st</sup> July 2019, the Government also announced that it was doubling Brexit funding for this year, with £1.1 billion being provided to departments and the devolved administrations immediately, and a further £1 billion made available to enhance operational preparedness this year if needed. This announcement was made following the Conservative Party's selection of Boris Johnson as the new Prime Minister, who assumed office on 24<sup>th</sup> July 2019. At the time of writing (March 2020) a Brexit deal has been agreed in principle with the EU and withdrawal agreement has been approved. Detailed trade negotiations have begun, with a transitional period to prepare for the new rules. The UK could still leave with no deal at the end of a transition period.
- 5.4 How Britain negotiates its trade deals and border control will have a significant impact on the industrial market in particular, as the UK exported £289 billion to the EU in 2018 alone<sup>26</sup> (46% of all UK exports). A delay on negotiations until after the UK's formal withdrawal gives rise to the potential for prolonged uncertainty over the industrial occupational market.
- 5.5 The continuing uncertainty around how the UK will leave the EU will inevitably have an effect on both the office and industrial occupational market with occupier behaviour being stifled over the short-term until there is more certainty in the market. Over the medium-term, history has shown business to be highly flexible and adaptable to changing operating environments. Real estate professionals have reported that the initial shock has been overcome and as the economy stabilises, businesses will reconnect with the underlying qualities of the UK as a business location. Strengths range from low corporate tax rates, a strong and equitable legal system, the large consumer market, and its skilled and educated workforce.
- 5.6 The new Chancellor delivered this Government's first budget statement in March 2020, setting out the Government's ambitious plans for the post-Brexit economy but in the context of the immediate uncertainty surrounding coronavirus. It was the first opportunity for this Government to set out its direction of travel for public spending and its ambitions to 'level up' different parts of the country.
- 5.7 With transport key to levelling up the country and HS2 already confirmed, the Budget provided further commitment to transport infrastructure funding with the Manchester-Leeds leg of the Northern Powerhouse Rail line and the Midlands Rail Hub package green lit. Less expected was the Government's £27bn investment for strategic roads to 2025.

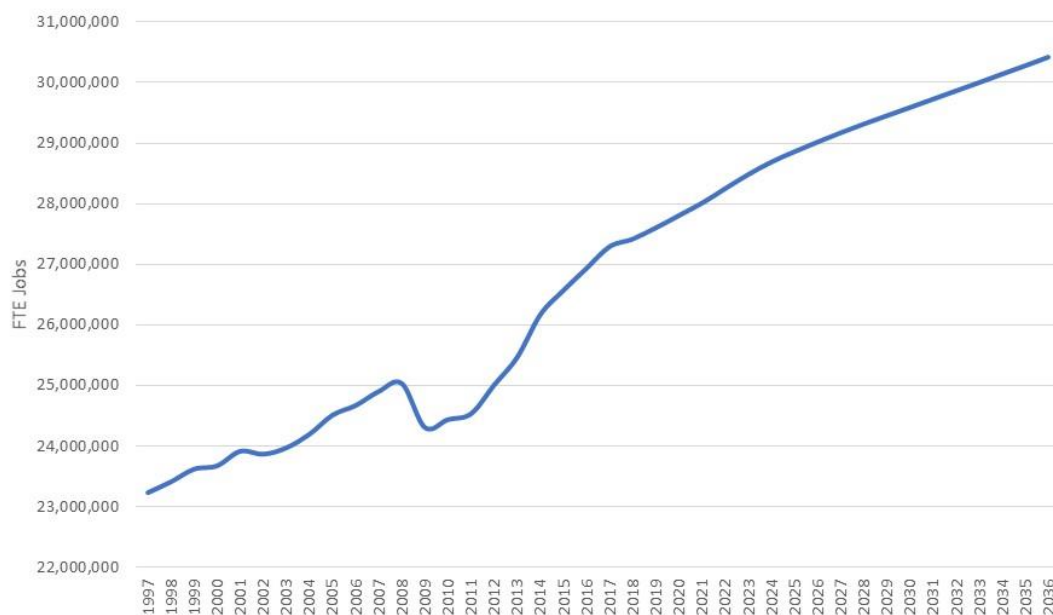
---

<sup>26</sup> House of Commons Library (July 2019): *Statistics on UK-EU trade*



- 5.8 The UK's growth forecasts have been downgraded by the Office for Budget Responsibility [OBR] (by 0.5%) due largely to the likely fall in potential productivity and migration as a result of leaving the European Union. The UK economy is now expected to grow by 1.1% this year down from 1.4% in last year's forecast. However, these forecasts were before considering the still unknown (at the time of writing) effects of coronavirus for which the OECD has warned could halve world economic growth in 2020, and the Chancellor warned could keep up to 20% of the labour force out of work at any point.
- 5.9 This coincided with an emergency cut in interest rates from 0.75% to 0.25%, and then 0.1%, announced by the Bank of England. With the prospect of slower economic growth, and a Government keen to invest, the fiscal rules of the last decade have been re-cast. Some £600bn has been committed to infrastructure projects over the next five years, the biggest commitment to spending for a generation.
- 5.10 Over the period 2000-2018, the UK economy grew by a Compound Annual Growth Rate [CAGR] of 0.82% annually, a net growth of 3.74 million. The dip following the 2008/09 recession is of course pronounced, and it was not until 2013 that the economy recovered to its pre-recession levels. However, the well documented surge in employment since 2011 has lifted the economy to 27.41 million FTE jobs by 2018, although questions remain about the quality of many of the jobs on offer given the flatlining productivity levels. The unprecedented coronavirus situation means that all bets are off regarding the UK economy's performance over the coming months and it seems likely that a recession, and potentially a very severe one, is in the offing.
- 5.11 The subsequent job growth analysis is based on modelling produced by Experian in 2019, before the onset of the coronavirus and with a considerable amount of Brexit uncertainty still looming over the forecasts. Bearing these very significant caveats in mind, according to Experian (in 2019) there was anticipated to be a gradual slowing down of the economy post 2019, by 2036 it is anticipated that the UK economy will have grown by 3 million jobs from 2018, a CAGR of 0.563% annually.

Figure 5.1 UK FTE Jobs Growth 1997-2036



Source: Lichfields' analysis / Experian REM 2019

5.12 The 2019 Experian REM figures are presented in Table 5.1. They indicate that the industries that saw the greatest proportional growth since the turn of the century are also likely to be the sectors driving the UK economy forward as we move towards 2036 (albeit of varying magnitudes), and vice versa. Public Services (encompassing education, health and social care) are likely to comprise well over a third of all new jobs over the next 18 years or so, with Professional and Other Private Services the next most significant growth sector, at almost 650,000 FTEs. Other key drivers include Accommodation, Food Services and Recreation (+21%) and Transport & Storage (+20%).

Table 5.1 Forecast FTE Job change across the UK, by Industrial Sector

	Past Growth 2000-18		Future trends 2018-36	
	+/-	%	+/-	%
Accommodation, Food Services & Recreation	507,570	28%	493,650	21%
Agriculture, Forestry & Fishing	-40,670	-16%	-12,220	-6%
Construction	60,530	4%	188,100	13%
Extraction & Mining	-18,970	-24%	-5,880	-10%
Finance & Insurance	12,430	1%	133,000	14%
Information & communication	267,260	28%	150,610	12%
Manufacturing	-1,270,920	-33%	-366,590	-14%
Professional & Other Private Services	1,792,030	45%	649,970	11%
Public Services	1,591,680	31%	1,202,350	18%
Transport & storage	314,140	25%	309,030	20%
Utilities	100,550	39%	16,720	5%
Wholesale & Retail	424,810	11%	241,570	6%
<b>Industry Total</b>	<b>3,740,440</b>	<b>16%</b>	<b>3,000,310</b>	<b>11%</b>

Source: Experian REM 2019 / Lichfields Analysis

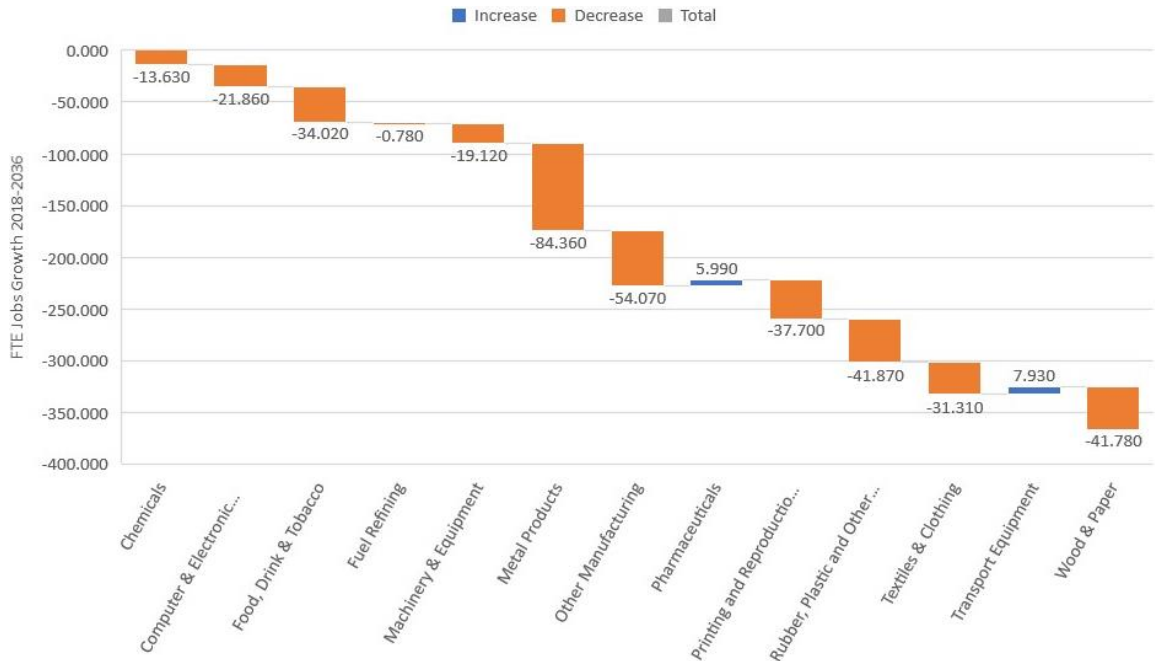
5.13 Conversely, both Agriculture and Extraction & Mining are forecast to see job declines of -6% and -10% respectively. The biggest decline, in both absolute and proportional terms, is in Manufacturing, which across the UK is projected to fall by 366,590 FTE jobs, or 14%. Although this is well below the precipitous fall in jobs since 2000 (and beyond), it is nevertheless a major concern given that many parts of the Sheffield City Region remain reliant on the traditional manufacturing sectors (although Sheffield City itself is likely to be less affected given its greater reliance on white collar office and advanced manufacturing jobs).

5.14 There are, of course, caveats to all this. First and foremost, these are 'policy off' baseline projections that do not take into account policy and fiscal interventions which always have the possibility to stimulate change. Econometric forecasting almost invariably shows a loss of manufacturing employment but there has been evidence that the sector's employment has held up in SCR in recent years, in part due to interventions made in the sector.

5.15 There are also contrasting growth prospects for different sectors within the overall 'Manufacturing' cluster. As can be seen in Figure 5.2, across the UK over the next 18 years or so, the major losers in terms of job declines in the broad Manufacturing sector are anticipated to be in Metal Products, with a loss of over 84,000 jobs (which is particularly concerning for Sheffield City, although GVA has actually increased in this sector), followed by Other Manufacturing (-54,070) and Rubber, Plastic and Other Non-Metallic Mineral Products (-41,870). Conversely,

certain higher value manufacturing sectors, notably Pharmaceuticals and Transport Equipment, are actually expected to see an increase in jobs growth (of 5,990 and 7,930 FTEs respectively).

Figure 5.2 UK Manufacturing sectors FTE Jobs Growth 1997-2036



Source: Lichfields' analysis / Experian REM 2019

## Sheffield Overview

5.16 Despite the uncertainty of short and medium economic forecasting at the macro level, agents were positive regarding the performance and potential growth of the Sheffield economy. One of the reasons for this optimism was the continued success of the Advanced Manufacturing and Innovation District (AMID) and the relationship between the city's manufacturing and industrial base and the Universities – a key asset of the Sheffield economy.

5.17 Sheffield City Centre is also now developing strength as a commercial centre, although it still does not operate at the same level as other major commercial centres such as Manchester or Leeds. That said, it remains the main focus for the office market in the Sheffield City Region, and the development of St Paul's Place as a landmark business location has attracted high profile occupiers to the City Centre. However, agents were still keen to stress that the office sector in the City Centre is fragmented and that Grade A office space can be hard to find as discussed in further detail below.

## Industrial and Logistics Space

5.18 As noted in Section 2.0 of this report, the PPG<sup>27</sup> recognises that the logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land).

5.19 For industrial and logistics space, the market is considered to have performed well over recent years. This has in part been spurred on by the lack the lack of speculative development,

<sup>27</sup> ID 2a-031-20190722

particularly from medium to large occupiers. An anomaly was Clipper Logistics leasing 615,000 sq.ft at Sheffield 615, which was the largest letting of an existing unit across the UK in 2018. There are signs that this is changing, as developers PLP are currently on-site at Bessemer Park at junction 34 of the M1 with the development of a 45,000 sq.ft and 134,000 sq.ft unit.

5.20 Smaller developments (below a 30,000 sq.ft threshold) can suffer from viability difficulties in terms of achieving a suitable developer profit for construction, despite there being strong interest in the market for smaller units.

5.21 Sheffield is the prime industrial market within the South Yorkshire region and there is considered to be a limited supply of suitable sites along the M1 corridor between junctions 33 – 34. Agents noted a need for additional level sites to the east of Sheffield close to the motorway. It was also suggested that some occupiers have complained about air quality concerns around junction 34 of the M1.

5.22 Headline rents for Sheffield City from H2 of 2018 are set out in Table 5.2 below.

Table 5.2 Sheffield City Headline rents (H2 2018)

Unit size	£ per sq.ft
Under 20,000 sq.ft	£6.00
20,000-50,000 sq.ft	£6.25
Over 70,000 sq.ft	£5.75

Source: Knight Frank Logistics and Industrial 2019 Review

5.23 During stakeholder discussions the AMID was recognised as the most important industrial location in Sheffield and the wider City Region. It is the UK base for a number of globally recognised innovation, research and technology businesses including:

- Boeing's 67,000 sq.ft manufacturing site – the company's only European manufacturing base;
- The Rolls-Royce Factory of the Future (FoF);
- McClaren's £50m composites technology centre; and
- Other blue-chip occupiers such as Nikken, Metalysis, PES Performance, MetLase, Iceotope, Dormer, Sandvik, Atkins Global, ITM Power, and PCM

5.24 In identifying areas where the AMID could be improved, stakeholders noted that the Local Development Order [LDO] within the AMID had now expired (although it was felt that the benefits of the LDO were very limited in any event as it was not used in the 6 years of its existence). It was also mentioned that plots need to be suitable to accommodate the needs of advanced manufacturing and innovation businesses, or that funding must be in place to make plots suitable if appropriate occupier interest materialises. Given the global nature of occupiers attracted to the AMID, Sheffield is likely to be competing with other sites elsewhere in Europe and around the world, and this can place greater onus on the City Council and SCR LEP to attract and secure investment.

5.25 The outlying industrial parks such as at Mosborough, Chapelton and Ecclesfield continue to play an important role for local and small to medium sized industry, where proximity to, and convenience for, the local workforce are of greater importance than access to the strategic road network.

5.26 There were differing views amongst stakeholders regarding the type of industrial and logistics space which needs to be provided in the future. Whilst some agents stressed the need for quality over quantity in future provision, it was also noted that many Sheffield companies relocate to

other authority areas such as Rotherham, Barnsley or Doncaster in the search for cheaper, lower grade space. It will therefore be important for Sheffield to maintain an appropriate mix of sites in order to attract higher-end occupiers and yet still retain its core indigenous employment base.

- 5.27 Stakeholder feedback indicated that marketing periods for multi-let sites would typically range from 6 – 12 months on a phased basis, whereas for speculative units, marketing periods of between 9 and 12 months would be expected.

### **Office Space**

- 5.28 As outlined above, the office market in Sheffield City Centre is relatively strong, and the City Centre is clearly the prime office market in the South Yorkshire Region. Agents advised that the office market weakens considerably in direct correlation to distance from the City Centre.

- 5.29 Take up of office space in H1 of 2019 was 266,196 sq.ft, up by 34% on H1 2018<sup>28</sup>. 45% of take up in Q2 of 2019 was from the Technology, Media and Telecommunications (TMT) sector, highlighting the importance of the sector to Sheffield's office market. Key recent transactions in the office market include the 20,000 sq ft freehold sale of Hallamshire Business Park to online educational publisher Twinkl, and the £8.80m sale of Aspect Court at Pond Hill by Regional REIT Ltd to Sheffield Hallam University. Prime rents for office space in Sheffield are presently stable at £25 per sq ft, although they are expected to rise to £26 per sq ft by the end of 2019.

- 5.30 A number of stakeholders stated that Sheffield suffers from a lack of an "office core" or designated commercial quarter in the City Centre. St Paul's Place, which boasts occupiers including DLA Piper, Handelsbanken and governmental offices for the Department for Business Energy and Industrial Strategy, has been a highly successful office development for the City Centre. However, it is perceived by some in the industry as an isolated development which is not of a sufficient magnitude to be considered an office quarter in its own right. Elsewhere, the redevelopment of Kelham Island has also been successful, but there is considered to be limited connectivity between these two emerging prime office locations.

- 5.31 There was a view amongst stakeholders that good Grade A office space remains difficult to find, a point that is backed up by evidence from Lambert Smith Hampton which indicates that Grade A space fell to a historic low of 116,000 sq ft in 2018<sup>29</sup>. Furthermore, Knight Frank's 2019 Q2 Office Market Update states that only 85,000 sq ft of Grade A office space in Sheffield City was marketed in Q2 of 2019, 71% below the 10 year quarterly average<sup>30</sup>.

- 5.32 Stakeholders advised that the office market is driven by pre-lets, and that a number of sites with planning permission are not built out until a tenant has been confirmed.

- 5.33 Stakeholders noted that a number of low-quality office sites have been converted to student residential and C3 residential accommodation. Additionally, office proposals are sometimes losing out on sites to purpose built student residential schemes which are often considered to be more financially viable.

### **Future Growth Potential**

- 5.34 Within Sheffield City there is significant growth potential within the AMID, which benefits from high profile occupiers, excellent connectivity and ready access to labour markets. Agents identified land to the immediate south of Sheffield Business Park Phase 2 (the previous Sheffield Airport site) as being suitable for future expansion. This land is currently designated as part protected Open Space and part Green Belt in the adopted Sheffield Unitary Development Plan

---

<sup>28</sup> <https://content.knightfrank.com/research/1789/documents/en/uk-cities-sheffield-q2-2019-6539.pdf>

<sup>29</sup> <https://www.lsh.co.uk/explore/research-and-views/news/2018/dec/strength-in-depth-boosts-yorkshire-office-market>

<sup>30</sup> <https://content.knightfrank.com/research/1789/documents/en/uk-cities-sheffield-q2-2019-6539.pdf>

[UDP], but it may be argued that it only serves a limited Green Belt function and represents the largest amount of available open land in Sheffield's half of the AMID.

- 5.35 Elsewhere in the City, agents commented that the land around the former Ski Village at Parkwood Springs could present an opportunity for medium to long term development, building on the success of nearby Kelham Island. However, it is noted that the topography in this part of the City is challenging and that local roads and links to the strategic highway network are congested.
- 5.36 As discussed above, there is an opportunity for the Council to create a defined office quarter in the City Centre within the emerging Local Plan. A consolidation of office uses, perhaps linked to the successful St Paul's Place, could help strengthen the office market in Sheffield so that it is comparable to other major northern cities such as Leeds and Manchester, and help stimulate speculative Grade A office development. No view was given as to how this would relate to the current Core Strategy Priority Office Areas or the Proposals Map in the 2013 draft City Policies and Sites consultation.
- 5.37 More generally, Knight Frank identified that demand for larger units will continue to grow, principally driven by third party logistics providers. The Council may therefore wish to look for large level sites with good motorway access to capitalise on this demand, such as at junction 35 of the M1. The Council will need to consider whether Sheffield is in a position to offer these types of site, or whether the demand would need to be met elsewhere in the SCR.
- 5.38 Local agents advised that whilst speculative development was viable as a result of sufficient occupier demand, prohibitive construction costs were ultimately rendering speculative proposals unviable, and this situation is not expected to change in the near future.

## **Conclusions**

- 5.39 Sheffield has a unique asset in the AMID and this is perhaps the most important employment location in the South Yorkshire region. It is expected to be the focus of industrial and research and development growth. The industrial market is generally strong across the City, although speculative development remains relatively uncommon. This lack of speculative development is understood to be as a result of prohibitive development costs rather than a lack of demand from occupiers.
- 5.40 In recent years Sheffield has suffered from a lack of available Grade A office space. There was a consensus amongst the agents which Lichfields engaged with that the lack of a defined 'office core' in the City Centre was hampering the growth of the office market. This in turn could be limiting the amount of speculative office development which is taking place, although competition from higher value residential and purpose-built student accommodation schemes is also considered to be a factor in this.
- 5.41 St Paul's Place has been a successful office-led development in the City Centre and this represents an opportunity for the Council to create a defined cluster of Grade A office space which attracts high value occupiers.
- 5.42 Agents also identified potential opportunities to expand the AMID offer to the south of the Sheffield Business Park Phase 2 site, and the third party logistics centre continues to grow – necessitating medium to large sites with good access to the strategic road network.

## 6.0 **Review of Employment Sites Portfolio**

### **Introduction**

6.1 This section presents the findings from the employment land supply assessment. This considered the characteristics and quality of land and sites in Sheffield and their suitability and deliverability to meet future employment development needs. The review focused upon sites and land currently in existing /allocated employment use as well as unallocated sites which were assessed to determine their suitability for employment use.

6.2 This ELR will take into consideration 81 potential employment sites as part of the analysis for the City's employment sites portfolio.

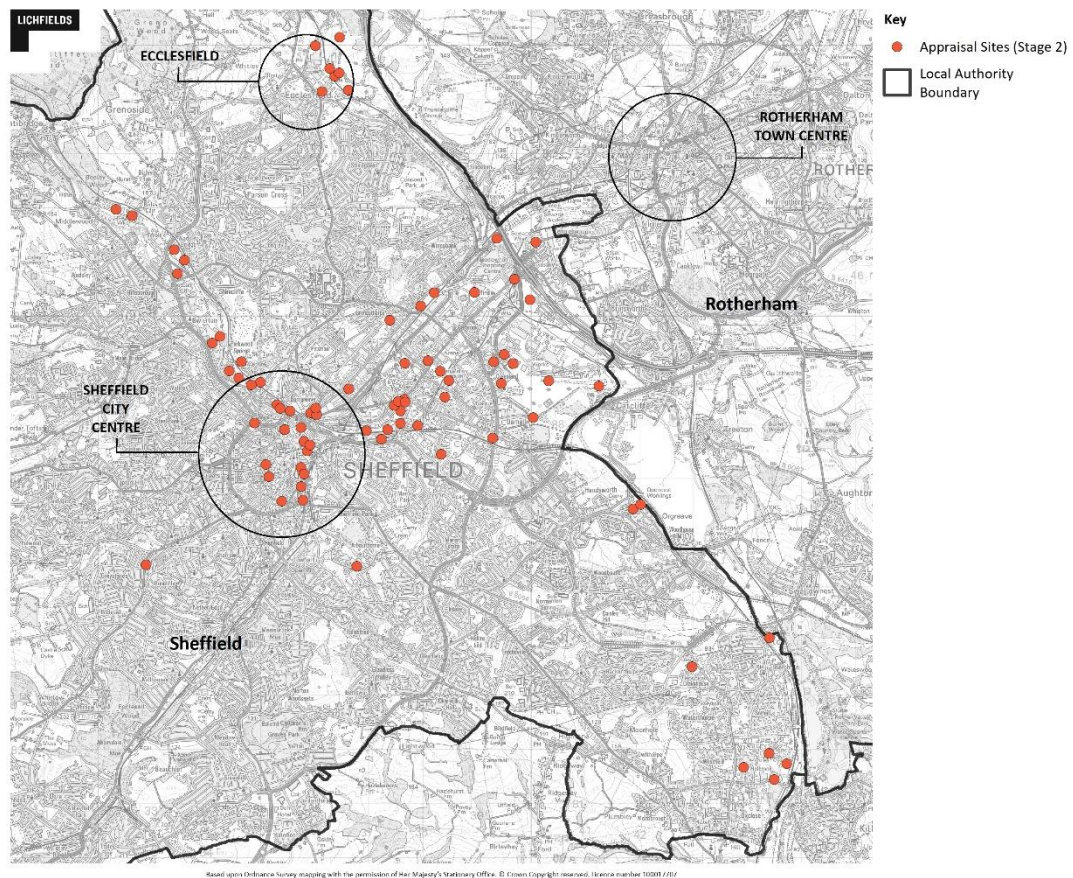
6.3 It is important to note that 16 out of these 81 sites identified, either in full or part, were appraised in the previous 2015 Joint Sheffield and Rotherham ELR and many more in the 2013 Sheffield ELR. These are:

- Land at Penistone Road North
- Ripon Street/Woodbourn Hill
- Shepcote Lane/Europa Link
- Former Asda Site Orgreave Place 1
- Vantage Riverside
- Mosborough Wood Business Park
- Site of Doncasters, between Rivers Loxley and Don
- Smithywood, Cowley Hill, Chapeltown
- Outokumpu, Shepcote Lane
- Former Dr John Worrall Street, Attercliffe
- West Bar Triangle
- Next to Arthur Lee Works, Loicher Lane, Ecclesfield
- Broadlands, Lumley Street
- Beeleywood, Claywheels Lane
- Nunery Sidings (East)
- AMRC Campus, Land to the north west of Europa Link

### **Overview of Assessed Sites**

6.4 In consultation with the Council it was agreed that the assessment should be focused on 81 potential employment sites. The location of these sites is presented in Figure 6.1, with detailed site proformas for the assessed sites provided in Appendix 1.

Figure 6.1: Map of Sites Assessed



Source: Lichfields

- 6.5 Whilst not formerly allocated as employment sites, the majority of sites that have been assessed are located within General Industry Areas (preferred B2 and B8 use), Fringe Industry and Business Areas (preferred, B1, B2 and B8 uses) and Business Areas (preferred B1 use) as defined in SCC’s Saved UDP Proposals Map. In addition, several preferred locations have been identified within the Core Strategy under Policy CS3 (Preferred Location for Office Development), CS4 (Offices in the City Centre) and Policy CS5 (Locations for Manufacturing, Distribution/Warehousing and other Non-office Businesses).

### Approach

- 6.6 It is vital that LPAs identify a future supply of land which is suitable, available and deliverable for economic development uses over the plan period. Identifying such a supply will help enable the City to respond to business requirements and meet its objectively assessed economic development needs.
- 6.7 The 81 potential sites were inspected for their suitability for employment use in line with the former Practice Guidance and the site survey information identified within paragraph 015 of the Housing and Economic Land Availability Assessment (HELAA) guidance (ID: 3-015-20190722). This focused on the following criteria:
- 1 Site description including size, boundaries and location and current land use;
  - 2 Physical limitations or problems such as strategic road/local access, infrastructure, ground conditions, flood risks, pollution or contamination (where known);



- 3 Potential impacts including the effect upon nature and heritage conservation;
- 4 Consistency with the development plan policies;
- 5 Appropriateness and likely market attractiveness (including vacancy and market activity on site) for the type of development proposed;
- 6 Proximity to labour and services;
- 7 Barriers to, and timescales for, delivery; and,
- 8 Environmental/amenity impacts experienced by would be occupiers and neighbouring areas;
- 9 Initial assessment of whether the site is suitable for a particular type of use or as part of a mixed-use development

- 6.8 In addition to the above criteria, the assessment also considered other site-specific factors such as their policy status, planning constraints and suitability for specific uses. Although flood risk was considered as a part of this assessment, it is recognised that being in a flood zone does not necessarily preclude some types of commercial uses from coming forward for development. The assessment of gross site areas to net developable areas was based upon standard plot adjustment assumptions as set out in Appendix 2, except where site specific factors required adjustments, for example if steep topography further limited the net developable area. Sites that are fully developed are given a net developable area of 0 ha. Fully developed sites recommended as being suitable for employment use do not contribute to the City's future employment land supply.
- 6.9 The site visits were supplemented by discussions with key stakeholders including commercial agents, developers and Officers across different services at the Council. The assessments also reviewed data such as relevant planning policy, flood risk, listed buildings status, conservation areas and relevant planning history.
- 6.10 Individual proformas for the assessed sites are included in Appendix 1, which provides photographs, red-line boundaries on aerial maps, descriptions, assessments, the final rating and recommendation for each of the assessed sites. Details of the criteria used to rate these sites are contained in Appendix 3.
- 6.11 The criteria rating categories of 'very good', 'good', 'average' and 'poor' are intended to provide a broad indication of the overall quality of employment land supply rather than a comparison of one site against another.
- 6.12 It should be noted that the assessment process in itself does not necessarily provide a complete picture of the local significance of certain sites. For example, a site could be assessed to have the potential to satisfy particular business and sector needs (i.e. which can be important reasons for retaining the site) even if it does not perform well against conventional site assessment criteria. A wider commentary is therefore provided to supplement the formal rating exercise.

## **Overview of Sites**

- 6.13 In overall terms, a total of 81 sites comprising 244.61 ha (gross) have been reviewed.

## **Site Assessment Results**

- 6.14 The final recommendation for each site is informed by the site assessment and commentary (in Appendix 1) but is essentially based on a rounded qualitative judgement which reflects a detailed consideration of the following key issues:

- 1 **Sustainability** –whether a site demonstrates characteristics that make it sustainable, such as being: previously developed land; accessible by public transport; compatible with neighbouring uses; and in an area at a lower risk of flooding;
- 2 **Market Attractiveness** - whether a site is: likely to be commercially attractive from a developer’s perspective (taking into account the possible need for site remediation, levelling and off-site and on-site infrastructure work); in an area of strong demand; and likely to be viewed as attractive by agents/occupiers;
- 3 **Policy Adherence** - whether there are any known policy constraints affecting the site or immediate surrounding area. These may relate to the natural, built and/or historic environment, such as whether the site lies within the Green Belt.

6.15 Overall, the site assessments indicate that the City has a reasonable range of employment sites of varying quality and type. The majority of sites assessed accommodated a mix of B2 and B8 uses. B1 office sites were generally located within or close to the City Centre.

6.16 A summary of site rankings is provided in Table 6.1, with a summary of the site assessments in Table 6.2.

Table 6.1 Site Scoring Summary

Site Score	Number of Sites	Size (ha) gross	Size (ha) net
Very Good	17	119.44	85
Good	31	68.29	36.88
Average	27	49.31	22.7
Poor	6	7.57	0.00
<b>Total</b>	<b>81</b>	<b>244.61</b>	<b>144.58</b>

Source: Lichfields Analysis

Table 6.2 Summary of Site Assessments for 2020 ELR

Site Reference	Site Name	Size (net ha)	Site Rating (no. sites)	Recommendation
S00013	Heart of the City II	2.35*	<b>Very Good (17)</b>	Allocate for mixed use with an element of employment
S00746	West Bar Triangle	1.00*		Allocate for employment use
S02098	Carver Lane/Holly Street	0.37		Allocate for mixed use with an element of employment
S03078	Castlegate (Shude Hill)	0.26		Allocate for employment use
S03080	Castlegate (Exchange Place)	0.08		Allocate for employment use
S03161	Doncaster St/Shepherd St	0.90*		Allocate for employment use
S03165	River Don District, Weedon Street	16.60		Allocate for mixed use with an element of employment*
S03171	Catley Road	0.47		Allocate for employment use

S03176	Outokumpu, Shepcote Lane	17.58		Allocate for employment use
S03180	Sheffield Business Park Phase 2	22.60		Allocate for employment use
S03181	Shepcote Lane/Europa Link	0.00		Retain protection as B-Class employment land
S03190	Adjacent Former Hydra Tools, Nether Lane, Ecclesfield	0.67		Allocate for employment use
S03195	Smithywood, Cowley Hill, Chapeltown	11.32		Allocate for employment use
S03218	Europa Link	0.80		Allocate for employment use
S03765	AMRC Campus, Land to the north west of Europa Link	10.00		Allocate for employment use
S03766	Ferraris Piston Services Ltd, 5 Parkway Rise	0.00		Retain protection as B-Class employment land
S03767	Ancon Building Products, 9 President Way	0.00		Retain protection as B-Class employment land
S00740	Castle Markets	1.36*		Good (31)
S00822	Mosborough Wood Business Park	7.9	Allocate for employment use	
S00823	Co-op, Banner Cross Shopping Centre	0.00	Not suitable for allocation	
S00827	Former Dr John Worrall School, Attercliffe	0.64	Allocate for employment use	
S01837	Land And Buildings At Sidney Street, Matilda Street, Arundel Street And Sylvester Street, Sheffield, S1 3RA	0.35	Allocate for mixed use with an element of employment*	
S02704	Land at 48 Suffolk Road, S2 4AF	0.00	Not suitable for allocation	
S02093	In front of Midland Station	0.53	Allocate for employment use	
S02416	Land at Penistone Road North	2.00*	Allocate for mixed use with an element of employment*	
S03081	Alsing Road	5.54	Allocate for employment use	
S03099	Former Asda site Orgreave Place 1	1.02	Allocate for employment use	
S03154	Upwell Street/Colliery Road (North)	1.27	Allocate for employment use	
S03158	Oakham Drive	0.00	Retain protection as B-Class employment land	
S03160	Land at Rear of No 2 Hunsley Street	0.37	Allocate for employment use	

S03167	Barleywood Road	0.67		Allocate for employment use
S03170	Calor site, Shepcote Lane	1.37		Allocate for employment use
S03173	Scaffold Yard, Orgreave Place	0.52		Allocate for employment use
S03182	Vantage Riverside	0.00		Retain protection as B-Class employment land
S03185	Airflow Site, Claywheels Lane	2.36		Allocate for employment use
S03189	Beeleywood, Claywheels Lane	4.90		Allocate for employment use
S03194	Next to Arthur Lee Works, Loicher Lane, Ecclesfield	0.40		Allocate for employment use
S03212	New Street, Longacre Way	0.51		Allocate for employment use
S03213	Meadowbrook Park	0.00		Retain protection as B-Class employment land
S03215	Rotherham Road, Beighton	0.82		Allocate for employment use
S03223	Sheffield Interchange, Pond Street	0.00		Not suitable for allocation
S03227	Upwell Street/Colliery Road (South)	0.00		Retain protection as B-Class employment land
S03239	Harvest Lane, S3 8EQ	0.00		Retain protection as B-Class employment land
S03494	Former Hartwells Site	0.46		Allocate for employment use
S03646	Curtilage Of BOC Ltd, Rother Valley Way	1.31		Allocate for employment use
S03764	Olympic Legacy Park, Lower Don Valley	0.00		Retain as mixed use with an element of B class employment*
S03768	Newhall Road Business Park	2.34		Allocate for employment use
S03769	Pennine Foods Ltd, Drake House Crescent	0.25	Allocate for employment use	
S00768	Attercliffe Canalside	3.55*		Allocate for mixed use with an element of employment*
S00769	Fitzalan Works, Effingham St, Attercliffe	0.85		Allocate for mixed use with an element of employment*
S00772	Spartan Works	0.3		Allocate for mixed use with an element of employment*
S03177	Pic Toys, off Darnall Road	1.00		Allocate for mixed use with an element of employment*
S00775	Site adj to Fitzalan Works	0.00		Retain allocation for mixed use including an element of employment use.

S00777	Pinfold Works, Staniforth Road	0.20	<b>Average (27)</b>	Allocate for mixed use with an element of employment*
S02893	Darnall Works	2.00*		Allocate for mixed use with an element of employment*
S00795	Loicher Lane	0.00		Retain protection as B-Class employment land
S00818	Site of 26 Station Road, Ecclesfield	0.00		Retain protection as B-Class employment land
S02833	Land to the east of rail line and south of Loicher Lane	1.49		Allocate part of the site for employment use
S03196	Yarra Industrial Estate, Loicher Lane	1.06		Allocate for employment use
S03238	Mowbray Street/ Pitsmoor Road	0.16		Allocate part of the site for employment use
S03168	Broadoaks	0.41		Allocate for employment use
S03179	Ripon Street/Woodbourn Hill	0.59		Allocate for employment use
S03174	Former Sheffield Tipper's site, Sheffield Road	0.86		Allocate for employment use
S01222	Gas Holder Site, Neepsend Lane / Parkwood Road	1.20		Allocate for employment use
S00833	Neepsend Gas Works Tip	0.00		Retain protection as B-Class employment land
S03186	Land at Wardsend Road	0.50		Allocate for employment use
S03188	Site of Doncasters, between Rivers Loxley and Don	1.20		Allocate for employment use
S03175	Lumley Street	2.60		Allocate for employment use
S03187	Land at Wardsend Road North	0.69		Allocate for employment use
S03156	Cannon Brewery/Hallamshire Works	0.20		Allocate for employment use
S02891	Pitsmoor Road/Chatham Street/Swinton Street	1.31*		Allocate for mixed use with an element if employment use*
S03169	Broadlands, Lumley St	1.20		Allocate for employment use
S03184	Nunnery Sidings (East)	1.19		Allocate for employment use
S03496	Land at Club Mill Road / River Don A	0.00		Retain protection as B-Class employment land
S03757	Conquest/Waverley House, Joiner Street & Wicker Lane	0.14		Allocate for employment use
S00811	Beldon B, Norfolk Park	0.00		<b>Not suitable for allocation</b>

S00063	Spital Hill Employment Zone 1	0.00	<b>Poor (6)</b>	Not suitable for allocation
S00063	Spital Hill Employment Zone 2	0.00		Not suitable for allocation
S02911	Harmer Lane/Sheaf Street	0.00		Not suitable for allocation
S03159	Parkwood Springs Business Park	0.00		Not suitable for allocation
S03178	Prince of Wales Road/Station Road	0.00		Not suitable for allocation
<b>Total</b>		<b>144.58*</b>	<b>81 sites</b>	

\* Mixed use site. As such the amount to be occupied by B-Class uses is likely to be significantly lower than the net figure

- 6.17 Of the total number of sites assessed, 72 were considered suitable for employment and comprised a total net area of approximately 145 hectares.
- 6.18 The vast majority of the sites rated either 'very good', 'good' or 'average'. Whilst there are a few appraised sites which had some constraints in areas, even these sites fulfil wider functions that would justify their retention, in particular by providing cheap, cost effective accommodation for local businesses.
- 6.19 66 of the sites assessed are wholly or partly designated within an area with a preferred option of employment use as defined within the saved UDP Proposals Map and/or Core Strategy Policies CS3, CS4 and CS5. These designations include general industry areas, business areas and fringe industry and business areas.
- 6.20 The table above includes recommendations for sites which are considered to be suitable for mixed use with an element of employment space and as such the net figure for B-Class uses alone will be considerably lower than the overall net figure identified. The majority of these sites are located within the city centre and Attercliffe Canalside where mixed use development is considered most appropriate. The sites comprise the following:
- 1 Carver Lane/Holly Street
  - 2 Heart of the City II
  - 3 River Don District, Weedon Street
  - 4 Land and Buildings at Sidney Street, Matilda Street, Arundel Street and Sylvester Street, Sheffield, S1 3RA
  - 5 Land at Penistone Road North
  - 6 Castle Markets
  - 7 Olympic Legacy Park, Lower Don Valley
  - 8 Attercliffe Canalside
  - 9 Fitzalan Works, Effingham St, Attercliffe
  - 10 Spartan Works
  - 11 Pic Toys, off Darnall Road
  - 12 Site adj to Fitzalan Works, Attercliffe
  - 13 Pinfold Works, Staniforth Road
  - 14 Darnall Works

## 15 Pitsmoor Road/Chatham Street/Swinton Street

6.21 There are also several sites which have now been fully built out and therefore do not have any net available land. However, it is considered that these sites should still be retained for employment uses and protected going forward given that the sites are occupied by employment uses. These comprise:

- Shepcote Lane/Europa Link
- Ferraris Piston Services Ltd, 5 Parkway Rise
- Ancon Building Products, 9 President Way
- Harvest Lane, S3 8EQ
- Oakham Drive
- Vantage Riverside
- Meadowbrook Park
- Upwell Street/Colliery Road (South)
- Sheffield Interchange, Pond Street
- Olympic Legacy Park, Lower Don Valley
- Pennine Foods Ltd, Drake House Crescent
- Spartan Works
- Site adjacent to Fitzalan Works, Attercliffe
- Loicher Lane
- Site of 26 Station Road, Ecclesfield
- Neepsend Gas Works Tip
- Land at Club Mill Road / River Don A

6.22 There are 9 sites which are not considered to be suitable for employment use. These sites and the reasons behind the recommendations are outlined below:

- 1 **Land at 48 Suffolk Road, S2 4AF:** The site is a flat linear site located within Sheffield City Centre and is currently in use as a car dealership (Sui Generis). However, given that the site is currently occupied by Europa Car Dealership and there is no indication that the site will become vacant in the near future, it is considered that the site should not be allocated for employment use at this stage. However, it is considered that the site would be suitable for employment use should it become available in the future and should continue to be monitored going forward.
- 2 **Sheffield Interchange:** The site currently comprises the Sheffield Public Transport Interchange located on Harmer Lane. The site is in a prime central location, with neighbouring uses including offices and university buildings. Although suitable for office space, it is unlikely to become available for the foreseeable future and is not recommended to be allocated for employment uses at this time. However, it is considered that the site would be suitable for mixed use with an element of employment use if it became available in the future and should continue to be monitored going forward
- 3 **Spital Hill Employment Zone 1:** The site comprises a large parcel of land located off Spital Hill. Most of the site is vacant, with dense vegetation and steeply-sloping topography down from the north of the site. There are some vacant/derelict buildings located along the eastern border of the site. Due to the steep topography and lack of access to

services/labour, the remainder of the site is considered to be unsuitable for employment use and, if the site is cleared, it is considered that it would be better suited to residential development given its proximity to existing residential areas to the north. Therefore, it is recommended that the site is unsuitable for employment uses at this stage but should be monitored by the Council going forward for potential future development.

- 4 **Spital Hill Employment Zone 2:** The site comprises a small parcel of land located off Spital Hill to the north of Sheffield City Centre. There are a number of small retail units located along the east of the site fronting Spital Hill, with a church located to the south, on Handley Street. Due to the size of the site and the largely incompatible neighbouring uses, it is not considered that this would be a suitable B-Class allocation (particularly for B2/B8 uses).
- 5 **Co-op Banner Cross Shopping Centre:** The site is currently located within a District Centre and features a mixture of retail uses which is easily accessed off Ecclesall Road with leads to the A61 inner ring road to the north. Given that the site is currently unavailable, with a range of retail/commercial uses on site, it is considered that the site should not be allocated for B-Class employment uses. However, it is considered that the site would be suitable for mixed use with an element of office employment use should it become available in the future and should continue to be monitored going forward.
- 6 **Beldon B, Norfolk Park:** Whilst there is a health centre to the south of the site, the site is within a predominantly residential area with limited access to neighbouring services or other existing B-Class employment uses. Given the proximity to housing, it is considered that significant mitigation would be required for any potential B2/B8 employment development. It is likely to be more suitable for housing and/or associated amenity uses for the local area.
- 7 **Prince of Wales Road/Station Road:** The site is currently partly developed, with a local authority housing office located to the west of the site and car parking and a sub-station to the north. The remainder of the site is vacant and comprises dense vegetation. Given the site's established access and proximity to the wider road network, it is considered the site is suitable for retail uses within the District Centre, potentially with an element of B1a/b dependent on viability. Although it is recommended that the site is not allocated for B-Class employment use for the present, this should be monitored going forward.
- 8 **Parkwood Springs Business Park:** The site is currently disused, although at the time of the site visit it was apparent that the site was previously in use by New age travellers living near to the former Sheffield Ski Village, with a number of caravans located along Pickering Road, who have since vacated the site. Due to the site's challenging topography and poor access, this makes it unlikely to be a viable development site for B-Class employment use during the current plan period. However, the site should continue to be monitored by the Council going forward.
- 9 **Harmer Lane/Sheaf Street:** The site is located on the corner of Harmer Lane and Sheaf Street and currently comprises landscaped open space. The site is in a prominent location with good infrastructure and access to services and labour; however, its size and shape would likely restrict any substantial development on the site. On this basis, it is recommended that the site be retained as open space.

## Conclusions

6.23

Overall, the potential employment sites assessment indicates that Sheffield City contains a reasonable range of employment land spread across the City, which offer a variety of differing qualities and types of B-Class accommodation. The sites vary from large industrial estates in



established employment areas to remote rural locations; some containing multiple firms and others large, single occupiers.

- 6.24 Of the sites assessed, 66 have some level of Local Plan policy status/protection and are located in business or industrial areas as defined in the saved UDP Policies Maps and the Core Strategy. They are therefore afforded some degree of protection or preference above other non-employment uses.
- 6.25 Most of the sites within the City Centre were considered suitable for office space, with the majority recommended to be allocated as part of a mixed-use allocation as well as some individual employment allocations. Most sites further out of the City Centre were considered suitable to accommodate a combination of industrial (B1c/B2) and low-grade warehousing (B8) uses, often with ancillary offices. There were some sites which were deemed suitable for mixed use with an element of employment use and these were predominantly located along Attercliffe Canalside in addition to those identified within the city centre. The pro-formas in Appendix 1 provided site-by site details and recommendations.
- 6.26 The overall net figure in Table 6.1 and Table 6.2 includes those sites which are considered most suitable to be allocated for mixed use in accordance with neighbouring uses and/or local planning policy. Therefore, the actual net figure that could be attributable to B-Class uses alone will be somewhat lower.

## 7.0 Future Employment Land Requirements

### Introduction

7.1 This section considers the quantitative future economic growth needs in Sheffield City. A number of different growth scenarios are considered to test the likely need for employment land generated over the plan period 2018 to 2036. These scenarios consider the need for office and industrial (i.e. manufacturing and logistics) floorspace.

7.2 As well as considering the baseline forecast growth, the scenarios take into account past delivery of B-class employment space, the potential labour supply generated by housing growth scenarios, and aspirational ‘policy on’ growth aligned with the SCR SEP.

7.3 The forecast demand scenarios are based on a quantitative requirement and do not take into account qualitative factors that may influence the actual requirement.

### Methodology

7.4 The Framework requires local authorities’ strategic policies to “*set out overall strategy for the pattern, scale and quality of development, and make sufficient provision for: housing (including affordable housing), employment, retail, leisure and other commercial development*” [§20].

7.5 Considering this in evidence base terms, the Framework states that:

*“Significant weight should be placed on the need to support economic growth and productivity, taking into both local business needs and wider opportunities for development.”* [§80]

7.6 Within this context, a number of potential economic scenarios have been developed in this study to provide a framework for considering future economic growth needs and B-Class employment space requirements in Sheffield City up to 2036.

7.7 As discussed in Section 7 below, Lichfields has followed the approach outlined in the updated Planning Practice Guidance, modelling a range of scenarios including:

1. projections of employment growth in the main B-Class sectors (**labour demand**) derived from economic forecasts produced by Experian as part of its Regional Economic Model [REM];
2. consideration of **past trends in completions of employment space** based on monitoring data collected by SCC, and how these trends might change in the future; and,
3. estimating future growth of **local labour supply** based on the latest housing requirements contained the Ekosgen modelling produced on the Council’s behalf in 2015, and the amount of jobs and employment space that this could support, based on their demographic model runs.

7.8 All these approaches have limitations and consideration needs to be given as to how appropriate each is to the circumstances in Sheffield City. Further, to be robust, the economic growth potential and likely demand for employment space in Sheffield needs to be assessed under a variety of future scenarios, to reflect both lower and higher growth conditions that could arise in the future.

- 7.9 It is important to acknowledge that there will be an element of landless growth / contraction here, whereby job growth / decline will not automatically give rise to an immediate increase/decrease in floorspace, or land, requirements. This is due in part to the current spare capacity across many firms in South Yorkshire, where companies that have laid off staff in the immediate aftermath of the recession, have been operating out of the same building and hence can accommodate a return to past staffing levels without having to physically expand their operations. Such latent capacity will have a bearing on the extent to which SCC may wish to tailor its B1/B2/B8 allocations going forward and should be monitored over time.
- 7.10 It should also be noted that the ultimate judgement as to the level of need that SCC should plan for is not purely quantitative. Indeed, a number of qualitative factors must also be taken into consideration (as discussed in other sections of the report). These factors, which have been identified through an analysis of economic and market conditions – as well as through extensive consultation with local businesses, commercial agents and economic stakeholders – will influence the employment space requirements that need to be planned for and must be considered alongside the following modelled scenarios.

## **A. Econometric Job Forecasting**

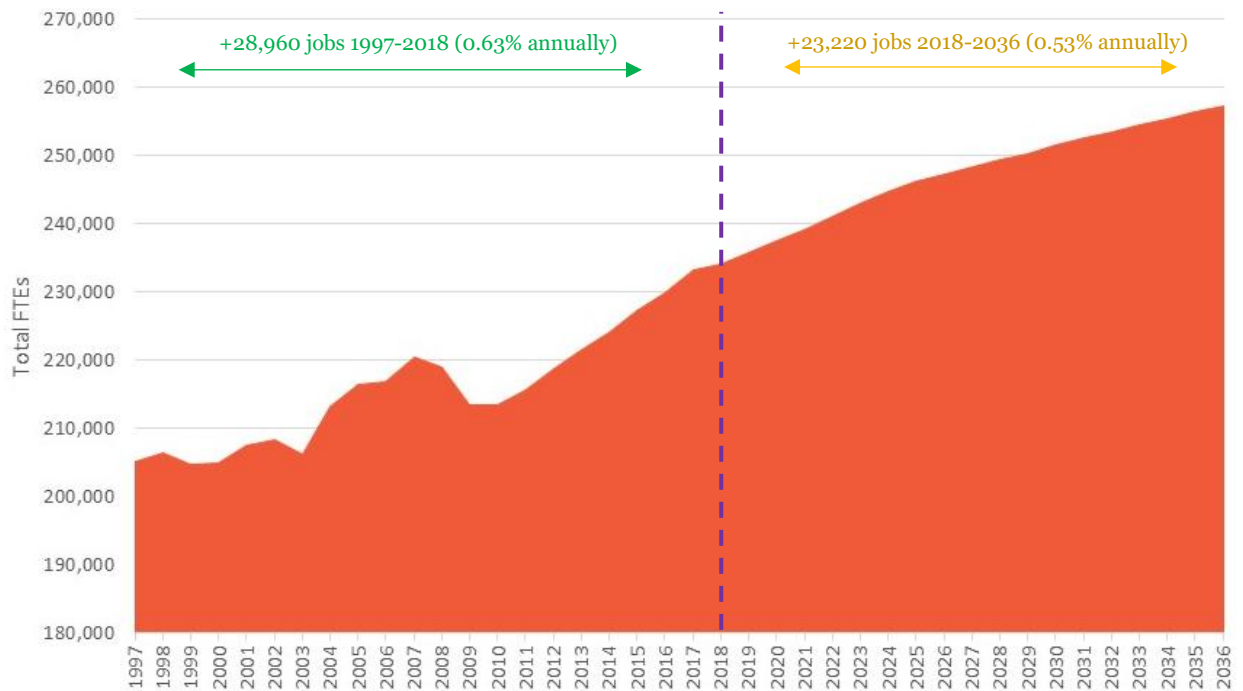
- 7.11 Forecasts of total workforce employment growth in Sheffield City for the period up to 2036 were obtained from Experian’s REM 2019 release. These forecasts – disaggregated by sector – reflect recent trends and economic growth projections at the national and regional level. They also take into account how sectors in Sheffield have performed relative to regional growth rates in the past. It is important to note that there are inherent limitations to the use of economic forecasts of this type, particularly within the context of recent changes in the economy. National macro-economic assumptions are taken as the starting point and then modelled down to the regional and local levels by reference to the existing economic profile and sectoral composition of an area.
- 7.12 Local level data is less comprehensive and reliable than at national and regional levels, which can affect how the modelling is calibrated. Similarly, top-down forecasts do not take account of specific local factors that might influence employment growth. However, forecasts are seen as a valuable input to indicate the broad scale and direction of future economic growth within different sectors, which helps assess the future land requirements of a local area.
- 7.13 Population projections are just one of several inputs used to produce economic forecasts both in terms of future changes in working-age population (i.e. which directly impacts on the demand for jobs) and total population (i.e. which create demand for consumption activities). It is also important to note that population projections are frequently revised, as are assumptions around future working-age populations, economic activity rates and national changes to the pension age.

### **Scenario 1) Experian Economic Forecasts (REM 2019)**

- 7.14 The forecasts of job growth by sector reflect recent trends and are based upon projections at the regional level and how sectors within Sheffield have fared relative to historic growth in the region. For example, where particular sectors have performed well compared with the regional average (i.e. Yorkshire and the Humber) the forecasts generally assume that these sectors will continue to drive growth within the City in the future. These projections also reflect the current post-recession economic climate, and uncertainty surrounding Brexit.
- 7.15 For Sheffield City, the 2019 Experian REM baseline Full Time Equivalent [FTE] employment projections reported a period of sustained employment growth between 1997 and 2018 (see Figure 7.1). There was a growth of almost 29,000 FTE jobs over this period, at a Compound

Annual Growth Rate [CAGR] of 0.63% annually. This is despite a fall of 5,540 FTEs in the immediate aftermath of the recession (2008/09) before a strong and sustained recovery from 2011 onwards. In 2018 there were a total of 234,160 FTE jobs based in Sheffield City. Going forward, the total number of jobs is forecast to experience a slight flattening off due to Brexit uncertainties up to around 2020/21, before continued steady growth to the end of the plan period at a CAGR of 0.53% annually. In comparison, the Sheffield City Region and the UK as a whole are projected to experience weaker job growth of 0.314% and 0.429% CAGR respectively, annually over the same time period.

Figure 7.1 Employment change in Sheffield City (historic and projected) 1997 to 2036

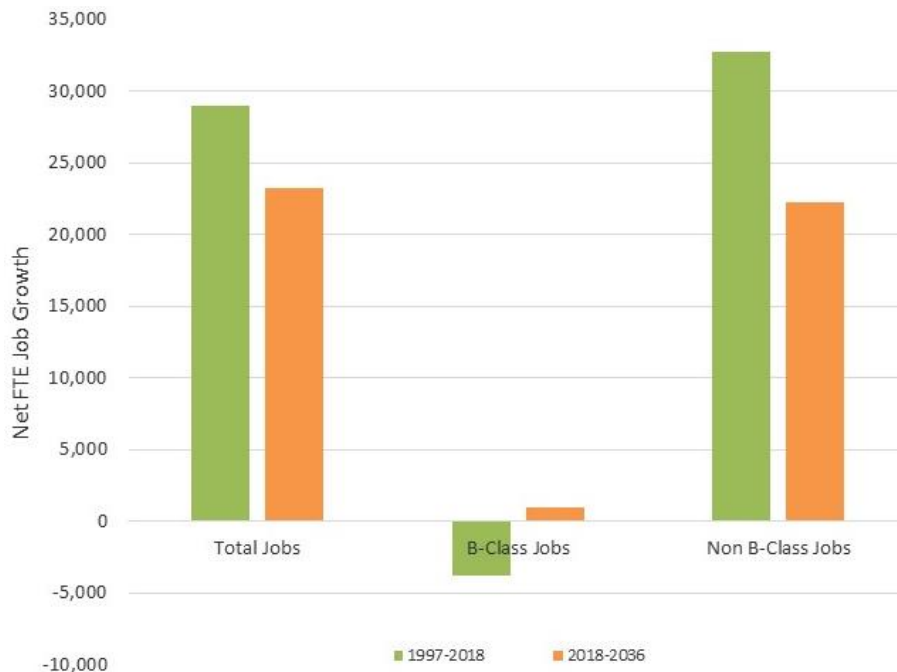


Source: Experian (2019)

7.16 Figure 7.2 and Figure 7.3 compare the historical and future FTE job growth for Sheffield City, broken down by B-use class. They indicate that the vast majority of past and future job growth has been in the non B-Class sectors. Hence between 1997 and 2018, whilst overall the City’s economy grew by 28,960, this was despite a loss of 3,811 B-class jobs. More specifically, and as can be inferred from the second Figure, this was driven down by restructuring in the traditional manufacturing sectors which were so important to Sheffield in the past. Hence whilst the number of office jobs grew by 13,781, and wholesale/distribution grew by 1,313, this was countered by the very significant loss of 18,905 jobs in B1c/B2 manufacturing over the 21-year timeframe.

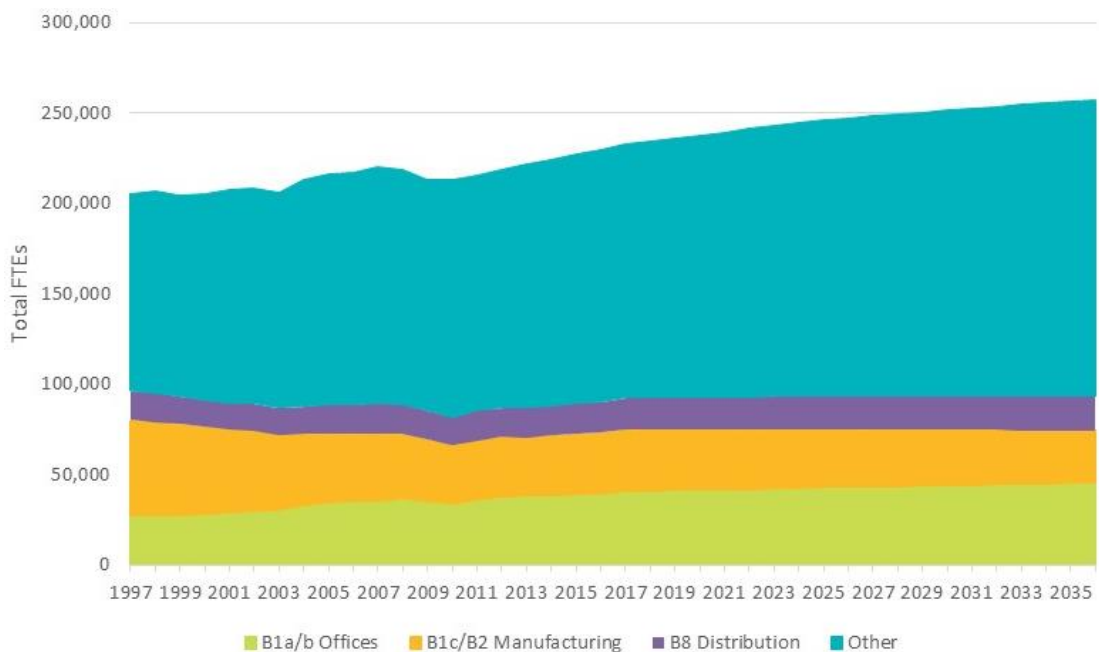
7.17 Going forward, this restructuring is expected to continue, albeit at a much slower pace. Hence according to the REM, growth in non B-Class sectors will still drive the economy (growing by 22,243 by 2036, compared to +4,548 B1a/b office jobs; +1,414 B8 wholesale/distribution jobs, and a loss of 4,984 B1c/B2 industrial jobs over the next 18 years.

Figure 7.2 Annual FTE Job Growth implied by the Experian Baseline REM forecasts (versus historical data)



Source: Experian REM 2019 / Lichfields' Analysis

Figure 7.3 Annual FTE Job Growth implied by the Experian Baseline REM forecasts, by Use Class



Source: Experian REM 2019 / Lichfields' Analysis

7.18 Table 7.1 summarises those sectors expected to experience the largest absolute increases or reductions in employment over the next 18 years in Sheffield City.

7.19 This analysis indicates that Health, Residential & Social Care and Education sectors are expected to be key drivers of economic growth within the City over the next 18 years. Whilst these 3 sectors are not generally based in B-Class accommodation, the next 2 largest growth sectors are (at least in part): Land Transport, Storage & Post, and Professional Services. Sectors

forecast to incur the largest employment losses during this period are predominantly in various Manufacturing sectors, particularly Metal Products. This sector, which employed over 24,000 residents as recently as 1997, currently employs less than half that amount (11,110), and is projected to decline still further, to just 7,920 by 2036 – a fall of more than two thirds since 1997. This does not account for the impact of the Advanced Manufacturing and Innovation District.

Table 7.1 Fastest growing and declining sectors in Sheffield City (2018 to 2036)

Sector	Use Class	FTE Job Change* (2018 to 2036)
Health	RED	+7,150
Residential Care & Social Work	RED	+6,090
Education	RED	+2,960
Land Transport, Storage & Post	ORANGE	+2,150
Professional Services	PURPLE	+2,070
Accommodation & Food Services	RED	+1,440
Administration & Support Services	ORANGE	+1,360
Specialised Construction Activities	PURPLE	+1,170
Finance	PURPLE	+1,040
Food, Drink and Tobacco (manufacture of)	PURPLE	-390
Wood & Paper (manufacture of)	PURPLE	-390
Printing and Recorded Media (manufacture of)	PURPLE	-510
Other Manufacturing	PURPLE	-1,090
Metal Products (manufacture of)	PURPLE	-3,190

Source: Experian (REM 2019) / Lichfields' analysis

Key: PURPLE = B-Class sector      ORANGE = Part B-Class sector      RED = Non-B-Class sector

7.20

It can be seen that there is not a perfect match between the sectors that the SCR SEP is aiming to target and those in which the baseline econometric forecasts project employment growth within. The key sectors which are intended to support accelerated employment growth (to meet the 70,000 net additional job growth target) in the SEP are:

- Logistics:** an increase of 13,000 across the SCR, or +47%; this is a good match with the Sheffield REM growth of 2,150 FTE jobs, or 20% to 2036 in Land Transport, Storage & Post;
- Finance and Professional Services:** growth of 10,000 jobs or 28% across the SCR; again, a good match with Sheffield's future growth prospects, with an increase of 1,040 jobs (+11%) in Finance, and 2,070 (+13%) in Professional Services;
- Business Services:** growth of 10,000 jobs or 31% across the SCR; a reasonable match across a number of sectors including Administrative & Support Services (+1,360, +8%) and Real Estate (+550, or 18%);
- Advanced Manufacturing:** growth of 8,000 jobs or 39% across the SCR; cuts across a range of manufacturing sectors including manufacture of Chemicals, Machinery & Equipment, Engineering Activities, Computer & Electronic Products and other R&D. Only Transport Equipment manufacture has a positive job growth forecast in the REM (+80, or 11%);

- 5 **Creative and Digital Industries:** growth of 8,000 or 27% across the SCR; collectively, across the 3 sectors of Media Activities, Telecoms and Computing & Information Services, Sheffield City is forecast to grow by just 600 FTE jobs; and,
- 6 **Low Carbon:** growth of 2,000 FTE jobs or 18%; the Utilities sector in Sheffield City is projected to grow by 240 jobs or 12%.

7.21 In terms of what this means for employment land projections under this baseline scenario, the results are summarised in Table 7.2. The analysis includes an allowance for jobs in other non B-class sectors that typically utilise industrial or office space, such as some construction uses, vehicle repair, courier services, road transport and cargo handling and some public administration activities. This is because a certain proportion of these jobs will occupy premises falling within the B-Class sectors.

7.22 In terms of B-Class employment growth, this is expected to be low, at just 977. This is because the forecast decrease in B1c/B2-related employment is largely offset by increases in B1a/b and B8. It is dwarfed in scale by the very strong projected increase in Non B-Class jobs, of 22,243 over the next 18 years. It should be noted that key growth sectors such as Health and Education will also require additional floorspace to accommodate an increase in employment over the period to 2036 (including some conventional office space), although the spatial implications of this growth are considered using different methodologies and other forms of technical evidence.

Table 7.2 Forecast FTE Job change in Sheffield City 2018-2036

Use class	Sheffield City FTE Jobs		Change
	2018	2036	2018-36
Offices (B1a/b)	40,953	45,501	4,548
Industrial (B1c/B2)	33,934	28,950	-4,984
Distribution (B8)	17,558	18,972	+1,414
<b>Total B-class Jobs</b>	<b>92,445</b>	<b>93,423</b>	<b>+977</b>
Other non B-Class Jobs	141,715	163,957	22,243
<b>Jobs in All Sectors</b>	<b>234,160</b>	<b>257,380</b>	<b>23,220</b>

Source: Experian/ Lichfields Analysis 2018. Note figures are rounded

7.23 To translate the resultant job forecasts into estimates of potential employment space, it is necessary to allocate the level of employment change forecast for office, industrial, and wholesale / distribution uses as follows:

- 1 The office floorspace requirement is related to job growth / decline in the financial and business service sectors<sup>31</sup>;
- 2 The industrial floorspace requirement is related to job growth / decline in the manufacturing sectors<sup>32</sup>; and,
- 3 The wholesale / distribution floorspace requirement is related to job growth / decline in the industrial sectors of wholesale and land transport, storage and postal services.<sup>33</sup>

7.24 In order to translate the resulting figures into employment land projections standard employment densities have been applied to the forecast job change figures (based upon the latest HCA<sup>34</sup> Guidance on employment densities).

<sup>31</sup> i.e. BRES Sectors 58-75, Office administration and support and 10% of Public Administration and Defence

<sup>32</sup> Manufacturing sectors, plus car repair, some construction and waste and remediation activities.

<sup>33</sup> Wholesaling less car repairs, retail car sales, plus post/couriers and land transport

<sup>34</sup> HCA (November 2015): *Employment Densities Guide, 3<sup>rd</sup> Edition*

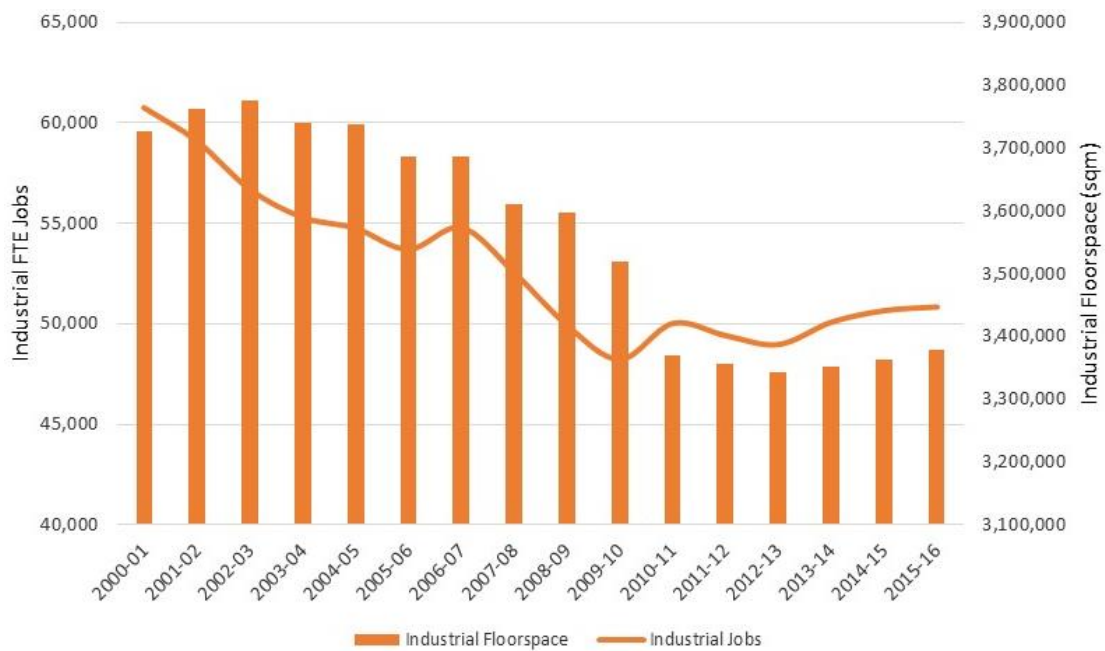
- 7.25 For the purposes of this ELR it was assumed that:
- 1 One B1a/b general office FTE job requires 14 sqm of employment floorspace [Gross External Area, or GEA];
  - 2 One B1c light industrial FTE job requires 60 sqm of employment floorspace [GEA];
  - 3 One B2 industrial FTE job requires 38 sqm of employment floorspace [GEA];
  - 4 A combined B1c/B2 factor of one job per 49 sqm was obtained by averaging the aforementioned B1c/B2 GEA equivalents; and,
  - 5 One job per 70 sqm for general, smaller scale warehousing (assumed to account for around 40% of future space) and 1 FTE job per 86 sqm for large scale, lower density units (assumed to account for 60% of future space, based on discussions with agents).
- 7.26 These assumptions are based on the latest HCA's 3<sup>rd</sup> Edition Employment Densities Guide (2015). The guidance takes into account trends in changes of employment space usage, with the main change being the more efficient use of office space through flexible working, hot-desking and home working. This has resulted in a decrease in the amount of floorspace per office worker compared to previous guidance.
- 7.27 An adjustment has been made to reflect the fact that vacancy rates in Sheffield City are currently around 8% for office floorspace and around 3% for industrial/warehousing floorspace<sup>35</sup>. In general, it is common practice to assume that an idealised, or 'normal' market vacancy rate would equate to around 8-10%. The model has assumed that there is a need for higher levels of floorspace to allow for an increase of up to 10% by 2036 for both office and industrial / warehousing space.
- 7.28 The relationship between job growth and floorspace is not straightforward. As can be seen in Figure 7.4, whilst the number of industrial jobs in Sheffield declined by 16.4% between 2000 and 2016, the amount of industrial floorspace declined by 9.3%, whilst (as might be expected) there also appears to be a clear lag between the loss of jobs and the concurrent floorspace adjustment.
- 7.29 As such, where a reduction in jobs is forecast (e.g. manufacturing), the associated negative floorspace was halved (in line with common methodological practice amongst ELRs undertaken elsewhere across the country), to reflect the fact that job decline at a particular company does not automatically translate into a comparable loss of floorspace, at least not in the short-medium term, due in part to companies being locked into leasing agreements etc.

---

<sup>35</sup> Based on an assessment of local commercial property websites in July 2019 and VOA data on total floorspace by use class



Figure 7.4 Comparison between Industrial Floorspace / FTE growth 2000/01 to 2015/16



Source: VOA Business Floorspace data 2017 / Experian REM 2019 / Lichfields' Analysis

7.30 The resultant floorspace estimates are provided in Table 7.3. They indicate an overall net gain of B-Class floorspace in Sheffield City of 199,594 sqm between 2018 and 2036.

Table 7.3 Experian FTE job growth net employment floorspace requirements 2018-2036

Use class	Sheffield floorspace (sqm)
Offices (B1a/b)	84,591
Industrial (B1c/B2)	-122,110
Distribution (B8)	237,113
<b>Total</b>	<b>199,594</b>

Source: Experian REM 2019 / Lichfields Analysis

**Scenario 2) SCR 70,000 Jobs Growth Target: SCR Policy On**

7.31 An alternative job-based estimate of future needs has been compiled which was termed the SCR 'Policy-On' scenario.

7.32 The current version of the SCR Strategic Economic Plan [SEP] (2014) sets out the economic ambitions for the City Region over the period 2015-2025. It seeks to create 70,000 new jobs to narrow the gap with other parts of the country and an additional 6,000 businesses to reduce the enterprise deficit. It is accepted that these targets are dated (set as long ago as 2013) and that to an extent, they have already well on the way to being achieved given that (based on the REM data) between 2014 and 2018 the City Region's economy grew by an impressive 24,640 FTE jobs.

7.33 Whilst accepting that the job targets within the existing SEP are largely out of date, for the purposes of this ELR we have modelled a scenario that persists with the overall growth trajectory, extended forward from 2018 to 2036 on the grounds that we are only 4 years in to the SEP 2015-25 period, and the scale of growth, and the target sectors for Sheffield City, remain

credible. A further scenario which reflects Metro Dynamics' more recent *Target Metrics Sheffield City Region* (June 2017) report for the SEP is modelled below.

- 7.34 The 70,000 net additional jobs outlined in the original SEP is a target that reflects the SCR LEP's consideration of the economic potential of the sub-regional economy, representing an increase of 10% on current employment levels.
- 7.35 The target also assumes that 30,000 of the jobs created will be at higher skills level (Level 4 and above), in order to increase productivity levels and drive up Gross Value Added generated in the city region.
- 7.36 A subsequent report, prepared on behalf of the SEP by Ekosgen, sought to distribute the jobs target by local authority and also by industrial sector<sup>36</sup>. The assumptions were developed following a wide-ranging literature review and analysis of a variety of datasets. They were tested with city region partners at a planners meeting and an Officer Workshop, and have been refined following comments and advice on the scale of employment impacts expected from existing investments within the city region, including the Innovation District, FARRRS and the SCRIF-funded schemes.
- 7.37 The report anticipates high levels of employment growth in transport and logistics, sport, leisure and tourism, and business, financial and professional services. Whilst Creative and Digital Industries, low carbon, healthcare technologies and advanced manufacturing generate high levels of GVA per job, lower levels of growth are expected. Furthermore, medium and low-tech manufacturing are expected to continue to lose jobs. Therefore, sustainable growth can be achieved by growing both types of sectors to achieve more jobs and more wealth. The SEP also seeks to drive existing business growth through delivering a first class business support offer through the Growth Hub.
- 7.38 As can be seen in Table 7.4, Sheffield City was anticipated to have the largest share of the SCR net additional job growth of 70,000. It was expected to accommodate 25,550 jobs, 36.5% of the SCR total and more than double the next largest contributor (Doncaster, at 11,825). The bulk of the job growth is projected to take place in office-related jobs, namely Financial & Professional Services; Business Services; and Creative & Digital Industries, which are collectively forecast to contribute a net employment growth of 13,950.
- 7.39 Whilst Advanced Manufacturing is forecast to increase by 2,800 jobs in Sheffield, this is negated by continued decline in Medium-Low Tech Manufacturing, which is projected to decline by 1,800. Public Administration is also forecast to decline substantially, by 3,600 jobs. Retail, Tourism and Health are also forecast to be strong growth areas for Sheffield City (contributing +8,800 net job growth).

---

<sup>36</sup> Ekosgen: *Sheffield City Region Integrated Infrastructure Plan: Sectoral and Local Authority Distribution of SCR 70,000 jobs target – assumptions report*

Table 7.4 SCR SEP Net Job growth by Sector, by district

	<b>SCR TOTAL</b>	<b>Sheffield</b>	Doncaster	Bolsover	Rotherham	Barnsley	Chesterfield	Bassetlaw	Derbyshire Dales	North East Derbyshire
Logistics	<b>13,000</b>	<b>1,800</b>	4,200	850	1,650	2,550	700	900	0	350
Financial and Professional	<b>10,000</b>	<b>6,125</b>	1,000	700	700	500	500	300	100	75
Business Services	<b>10,000</b>	<b>3,700</b>	1,075	750	2,500	500	800	400	100	175
Advanced Manufacturing	<b>8,000</b>	<b>2,800</b>	775	350	2,300	875	400	250	100	150
CDI	<b>8,000</b>	<b>4,125</b>	600	400	700	525	600	300	450	300
Tourism, Leisure, Sport	<b>8,500</b>	<b>2,800</b>	1,200	275	800	875	675	600	800	475
Retail	<b>8,000</b>	<b>3,200</b>	1,200	300	1,000	700	600	600	200	200
Health	<b>8,000</b>	<b>2,800</b>	1,500	200	700	900	850	500	250	300
Construction	<b>4,000</b>	<b>1,000</b>	750	300	650	500	200	300	150	150
Other	<b>4,000</b>	<b>1,300</b>	650	150	350	600	300	250	200	200
Education	<b>2,000</b>	<b>800</b>	375	75	175	175	175	75	75	75
Low Carbon	<b>2,000</b>	<b>500</b>	500	200	400	100	0	200	50	50
Med-Low Tech Manufacturing	<b>-6,500</b>	<b>-1,800</b>	-700	-250	-1,500	-600	-300	-575	-275	-500
Public Administration	<b>-9,000</b>	<b>-3,600</b>	-1,300	-200	-1,300	-700	-600	-400	-800	-100
<b>TOTAL</b>	<b>70,000</b>	<b>25,550</b>	<b>11,825</b>	<b>4,100</b>	<b>9,125</b>	<b>7,500</b>	<b>4,900</b>	<b>3,700</b>	<b>1,400</b>	<b>1,900</b>

Source: Ekosgen: Sectoral and Local authority distribution of SCR 70,000 Jobs Target – Assumptions Report

7.40

In terms of integrating this scenario with the employment land model, as there is considerable overlap with some of the sectors and the standard industrial classifications used by Experian, it was assumed that the 14 categories in the Table above would broadly align with the Standard Industrial Classifications as set out in Table 7.5.

Table 7.5 Comparison between SCR SEP Target Growth Sectors and SIC2 sectors

SCRLEP SEP Target Growth Sectors	Approximate Comparable Standard Industrial Classifications	SCR-wide Growth	Sheffield City Growth
Logistics	Land Transport, Storage and Post	13,000	+1,800
Financial and Professional	Finance and Professional Services	10,000	+6,125
Business Services	Insurance & Pensions, Real Estate, Professional Services	10,000	+3,700
Advanced Manufacturing	The wider Manufacturing sector has been used as forecast employment data for Sheffield's manufacturing sub-sectors are statistically unreliable due to the relatively low numbers of people employed in certain sectors	8,000	+2,800
Creative and Digital Industries	Media Activities; Telecoms; Computing & Information Services	8,000	+4,125
Tourism, Leisure and Sport	Recreation	8,500	+2,800
Retail	Retail	8,000	+3,200
Health	Health	8,000	+2,800
Construction	Construction of buildings, civil engineering and specialised construction activity	4,000	+1,000
Other	Combination of wholesale; professional services; and other private services	4,000	+1,300
Education	Education	2,000	+800
Low Carbon	Utilities	2,000	+500
Med/Low Tech Manufacturing	Metal Products Manufacturing	-6,500	-1,800
Public Administration	Public Administration & Defence	-9,000	-3,600
<b>TOTAL</b>		<b>70,000</b>	<b>+25,550</b>

Source: Lichfields Analysis / Ekosgen / SCRSEP

- 7.41 The adjustments to the Experian REM forecasts outlined above result in an overall increase of 25,550 FTE jobs for Sheffield City, just 2,330 higher than the REM baseline. However, there is a much greater difference in the growth of B-Class jobs, and particularly B1a/b office jobs. Overall, the B-Class jobs are forecast to grow by 16,705 compared to just 977 jobs under the baseline, of which B1a/b office jobs comprise 13,975.
- 7.42 Table 7.6 summarises the forecast FTE job growth in the SCR policy on scenario for Sheffield City.

Table 7.6 Policy-on FTE job change in Sheffield City 2018-36

Use class	Sheffield FTE Jobs		Change
	2018	2036	2018-36
Offices (B1a/b)*	40,953	54,928	+13,975
Industrial (B1c/B2)**	33,934	35,276	+1,341
Distribution (B8)***	17,558	18,947	+1,389
<b>Total B-class Jobs</b>	<b>92,445</b>	<b>109,150</b>	<b>+16,705</b>
Other Non B-Class Jobs	141,715	150,560	+8,845
<b>Jobs in All Sectors</b>	<b>234,160</b>	<b>259,710</b>	<b>+25,550</b>

Source: SCRC SEP / Lichfields Analysis

\* includes a proportion of public sector employment and administration & support services

\*\* includes vehicle repair and some construction activities

\*\*\* includes elements of transport & communications sectors

7.43 These employment forecasts were then converted to floorspace requirements in the same manner as the Experian baseline forecast. The resulting forecasts are significantly more optimistic in terms of office job growth, with job growth across all industrial/commercial sectors. These are set out in Table 7.7.

7.44 Overall, they forecast substantial levels of B-Class job growth in Sheffield City by 2036, with a significant net increase in the requirement for B-Class floorspace of almost 615,000 sqm.

Table 7.7 Policy On jobs based (net) employment space requirements in Sheffield City 2018-2036

Use class	Sheffield floorspace (sqm)
Offices (B1a/b)	+206,459
Industrial (B1c/B2)	+189,517
Distribution (B8)	+218,358
<b>Total</b>	<b>+614,334</b>

Source: Lichfields Analysis

### Scenario 3) 1% Per Annum Job Growth

7.45 As noted above, it is arguable that the targets in the current SCR SEP are out date, as they are based on 2013/2104 data that has been superseded. Whilst they remain a valid scenario to model given that the 2014 SEP has yet to be updated in full, we are aware of emerging SCR targets that are the work of the consultancy Metro Dynamics and have been provided in the *Target Metrics* report<sup>37</sup>. They relate to the City Region as a whole and are not broken down either by local authority or by sector.

7.46 However, for the SCR as a whole to 2040, the proposed headline target involves a job growth of 1.0% per annum, based on the historical performance of the SCR, and its broad aim to boost productivity performance both in absolute terms and relative to the UK. It is understood that this is an aspiration rather than a modelled forecast.

7.47 Nevertheless, it remains a reasonable projection to pursue, with the assumption being that Sheffield City, being one of the major economic growth drivers of the City Region, would expect

<sup>37</sup> Metro Dynamics (June 2017): *Target Metrics Sheffield City Region*

at least this level of growth over the period to 2040 (i.e. 1% per annum). Applied to the 2018 FTE job figure of 234,160 based in Sheffield City, this would increase the local economy by 45,930 FTE jobs, to 280,090 by 2036. This is summarised in Table 7.8. Given that the 1% job growth is not broken down by individual sector, we have worked on the basis that the key growth sectors currently being pursued by the SCR in the SEP (see Table 7.5) will be the main economic drivers in this new (and higher) growth trajectory, with growth proportionately reflecting the Ekosgen sectoral assumptions. For the 2 sectors that the SCR SEP Ekosgen work forecast to decline, namely medium-low manufacturing and public administration & defence, it has been assumed that the negative decline in FTE jobs will broadly match the Experian REM baseline change (of -5,000 and +220 respectively).

Table 7.8 Forecast FTE change in Sheffield City 2018-2036, 1% p.a. Job growth Scenario

Use class	Sheffield City FTE Jobs		Change
	2018	2036	2018-36
Offices (B1a/b)	40,953	64,462	23,509
Industrial (B1c/B2)	33,934	34,081	147
Distribution (B8)	17,558	19,833	2,275
<b>Total B-class Jobs</b>	<b>92,445</b>	<b>118,376</b>	<b>25,931</b>
Other non B-Class Jobs	141,715	161,714	19,999
<b>Jobs in All Sectors</b>	<b>234,160</b>	<b>280,090</b>	<b>45,930</b>

Source: Experian REM/ Lichfields Analysis 2019

7.48

Applying the same assumptions as above regarding employment densities and an adjustment for vacancy rates, the resultant floorspace estimates are provided in Table 7.9. This scenario projects a net B-Class employment floorspace growth of almost 760,000 sqm, of which the main driver is B1a/b office and B8 distribution floorspace.

Table 7.9 1% p.a. Job Growth Scenario net employment floorspace requirements 2018-2036

Use class	Sheffield City floorspace (sqm)
Offices (B1a/b)	338,875
Industrial (B1c/B2)	129,801
Distribution (B8)	291,254
<b>Total</b>	<b>759,929</b>

Source: Experian REM / Lichfields Analysis

#### Scenario 4) Past Trends Job Growth

7.49

The PPG requires ELRs to analyse past job growth trends to test whether these are likely to represent a reasonable basis for future plan making. As summarised elsewhere in this report, Sheffield has experienced comparatively high levels of job growth in recent years, with the City experiencing growth of 28,960 FTE jobs between 1997 and 2018 at a Compound Average Growth Rate [CAGR] of 0.631% - well above the Experian REM baseline job growth of just 0.527% for the years ahead (2018-2036).

7.50

This growth was driven particularly by non-B-Uses, such as Health (+11,090 FTE jobs 1997-2018), Education (+14,760), Residential Care and Social Work (+6,060); however, the City did

experience strong growth in certain sectors more strongly linked with B-Class land including Professional Services (+7,470), Administrative and Support Services (+3,570) and Finance (+2,490). This was countered by declines in certain manufacturing sectors, most notably the sector which Sheffield is indelibly associated with, Metal Manufacturing, which saw a decline of 13,170 FTE jobs over the period 1997-2018.

7.51 Going forward, this scenario applied the 0.631% growth rate to the overall 2018 FTE job figure, but kept the proportionate share of each industrial sector the same in 2018 as with the Experian REM baseline to reflect continuing structural trends. This approach results in a net job growth of 28,055, of which 2,732 would comprise B-Class jobs as summarised in Table 7.10.

Table 7.10 Past Trends Jobs Growth FTE job change in Sheffield City 2018-36

Use class	Sheffield FTE Jobs		Change
	2018	2036	2018-36
Offices (B1a/b)*	40,953	46,355	+5,402
Industrial (B1c/B2)**	33,934	29,494	-4,440
Distribution (B8)***	17,558	19,328	+1,770
<b>Total B-class Jobs</b>	<b>92,445</b>	<b>95,178</b>	<b>+2,732</b>
Other Non B-Class Jobs	141,715	167,037	+25,322
<b>Jobs in All Sectors</b>	<b>234,160</b>	<b>262,215</b>	<b>+28,055</b>

Source: Experian REM / Lichfields Analysis

\* includes a proportion of public sector employment and administration & support services

\*\* includes vehicle repair and some construction activities

\*\*\* includes elements of transport & communications sectors

7.52 These employment forecasts were then converted to floorspace requirements in the manner of the Experian baseline forecast. The resulting forecasts are more optimistic in terms of office job growth and less pessimistic regarding industrial decline. These are set out in Table 7.7.

7.53 Overall, they forecast substantial levels of B-Class job growth in Sheffield City by 2036, with a significant net increase in the requirement for B-Class floorspace (particularly B8 logistics).

Table 7.11 Past Trends Jobs Growth (net) employment space requirements in Sheffield City 2018-2036

Use class	Sheffield floorspace (sqm)
Offices (B1a/b)	87,399
Industrial (B1c/B2)	-99,906
Distribution (B8)	249,735
<b>Total</b>	<b>237,228</b>

Source: Lichfields Analysis

## B. Labour Supply

7.54 It is also important to take into account how many jobs, and hence how much employment space, would be necessary to broadly match the forecast growth of the resident workforce in the City. In contrast to the other approaches, this scenario focuses on the future supply of labour rather than the demand for labour. It indicates the amount of new jobs needed to align with the

future working-age population, and how much employment space would be needed to accommodate these jobs.

- 7.55 SCC Officers have requested that Lichfields model the jobs growth figure of 2,562 per annum that was inputted into the 2015 Edge Analytics modelling as the aspirational jobs growth figure. This figure was derived from the Ekosgen modelling used to inform the current SCR SEP, and relates well to a range of housing figures that would encompass the current Local Housing Need figure of 2,124 dwellings per annum [dpa] (which is the 2019 figure, recalculated annually).
- 7.56 Using the 2015 Edge work, and depending on the assumption made about changes in economic activity rates, the related annual number of new homes needed ranged from 1,667 to 2,663. The current LHN figure of 2,124 dpa sits almost at the mid-point of this range, and Officers considered that it would therefore be reasonable to say that it is consistent with the aspirational jobs growth target of 2,562<sup>38</sup>. This equates to 46,116 net additional job growth over the 18 years to 2036.
- 7.57 To translate this job growth into employment floorspace requirements, similar assumptions concerning vacancy rates and employment densities as per the econometric demand side forecasting work were applied to the job projections. It has been assumed that the projected floorspace split of B1a/B2 and B8 jobs will mirror the Experian REM projections in 2018 and 2036.
- 7.58 Under these scenarios, addressing the future employment requirements of local residents would result in a requirement of almost 475,000 sqm of B-class employment space (net) between 2018 and 2036 in Sheffield City.

Table 7.12 Sheffield B-Class net floorspace required from labour supply growth scenario 2018-2036 (sqm)

Demographic scenario	Offices (B1a/b)	Industrial (B1c/B2)	Warehousing (B8)	Total B-Class
2,124 dpa dwelling led	147,055	-59,014	386,381	474,921

Source: Lichfields analysis

## Estimating the Land Requirement

- 7.59 The next step involves translating floorspace into land requirements for office, industrial and warehousing uses. Land requirements have been calculated by applying appropriate plot ratio assumptions to the floorspace estimates:
- **Industrial/Warehousing:** a plot ratio of 40% was applied, so that a 1ha site would be needed to accommodate 4,000 sqm of employment floorspace; and
  - **Offices:** as with the 2015 Joint Sheffield/Rotherham ELR, it was assumed that 65% of new floorspace would be provided in higher density City Centre developments with an average plot ratio of 2.0 (200%), with the remaining 35% of space provided on lower density developments with a plot ratio of 0.4 (40%), which is typically observed on business park developments.
- 7.60 The resulting net land requirements for the labour demand and labour supply scenarios are set out in Table 7.13.

<sup>38</sup> As a note of caution, SCC Officers noted that the 2015 Edge Analytics demographic modelling used the 2012-based household projections as a baseline. Since then, both the 2014 and 2016-based household projections have been released which give a slightly different picture on likely household growth (2014 are c.7.8% higher over the period 2014- 2034, whilst the 2016-based SNHP are around 17% lower). Inevitably, if the PopGroup model was to be re-run using 2,562 jobs p.a. as an input, and used the 2014 rather than 2012-based household projections, the range of homes needed to support that growth is likely to be different to that in the published 2015 report. However, SCC Officers consider that it is likely that 2,124 dpa would still sit within that range.



Table 7.13 Sheffield City net land requirements by labour demand and supply led scenarios (ha) 2018-36

Scenario	Offices (B1a/b)	Industrial (B1c/B2)	Warehousing (B8)	Total B-Class
1) Experian REM Baseline	10.15	-30.53	59.28	<b>38.90</b>
2) SCR SEP 70,000 jobs	24.78	47.38	54.59	<b>126.74</b>
3) 1% Jobs Growth p.a.	40.66	32.45	72.81	<b>145.93</b>
4) Past Trends Job Growth	10.49	-24.98	62.43	<b>47.95</b>
5) Dwelling-led (2,124 dpa)	17.71	-14.75	96.60	<b>99.55</b>

Source: Lichfields Analysis

## C. Past Development Rates

7.61 Because they reflect market demand and actual development patterns on the ground, in some situations long term completion rates of employment floorspace can provide a reasonable basis for informing future land needs, particularly where land supply or demand has not been unduly constrained historically. However, the future demand picture may not necessarily reflect past trends and some adjustments may be needed.

### Scenarios 6) and 7) Past Developments Rates

7.62 Monitoring data on past completions by B-Class uses between 1989 and 2019 was provided by SCC. Between the period 1989 and 2019, average annual gross completions for B-Class uses in Sheffield City amounted to 11.53 ha of employment land, or 357.3 hectares in total. As can be seen in Figure 7.5, there have been significant fluctuations in development rates across this time period, with a marked reduction in the years immediately following the 2008/09 recession, with take up ranging from 0ha in 2014, through to 45.2 ha in 2006.

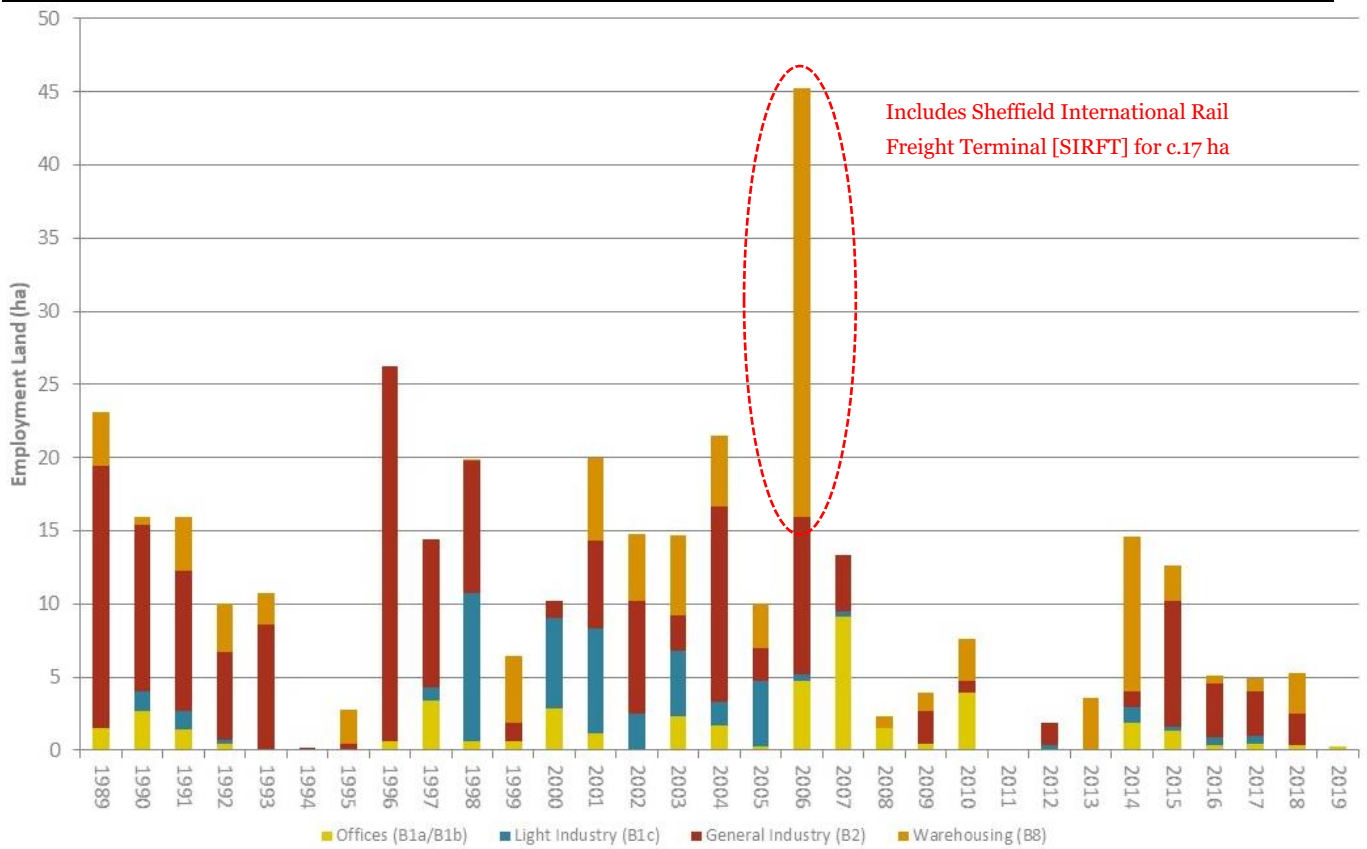
7.63 The level of take up observed in 2006 was partly driven by the delivery of over 29 ha for B8 warehousing use, and particularly the Sheffield International Rail Freight Terminal [SIRFT] on a 17 ha site on the former Tinsley Marshalling sidings.

7.64 Since that peak, development rates have dropped off although there was a recovery in 2014/15. In essence, for the dozen years prior to the recession (1996-2007 inclusive), 216.6 ha of B-Class employment land was completed, at an average of 18 ha annually. In the 12 years since, completions have fallen to just 62.1 ha, an average of 5.2 ha – a very substantial fall of 71%.

7.65 **It can therefore be concluded that gross annual completion rates have averaged 11.53 ha over the long term (1989-2019), compared to 5.59 ha over the past decade (2010-2019).**

7.66 It can also be seen from Figure 7.5 that rates of development for office, industrial and warehousing schemes have varied considerably over both time frames. Overall however, there has been 44.1 ha of land developed for offices since 1989 (1.42 ha annually), compared to 43.87 ha for B1c light industry (1.42 ha per annum); 170.49 ha for B2 general industry (5.50 ha p.a.); and 98.86 ha for B8 warehousing (3.19 ha p.a.).

Figure 7.5 Take-Up of B-Class employment land in Sheffield City, 1989-2019



Source: SCC / Lichfields Analysis

7.67 Losses have fluctuated very significantly over the 31-year period to 1989, peaking at 29.2 ha in 2001, to a low of zero in the years immediately following the recession of 2008/09. Overall, 192.4 ha of B-Class land has been lost to alternative uses in the 31 years to 2019, at an average of 6.20 ha annually. This equates to 5.32 ha net annually. Over the short to medium term, 24.97 ha was lost in the 10 years to 2019, at a much lower annual rate of 2.5 ha. This equates to 3.09 ha net annually.

7.68 Table 7.14 presents the net annual take-up for the City by B-use class and projects these rates forward over the 18-year plan period. The data suggests that if past trends were replicated in future, this could justify the provision of between 56 ha and 96 ha (net) in Sheffield City.

Table 7.14 Sheffield City Net Employment Space Requirements Based on Past Completions Trends, 2018-2036

	Scenario 6) Long Term (1989-2019)		Scenario 7) Short Term post-recession (2010-2019)	
	Annual Net Land Change (ha)	Total Net Land Requirements (2018-2036) (ha)	Annual Net Land Change (ha)	Total Net Land Requirements (2018-2036) (ha)
Offices (B1a/b)	-0.386	-6.95	0.629	11.327
Industrial (B1c/B2)	4.144	74.59	0.777	13.989
Warehousing (B8)	1.563	28.13	1.687	30.359
<b>Total</b>	<b>5.320</b>	<b>95.77</b>	<b>3.093</b>	<b>55.674</b>

Source: SCC / Lichfields Analysis

- 7.69 This approach assumes that past trends of development would continue unchanged, which may not fully reflect changes in the economy as it returns to growth. On the other hand, future development rates for industrial space may be lower than has been achieved historically as the sector rationalises and/or makes more efficient use of space. Clearly the recession and prolonged economic downturn and decline in steel manufacturing had a significant effect on the development of B-Class space in Sheffield City in recent years.
- 7.70 Nevertheless, the Experian REM modelling work demonstrates limited prospects for growth for the B1c/B2-class employment sectors.
- 7.71 In addition, all of the following suggest that past take up rates may not significantly increase in the future:
- 1 The move towards a more Business Services-orientated economy with significantly higher employment densities;
  - 2 The continued restructuring of the traditional manufacturing economy with the potential for 'recycling' of older sites;
  - 3 The Government's measures to facilitate the change of use from B1a office, B1c light industrial and B8 warehousing to residential without the need for planning permission (although conversely this could potential increase the need for new floorspace);
  - 4 The long-term impacts of the economic downturn and uncertainty surrounding Brexit;
  - 5 The significant reduction in public sector spending available to deliver difficult brownfield sites; and,
  - 6 The need to consider alternative uses for existing B-class sites (i.e. for Sui Generis uses).
- 7.72 On balance, for Sheffield City, it is suggested that the 5.320 ha long term net annual past take up rate (Scenario 6) represents a more realistic figure going forward over the remainder of the plan period. This should be regularly monitored by SCC Officers and amended as necessary, hence as a comparator we have retained the short/medium term rate of 3.093 ha net take up figure (Scenario 7) as a comparator.

### **Convert Net to Gross Floorspace Requirements**

- 7.73 To convert the net requirement for employment space into a gross requirement (the amount of employment space or land to be allocated), an allowance is also typically made for some replacement of losses of existing employment space that may be developed for other, non- B-Class uses in future. This is a widely accepted approach in planning for future employment land needs.
- 7.74 A judgement was therefore made on the suitability and degree of the allowance for future losses which it would be appropriate to apply here based on the consultants' understanding of supply-side deliverability factors in Sheffield City and current trends in the market. Not all losses need necessarily to be replaced as some will reflect restructuring in the local economy as less space may be needed in some sectors in future. However, some replacement is needed to refresh the quality of the stock and to avoid the employment land supply continually declining.
- 7.75 There is an argument that not all such losses of employment land should necessarily be replaced or reflected in an increased gross land requirement. This would be on the basis that the stock of employment land in Sheffield contains many older sites less likely to meet future needs and is of a scale that reflects past industrial patterns, rather than the amounts of land needed in future.
- 7.76 However, against this argument is the likelihood that other sites may also be lost by 2036, and these will represent losses to the overall land portfolio, reducing choice within the market. The

continuation of Permitted Development Rights streamlining 'office to residential' conversion may exacerbate losses over the long term. As noted in the previous 2015 ELR, losses in the City have not simply comprised of poor-quality manufacturing sites that are no longer fit for purpose. It was estimated that almost a third (55ha) of the land lost was previously allocated or occupied by office users.

- 7.77 Whilst it is recognised that a significant stock of vacant office space remains within Sheffield, this has declined in recent years to just 8% of the total stock, which is lower than historically. It is also critical that as South Yorkshire's principal office location, the City (and particularly the City Centre) maintains a reasonable supply of office space.
- 7.78 Clearly, however, not all losses need necessarily be replaced. Some losses will, for instance, reflect an element of restructuring in the economy. As a result, it is necessary to have regard to locally specific factors in arriving at a judgement regarding the rate of replacement to be applied.
- 7.79 Mindful of the factors outlined below, it is considered that allowing for the replacement of losses at 66% of historic rates remains appropriate:
- Pressure for non-B class development on allocated employment land has been observed from a variety of sectors. Since 1989, for instance, Sheffield has lost: 69 ha of land to residential development; 55 ha of land to retail-led development; 45 ha of land to Sui Generis development; and 14 ha to leisure development. Such broad-based demand makes it less likely that the pressure to release employment sites will decline over the Plan period;
  - Historic losses have included a number of relatively large employment sites, rather than simply the piecemeal development of small infill parcels (a recent example including, for example, the redevelopment of the 9.37 ha industrial Corus And Outokumpu Works, Ford Lane / Manchester Road / Hunshelf Road for residential uses in 2015/16). The loss of larger sites has a potentially greater impact on the demand-supply balance at the local level;
  - Pre-recession losses data demonstrates a high level of demand for employment land from non-B class uses with average losses of 8.4 ha per annum. Consultation with agents and stakeholders suggested that this is likely to better reflect underlying demand. Indeed, after several years of negligible losses between 2009 and 2013, activity appears to have increased significantly, with 6.44 ha of land lost to non-B class activity in 2014, 10.26 ha in 2016 and 5.15 ha in 2017. Losses over the past couple of years have again declined however.
- 7.80 On balance, it is considered that, given the uncertainties involved, it is prudent to plan for a replacement figure of around two thirds of past rates (6.2 ha 1989-2019) equates to **4.096 ha** annually (73.73 ha over 18 years). This should be monitored by SCC over the coming years and adjusted as necessary.

## Safety Margin

- 7.81 To estimate the overall requirement of employment space that should be planned for in allocating sites, and to allow some flexibility of provision, it is normal to add an allowance as a safety margin for factors such as delays in some sites coming forward for development. This margin is a contingency factor, providing a modest additional land buffer so that supply is not too tightly matched to estimated demand, and so that shortages of land do not arise if future demand turns out to be greater than the forecasts. Such flexibility is sensible given the uncertainties in the forecasting process and the scope for delays in developing employment space.<sup>39</sup>

---

<sup>39</sup> This safety margin is separate from the consideration of vacancy rate.

7.82 As with the previous 2015 Joint ELR, given the scale and complexity of the commercial property market in Sheffield, it is considered appropriate to allow for a safety margin **equivalent to five years of net take-up**. This has been selected having regard to the following factors:

- 1 The industrial legacy of Sheffield gives rise to considerable uncertainty regarding the availability and deliverability of some employment sites. Sites are held as expansion land and may only come forward in the event that a particular occupier requires additional floorspace over the Plan period. In addition, the City's employment land supply includes a number of sites that require extensive clearance and remediation prior to any redevelopment. This increases lead –in times for the provision of employment space, creating further uncertainty regarding delivery; and
- 2 Sheffield is a large City with a commercial property market that is characterised by numerous individual and localised markets within the authority's boundaries. It is important to ensure that Sheffield's portfolio of land provides an adequate range of choice of sites within each of these localised markets to ensure that the City's growth potential is not constrained by a lack of available land in a particular local market.

7.83 For Sheffield City, the margin set out in Table 7.14 were added for B-Class uses, based on five years of average gross take-up and is considered to be an appropriate level relative to the estimated scale of the original requirement.

Table 7.15 Sheffield City Safety Margin Allowances

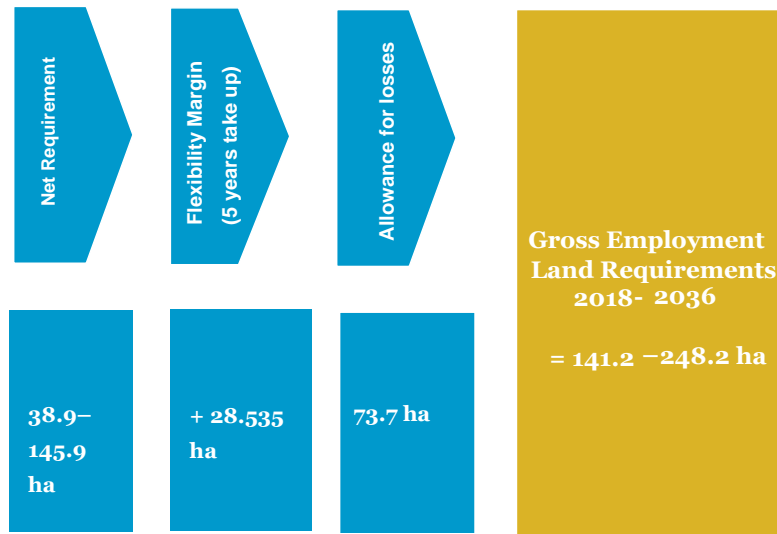
Uses	Net Average Annual Take-up (ha)	5-year Safety Margin Added 2018-2036
Offices (B1a/b)	0*	0
Industrial (B1c/B2)	4.144	20.720
Warehousing (B8)	1.563	7.815
<b>Total</b>	<b>5.707</b>	<b>28.535</b>

Source: Lichfields Analysis

\*no safety margin has been applied to the demand for office space. Net annual take-up has historically been negative and applying a margin underpinned by the data would serve to reduce overall need, thereby diminishing – rather than enhancing – the level of choice built into the projected requirement. The requirement for office space identified under each of the scenarios considered within this document could, therefore, be considered to under-estimate the true need for office space in Sheffield. This has been taken into account by Lichfields in reconciling the alternative scenarios in order to identified a preferred requirement for the City.

7.84 The model steps are summarised in Figure 7.6. The same steps described above to convert the net employment projections from net to gross (with a 5-year margin of choice) have been applied to the net historic take up figures described above for consistency.

Figure 7.6 Staged Approach to Employment Land Requirements (2018-2036)



7.85

In summary, the demand-led range of total gross land requirements to 2036, factoring in a 5-year margin of choice, results in the following demand projections for Sheffield:

- 1 Econometric demand led projections: 141.2 ha – 248.2 ha;
- 2 Labour Supply Projection: 201.8 ha; and,
- 3 Past Take Up: 157.9 – 198.0 ha.

Table 7.16 Sheffield Gross Employment Land Comparisons 2018-2036

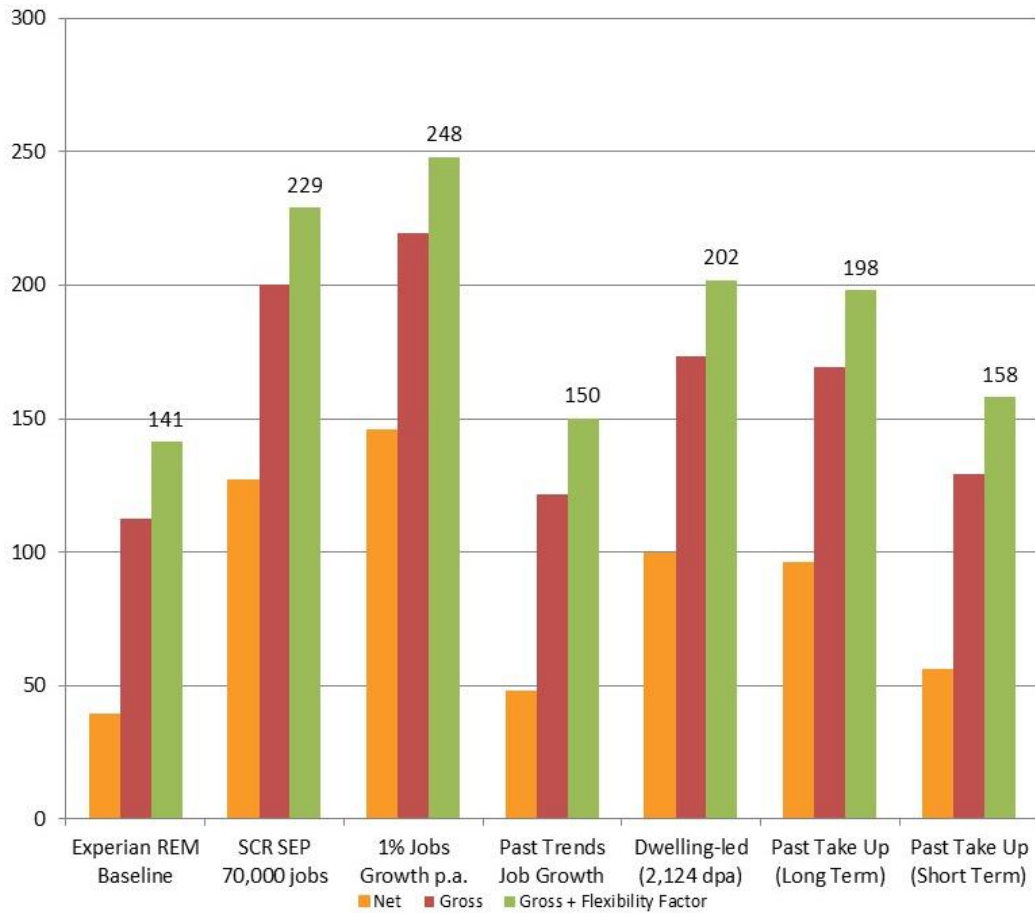
		B1a/b	B1c/B2	B8	TOTAL
<b>1) Experian REM Baseline</b>	2018-2036 (net)	10.15	-30.53	59.28	<b>38.90</b>
	2018-2036 (gross)	31.64	2.39	78.59	<b>112.63</b>
	<b>+ Safety Margin</b>	<b>31.64</b>	<b>23.11</b>	<b>86.41</b>	<b>141.16</b>
<b>2) SCR SEP 70,000 jobs</b>	2018-2036 (net)	24.78	47.38	54.59	<b>126.74</b>
	2018-2036 (gross)	46.27	80.30	73.90	<b>200.47</b>
	<b>+ Safety Margin</b>	<b>46.27</b>	<b>101.02</b>	<b>81.72</b>	<b>229.01</b>
<b>3) 1% Jobs Growth p.a.</b>	2018-2036 (net)	40.66	32.45	72.81	<b>145.93</b>
	2018-2036 (gross)	62.16	65.37	92.13	<b>219.66</b>
	<b>+ Safety Margin</b>	<b>62.16</b>	<b>86.09</b>	<b>99.94</b>	<b>248.19</b>
<b>4) Past Trends Job Growth</b>	2018-2036 (net)	10.49	-24.98	62.43	<b>47.95</b>
	2018-2036 (gross)	31.98	7.95	81.75	<b>121.67</b>
	<b>+ Safety Margin</b>	<b>31.98</b>	<b>28.67</b>	<b>89.56</b>	<b>150.20</b>
<b>5) Dwelling led (2,124 dpa)</b>	2018-2036 (net)	17.71	-14.75	96.60	<b>99.55</b>
	2018-2036 (gross)	39.20	18.17	115.91	<b>173.28</b>
	<b>+ Safety Margin</b>	<b>39.20</b>	<b>38.89</b>	<b>123.72</b>	<b>201.81</b>
<b>6) Past Take Up Rates (Long term)</b>	2018-2036 (net)	-6.95	74.59	28.13	<b>95.77</b>
	2018-2036 (gross)	14.53	107.51	47.45	<b>169.49</b>
	<b>+ Safety Margin</b>	<b>14.53</b>	<b>128.23</b>	<b>55.26</b>	<b>198.02</b>
<b>7) Past Take Up Rates (Med/Short term)</b>	2018-2036 (net)	11.33	13.99	30.36	<b>55.67</b>
	2018-2036 (gross)	32.81	46.91	49.68	<b>129.40</b>
	<b>+ Safety Margin</b>	<b>32.81</b>	<b>67.63</b>	<b>57.49</b>	<b>157.93</b>

Source: Lichfields Analysis

7.86

The various projections for Sheffield City are illustrated in Figure 7.7.

Figure 7.7 Comparison of scenario requirement for B-Class land 2018 to 2036 (hectares)



Source: Lichfields Analysis

### Reality Check

7.87 Clearly the levels of future demand for B-use class land projected by the various projections differ. The projections are largely trend-based; in particular, the past take up has been (at least partly) recorded during an unprecedented recession in the commercial market nationally. It is likely that the actual performance of Sheffield’s economy and commercial property market will lie somewhere between the econometric and past trends projections.

7.88 In order to provide a clearer steer as to what level of growth Sheffield should be planning for, it is important to apply reality checks.

### Take Up Rates

7.89 As previously discussed, the high level of take-up observed in 2006 was driven – in part – by the delivery of c.17ha of logistics and distribution space at SIRFT. Whilst take-up is recorded as having occurred in 2006 (upon commencement of construction) it is recognised that the space at SIRFT was not occupied immediately. As such, the take-up of the space, which could be viewed as the indicator of ‘effective demand’ did not occur until some time later.



7.90 At the workshop event attended by a variety of stakeholders, the general consensus was that the development of SIRFT should be included within Sheffield's overall take-up figures, for two key reasons:

- Take up should be used as a measure of demonstrable demand and should capture all activity that has taken place in a given period; and
- A failure to factor developments of this scale into the assessment of demand carries a risk of translating into a failure to allocate sufficient land to accommodate similar schemes moving forward. This in turn constrains the authority's ability to compete for large scale logistics demand in future.

### **Replacement of Losses**

7.91 The scenarios considered in the preceding paragraphs include an allowance for the replacement of losses at 66% of past trends. This is considered to be appropriate, having regard to the scale and nature of historic losses.

7.92 Nevertheless, it is helpful to understand the impact of this assumption on the overall level of forecast demand. For each of the scenarios considered elsewhere in this section, increasing the replacement of losses from 66% to 100% would see the total requirement increase by 30 ha. This would see the range of requirements rise from between 141 ha and 248 ha to between 171 ha and 278 ha.

### **Scale of Growth**

7.93 As set out in Section 5.0, Sheffield currently contains an estimated 4.3 million sq.m of employment floorspace, comprising of 3.38 million sq.m of industrial stock and 908,000 sq.m of office space. This provides a useful benchmark for assessing the scale of change (in gross floorspace terms) implied by each of the scenarios considered in the preceding paragraphs.

7.94 In relation to the future demand for office space:

- Scenario 1) The Experian policy neutral scenario generates a requirement for 170,559 sq.m (gross) of floorspace. This would be equivalent to an 19% increase in stock;
- Scenario 2) The policy-on scenario generates a requirement for 308,572 sq.m (gross) of floorspace. This would be equivalent to a 34% increase in stock;
- Scenario 7) Short term Past take-up rates imply a need for 58,120 sq.m. This would be equivalent to a 6% increase in stock; and
- Scenario 5) The labour supply scenario yields a requirement for 249,668 sq.m (gross) of floorspace. This would be equivalent to a 27% increase in stock.

7.95 In relation to the future demand for industrial space:

- Scenario 1) The Experian policy neutral scenario generates a requirement for 438,087 sq.m (gross) of floorspace. This would be equivalent to a **10%** increase in stock;
- Scenario 2) The policy-on scenario generates a requirement for 788,992 sq.m (gross) of floorspace. This would be equivalent to a **18%** increase in stock;
- Scenario 7) Short term Past take-up rates imply a need for 500,480 sq.m. This would be equivalent to a **12%** increase in stock; and
- Scenario 5) The labour supply scenario yields a requirement for 708,483 sq.m (gross) of floorspace. This would be equivalent to a **16%** increase in stock.

## Conclusions

- 7.96 In interpreting the outputs of this section, regard should be had to the PPG which states that local authorities should develop an estimate of future employment land requirements by taking into account a range of forecasts and data sources (both qualitative and quantitative). Planning for employment growth should avoid relying upon a single projection or forecasting technique, as there are inevitable uncertainties and limitations associated with each of the approaches advocated by PPG when applied in isolation.
- 7.97 There are limitations to the use of local level economic forecasts, particularly against a backdrop of significant recent changes in the economy. Economic forecasts are regularly updated and the resulting outputs (and corresponding land requirements) will change over the Plan period.
- 7.98 Similarly, there can be limitations to planning on the basis of past take-up. Whilst such data does reflect demonstrable demand it is based upon historic trends and it cannot automatically be assumed that these will be replicated moving forwards. This is particularly the case in locations where development activity may have been constrained in the past due to a limited availability of land.
- 7.99 Mindful of the inherent limitations of each forecasting approach, it is important to interpret the range of scenarios having regard to local economic and commercial market intelligence. This can help to identify those scenarios that are most appropriate to the particular local context.
- 7.100 **Consequently, on the basis of these considerations, it is recommended that Sheffield City's B-Class employment land OAN should be between 141 ha and 248 ha up to 2036.** This equates to the Experian REM baseline at the lower end of the range, to the 'Policy On' 1% jobs growth scenario at the upper end.
- 7.101 In terms of how the 141-248 ha employment land range for Sheffield City could be split between the B1a/b, B1c/B2 and B8 uses, it is not possible to directly translate the net split into gross requirements, as the data is not sufficiently robust to enable a precise breakdown of land lost/margin of choice by use type. The following quantitative and demand-based factors can be taken into account to understand the potential requirement for different B-Class employment space:
- 1 Historical changes to the stock of existing employment space show that the level and share of office space has increased by 27% in recent years to more than 900,000 sqm between 2000/01 to 2015/16, whilst the level of industrial space has decreased by 9% over the same period;
  - 2 The decreasing stock of industrial premises in recent years is highlighted by vacancy rates for industrial premises being less than half that of office premises;
  - 3 By 2036 approximately 49% of B-Class jobs are projected to be in the higher employment density B1 office space, compared to 51% in lower density industrial space (B1c, B2 and B8);
  - 4 The prioritised sectors identified in the review of key growth drivers in the SCR suggests that demand will be particularly focussed towards office-based sectors such as Creative & Digital, Financial and Professional and Business Services, although it is noted that industrial sectors such as Advanced Manufacturing and Logistics are also targeted.
- 7.102 Taking the above factors into account, it is suggested that the following indicative split of B-Class employment space could be appropriate for Sheffield over the period 2018 to 2036:
- 1 25% for B1a/B1b office; and,
  - 2 75% for B1c/B2/B8 industrial/distribution.

This report does not seek to make a planning or policy judgement; this is a matter for SCC when taking account of the information before it. The report therefore represents a first stage for further consideration of all relevant factors through the Local Plan process.

On this basis, the recommended employment land requirement range for SCC is:

**141 ha – 248 ha between 2018 and 2036**

Of this range, it is recommended that greater weight could be given to a figure of around **200 ha gross**, as this broadly aligns with long term past take up rates (198 ha); the labour supply scenario (202 dpa) and also the mid-point between the Experian REM baseline and the Policy On 1% jobs growth (195 ha).

It is further recommended that around 25% of land be allocated for B1a office, with the remaining 75% for B1c/B2 and B8 industrial/logistics (based on balancing the short term past take up and future econometric projections).

7.103

The selection of the final employment land requirement will depend upon the preferred level of employment growth for Sheffield and the extent to which Officers consider that this aligns with the Council's economic aspirations and housing targets. The selection of the job target will be based upon the identification of policy aspirations relating to the promotion of key sectors in accordance with the economic and spatial vision for the area.

## 8.0 Demand / Supply Balance

### Introduction

8.1 This section draws together the forecasts of future employment land needs in Section 7.0 and the estimates of land available on the area's potential employment sites in Section 6.0 to identify whether there is any need for additional employment space, or whether there is a surplus of it, in both quantitative and qualitative terms.

### Quantitative Balance

8.2 Section 7.0 identified a need for a range of between 141-248 ha of B-Class land, with greater weight to be given to a figure of 200 ha within that range. This would comprise of:

- B1a – around 50 hectares (equivalent of approximately 25%)
- B1c/B2/B8 – around 150 hectares (equivalent of approximately 75%)

### Pipeline Supply

8.3 The detailed site surveys discussed in Section 6.0 and Appendix 1 provide a snapshot of the current available employment land within the City. This section compares the identified level of available land with anticipated requirements to understand the extent to which further new allocations may be required.

8.4 In terms of how the employment land requirements relate to the current employment land portfolio, various factors make any such quantitative analysis an inexact science. On the supply side of the equation the total amount of land available at any given point in time is indeterminate. The exact amount depends upon:

- 1 The size of private reserves (i.e. industrial land held with existing buildings for expansion). These are normally excluded from the analysis as they are not generally available for development;
- 2 The number of windfall sites arising which are not presently allocated for employment uses, but which may become available for such uses in future; and,
- 3 The number of further sites becoming available through the recycling of land currently in industrial use.

8.5 Bearing these points in mind, and as set out in Section 6.0, the detailed site surveys provide a snapshot of the current available employment land across the authority. This comprises:

- 1 Current employment sites not formally allocated in the Local Plan; and,
- 2 Non-allocated sites are not currently part of Sheffield's allocated employment land supply but were assessed to determine whether they are suitable for such uses. These sites may not currently be employment sites or were suggested in the 'call for sites' process; and,
- 3 Other sites with extant planning permission for B-Class uses.

8.6 This judgement is not based solely on the grade given to a particular site but is informed by a rounded consideration of factors set out in the previous Practice Guidance including:

- 1 The suitability of the site in accordance with the development plan, emerging plan policy and national policy;
- 2 Market and industry requirements in the FEMA;

- 3 Physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination (as far as is practicable given the limited scope of this ELR and based on the information provided to Lichfields by SCC Officers);
- 4 Potential impacts including the effect upon the natural and built environment, including landscape features, nature and heritage conservation;
- 5 Appropriateness and likely market attractiveness for the type of development proposed;
- 6 Contribution to regeneration priority areas in Sheffield; and,
- 7 Environmental/amenity impacts experienced by would be occupiers and neighbouring areas.

8.7 It should also be noted that the site assessments have not been informed by detailed site investigation work or site ownership information (other than where this has been provided by the client) and no detailed viability analysis has been undertaken.

8.8 As part of the study, 81 sites were assessed and in total 72 of the sites were considered suitable for employment use totalling approximately 140 hectares of net available land. Based on these site assessments in Section 6 alone, basic quantitative comparison of estimated demand for B Class space against the identified supply is presented in Table 8.1 Demand/Supply of B-Class Employment Space in Sheffield. When set against any of the demand forecasts, Sheffield has a quantitative undersupply of employment land available based on the sites assessed.

8.9 The potential shortfall is 60 hectares, although this would be higher (or much lower) depending on whether SCC decides to pursue an employment land requirement at the upper (or lower) end of the recommended range.

Table 8.1 Demand/Supply of B-Class Employment Space in Sheffield

	Demand / Supply Balance (2019)
Requirement for B Class Space (ha)	200 ha
Estimated Supply of Employment Space (net) (ha)	145 ha (72 sites)
Surplus (+) / Shortfall (-) (ha)	- 55 ha

Source: Lichfields Analysis

- 8.10 In summary, the identified supply within Sheffield City significantly under-provides against the employment space needs that arise under the preferred forecasting projections, in quantitative terms at least.
- 8.11 This demand/supply analysis assumes that the authority's undeveloped employment allocations come forward in their entirety for employment development over the plan period, and that all extant B-Class employment land planning permissions will be developed. Any significant deviation from this broad assumption would have an impact upon the overall balance, for example by tightening the existing surplus of employment space or resulting in an increase in the shortfall under some of the more optimistic scenarios.
- 8.12 It should be noted that the identified supply is based solely on the 81 sites assessed and does not take into account recent completions and planning permissions for employment uses on other sites outside of those assessed.

## Qualitative Factors

- 8.13 Even where no quantitative shortfall of employment space is identified, in some circumstances additional land may be needed for qualitative reasons, in order to:
- a Improve the choice of provision for occupiers;

- b Meet gaps in the supply of particular types of premises;
- c Improve or modernise the quality of current provision and so help attract more occupiers; and/or,
- d Provide a better spatial distribution of employment sites to meet the needs of different settlements.

8.14 Qualitative needs are considered for each broad property type below.

### **Industrial Needs**

8.15 For industrial and logistics space, the market is considered to have performed well over recent years, which has partly been spurred on by the lack the lack of speculative development, particularly for medium to large occupiers.

8.16 Sheffield and Rotherham comprise the prime industrial market within the South Yorkshire region and the AMID is recognised as the most important industrial location both in Sheffield and the wider City Region, and is the UK base for a number of globally recognised innovation, research and technology businesses.

8.17 In identifying some areas where the AMID could be improved, stakeholders noted that the Local Development Order (LDO) within the AMID had now expired (although it was felt that the benefits of the LDO were limited in any event). It was also noted that plots need to be suitable to accommodate the needs of advanced manufacturing and innovation businesses, or that funding be in place to make plots suitable if appropriate occupier interest materialises. Given the global nature of occupiers attracted to the AMID, Sheffield is likely to be competing with other sites elsewhere in Europe and around the world, and this can place greater onus on the City Council and City Region to attract and secure investment.

8.18 There were differing views amongst stakeholders regarding the type of industrial and logistics space which needs to be provided in the future. Whilst some agents stressed a need for quality over quantity in future provision, it was also noted that many Sheffield companies relocate to other authority areas such as Rotherham, Barnsley or Doncaster in the search for cheaper, lower grade space. It will therefore be important for Sheffield to maintain an appropriate mix of sites so as to attract higher-end occupiers and yet still retain its core indigenous employment base.

### **Office Needs**

8.19 In the context of the Sheffield City Region as a whole, Sheffield is perceived by the market as a prime office location and the market is relatively strong in Sheffield City Centre; however, this weakens considerably the further one moves away from the City Centre. This justifies the Core Strategy policy approach in CS3 to require 65% of all office development within the City to be in the City Centre.

8.20 Whilst the City Centre has a substantial volume of office space, a number of stakeholders stated that Sheffield suffers from a lack of an “office core” or quarter in the City Centre with much of the office space dispersed across the Centre. It was also noted that good Grade A office space is difficult to find and therefore there remains a demand for high quality office space within the centre.

8.21 Stakeholders also outlined that there is a leakage of office space in the centre with a number of low quality office space lost to student-residential conversions. Purpose built student accommodation is often directly competing with offices for centrally located sites in the City, and often the former use was seen as more viable.

- 8.22 According to one stakeholder, offices in the City Centre were driven by pre-lets, and developments with planning permission were often not progressing until a tenant was secured (with measures being undertaken to ensure the permissions do not lapse).

### **The Need for Additional Land**

- 8.23 As outlined above, there is an identified undersupply of approximately 55 hectares based on the site assessments over the plan period to 2036.
- 8.24 As a consequence, it is suggested that SCC gives consideration to identifying and allocating additional sites that are considered to be suitable and deliverable for B class employment uses. Any new sites should be sustainable and, ideally, located within areas of strong market demand.
- 8.25 The strongest areas of market demand are located in the Upper and Lower Don Valleys, as well as the City Centre. The current supply of available land is generally skewed toward the Lower Don Valley and the Upper Don Valley for industrial use whilst office space is predominantly located within the City Centre, typically as part of mixed use sites. Overall, it is suggested that efforts to identify new employment allocations could be focussed in these areas.
- 8.26 It will be important in considering the potential to identify additional allocations to ensure that the supply of sites is, wherever possible, clustered together or focussed on a smaller number of larger parcels of land – rather than dispersed across a wide portfolio of sites. This is particularly relevant to the Advanced Manufacturing Innovation District where there is an established supply of industrial uses and the City Centre where stakeholders identified there was a lack of an office core and a demand for high quality office space. Such an approach can help to provide an appropriate concentration of employment uses that can contribute towards securing the necessary investment, business infrastructure and occupier interest.

## 9.0 Conclusion

9.1 This report forms part of the evidence base to inform the SCC’s emerging Local Plan. In line with the Framework and PPG, it addresses the requirement set out in paragraph 20 which states that plans and decisions should be based on up-to-date and locally specific evidence. The estimates of future B-Class employment land requirement provide SCC with the objective evidence necessary for it to determine whether the emerging Local Plan target delivery needs to be revised.

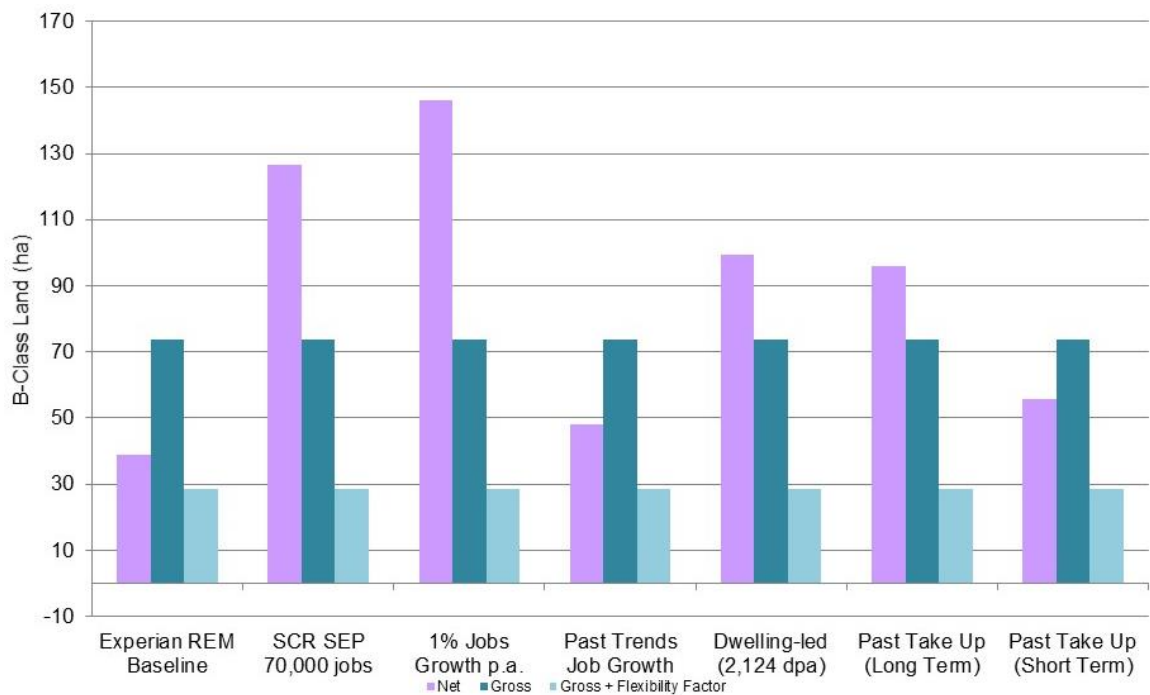
### Demand / Supply Results

#### Demand

9.2 The previous 2015 Joint Sheffield and Rotherham ELR concluded that SCC’s employment land OAN range was between 135 - 195 ha of employment land between 2015 and 2031.

9.3 We have since revisited the analysis using the latest Experian projections, new LHN and up to date past take up/losses data. The results are summarised in Figure 9.1.

Figure 9.1 Sheffield Employment Land Projections (2018-2036)



Source: Lichfields

9.4 It is recommended that Sheffield City’s B-Class employment land OAN should be between 141 ha and 248 ha up to 2036. This equates to the Experian REM baseline at the lower end of the range, to the ‘Policy On’ 1% jobs growth scenario at the upper end.

9.5 Of this range, it is recommended that greater weight could be given to a figure of **around 200 ha gross** (i.e. 11.11 ha per annum), as this broadly aligns with long term past take up rates (198 ha); the labour supply scenario (202 dpa) and also the mid-point between the Experian REM baseline and the Policy On 1% jobs growth (195 ha).



- 9.6 It is further recommended that around 25% of land be allocated for B1a office, with the remaining 75% for B1c/B2 and B8 industrial/logistics (based on balancing the short term past take up and future econometric projections).

### **Supply**

- 9.7 A total of 81 sites have been assessed as part of this employment land review comprising a total of 244.61 gross area. Of these sites, 72 were considered suitable to be included within the Council's existing employment land supply which amounts to a net developable area of **144.58** ha.
- 9.8 The detailed review of the site's included the area's locational context, accessibility, constraints, market demand, market conditions, compatibility of neighbouring uses and relevant planning factors to form a judgement of the suitability of the site for employment use. The individual proformas are included in Appendix 1 of this report.
- 9.9 As set out in Section 6.0, 9 sites were recommended not to be taken forward with the employment land supply in the current plan period. However, it is noted that 5 of these sites could become available for employment use in the long term should these become available and/or have extensive clearance works undertaken on site which would make the site suitable for development. In addition to this, 15 of the sites are recommended to be taken forward as mixed use development with an element of employment use. These are predominantly located within the City Centre and Attercliffe Canalside. Some of the sites included in the site are now fully occupied and therefore have a net area of 0 hectares, however, it is still considered that these sites should protected for employment use going forward.
- 9.10 In spatial terms, the majority of the District's supply is located within the City Centre, the Upper Don Valley and Lower Don Valley as well as a small number of sites within Mosborough and Chapeltown.
- 9.11 SCC's existing employment land supply of **144.58ha** is insufficient to meet the estimated requirement of **200 ha** over the Local Plan period to 2036. The potential shortfall is 55.42 hectares, although this would be higher (or much lower) depending on whether SCC decides to pursue an employment land requirement at the upper (or lower) end of the recommended range. Therefore, it is considered that the further employment allocations are required in order to meet the shortfall.
- 9.12 To address the shortfall, SCC should identify additional areas of search where new employment sites could be accommodated. Such areas should correspond with areas of identified need and strong market demand. In the first instance, it is considered that the Upper and Lower Don Valley which are seen as two of the city's key manufacturing locations and home to the AMID have a strong demand for industrial uses. The City Centre is also perceived as a strong market for office space and there is a demand for high quality offices, although it is considered most appropriate that employment use within the City Centre would come forward as mixed-use development in many cases.
- 9.13 Overall, therefore, it is suggested that efforts to identify new employment allocations should perhaps be focussed in three areas in the first instance: the Upper Don Valley, the Lower Don Valley and the City Centre.
- 9.14 Owing to the close functional relationship with Rotherham, identified as a single FEMA, close co-operation between Sheffield and Rotherham on employment land supply/allocation is recommended.

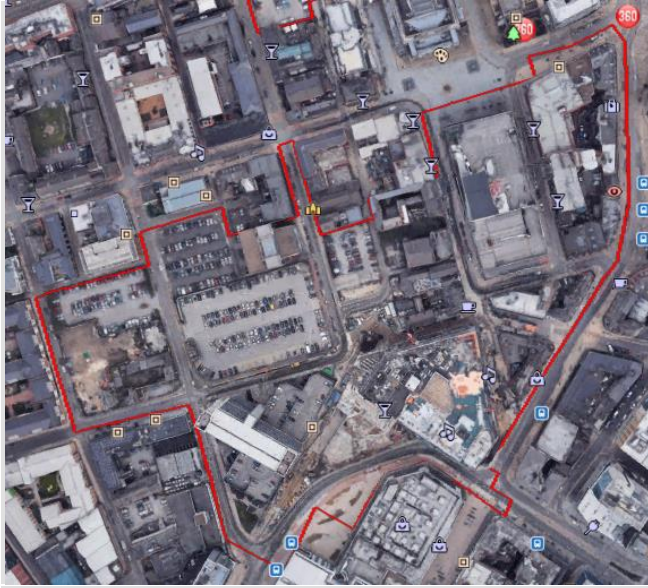
- 9.15 It will be important in considering the potential to identify additional allocations to ensure that the supply of sites is, wherever possible, clustered together or focussed on a smaller number of larger parcels of land – rather than dispersed across a wide portfolio of sites. Such an approach can help to provide an appropriate concentration of employment uses that can contribute towards securing the necessary investment, business infrastructure and occupier interest.

### **Policy Implications**

- 9.16 To meet the future requirements for office and industrial floorspace in Sheffield City, it will be necessary for the Council to make choices about which employment sites to protect or allocate for employment development or which to bring forward as mixed-use schemes either in part or whole. These judgements need to consider:
- the local benefits of B class employment sectors and the need to sustain a diversified and resilient economy that is able to capitalise on economic growth opportunities as they arise;
  - the economic and market outcomes that would arise if particular sectors become displaced from the economy, or are otherwise constrained from expanding in the City;
  - the need to promote growth in high value employment roles / jobs that require a skilled worked force in Sheffield and that meet the aspirations of resident workers; and,
  - the requirement to set targets for delivery of new B class employment space particularly on strategic sites to provide clarity and certainty for developers, which will require a practical assessment of what the market can deliver at any point in time.
- 9.17 For mixed-use allocations, masterplans and delivery strategies should be developed to help ensure that the indicative quantum of employment floorspace/land suggested is delivered in practice over the plan period. Without this additional clarity, these sites could present a higher risk in terms of their ability to meet business needs in Sheffield.
- 9.18 In order to ensure a flexible and responsive policy framework for the City, it will be necessary to not just concentrate on meeting the forecast quantitative requirements for office and industrial space in Sheffield, which will fluctuate over time, but to reflect on the opportunities and risks that flow from particular policy approaches. This could include how the delivery of B-class employment land can be prioritised in particular areas and for particular uses, or how scope can be created to deliver inward investment opportunities for Sheffield, in particular by drawing and capitalising upon the growth opportunities provided by the Lower Don Valley and the Advanced Manufacturing Innovation District for industrial uses and the City Centre for office space.

# **Appendix 1 Site Assessment Pro-Forms**

## Heart of the City II (Ref: S00013)



**GROSS SITE AREA:  
6.87 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
2.35 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>Heart of the City II is a large area within the City Centre which spans numerous plots of land and is made up of multiple uses across several streets. The eastern part of the site is within the main retail centre, and includes key occupiers such as John Lewis and numerous commercial/retail units.</p> <p>The western part of the site comprises informal surface car parks as well as a disused site to the far west and offices to the north. To the south, there is Vita Student Accommodation and an NCP car park as well as the new HSBC offices and Charter Square completed in June 2019.</p>	
Strategic Road Access	The site is within the inner ring road strategic network and the A61 is less than a five-minute journey away.	Good
Local Accessibility	Several local access points including Charter Row south of the site and West Street to the north both of which lead directly to the A61, although congestion is an issue. Public transport accessibility to the area is of course excellent.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is in a prominent City Centre location with very good access to services and labour.	Very Good
Compatibility of Adjoining Uses	A mixture of uses which would be compatible with employment including offices, retail, leisure and student accommodation.	Very Good
Developmental and Environmental Constraints	<p>The majority of the eastern area of the site is allocated within the Central Shopping Area and any vacant areas are likely to be favoured for retail uses.</p> <p>The remainder of the site is allocated within the Business Area in the UDP and comprises large, flat parcels of land</p>	Good

	suitable for development.	
Market Conditions – Perception and Demand	<p>The site is in a key location within the City Centre which is likely to have very good demand, particularly to the west of the site.</p> <p>The new HSBC offices recently completed on Wellington Street in the south of the site which is likely to increase demand in the area for similar uses.</p>	Good
Market Segment	The site would be suitable for a range of uses including B1 employment, retail, leisure and residential.	Very Good
Market Attractiveness	<p>The site is in a very prominent City Centre location with access to the A61 inner ring road and a range of services/amenities.</p> <p>Whilst the majority of the site to the east is currently in use as part of the main retail area (and is likely to be retained for retail and leisure uses), the majority of the western and southern areas comprise flat parcels of land in use as car parks or existing office space.</p> <p>Some of the buildings in the west appear to be fairly low-value office space, however, although the construction of the new HSBC offices off Wellington Street is likely to increase the attractiveness of the area for future occupiers. There is also planning permission for mixed use development in the westernmost part of the site.</p>	Very Good
Barriers to Delivery and Mitigation	<p>The area to the north on Barker’s Pool/Pinstone appears to be fully occupied and due to its location within the Central Shopping Area, is likely to be favoured for retail/leisure uses rather than employment use.</p> <p>The remainder located along Wellington Street to the west does not have any significant barriers to delivery and mitigation.</p>	
Planning Factors	<p>The area to the north is located within the Central Shopping Area with preferred uses as Shops (A1), Offices used by the public (A2), Food and drink outlets (A3) and Housing (C3).</p> <p>The remainder of the site is predominantly designated within the Business Area within the UDP Map with preferred uses Business B1 as well as the following uses deemed acceptable: Small shops (A1) Offices used by the public (A2) Food and drink outlets (A3) Housing (C3) at upper levels in the City Centre Community facilities and institutions (D1) Leisure and recreation facilities (D2) Car parks Hostels Open space Petrol filling stations on Strategic Roads.</p> <p>The Heart of the City II masterplan (2018) identifies this as a key site to create a new quarter of the city centre with a mixture of uses including retail, leisure, Grade A offices, hotel provision, inner city residential development, car parking and public space. The masterplan follows on from the success of Heart of City I located to the east of the site.</p> <p>Recent Planning history includes:</p>	

	<ul style="list-style-type: none"> <li>• 19/01836/FUL   Erection of a mixed-use development incorporating residential accommodation comprising 364 apartments, 764m<sup>2</sup> of commercial floorspace (Use Class A1, A2, A3, A4, A5, or B1), with associated works, landscaping and ancillary features   Land At Wellington Street, Trafalgar Street And Rockingham Street Sheffield S1 4HD (land to the far west of the site). Approved 15 October 2019.</li> <li>• 16/03328/RG3 - Erection of mixed use development comprising a six-storey office (Use Class B1) and retail block (Use Classes A1/A2) with rooftop plant room, basement car park and service area, erection of a standalone food and beverage/retail unit (Use Classes A1, A3, A4 and A5) with enhanced public realm and formation of new highway between Backfields and Carver Street (New HSBC offices)</li> </ul>
--	--

<b>OVERALL SITE RATING</b>	<b>Very Good</b>
----------------------------	------------------

<b>Recommendation and Potential Future Uses</b>	<p>Whilst the area to the north east is not considered suitable or available for employment use due to its location within the Central Shopping Area, the majority of the land to the west is in use as informal car parks and are generally large, flat parcels of land. This area is surrounded by a range of compatible uses with good access from the A61 and public transport.</p> <p>It is therefore considered that this area should be allocated for mixed use, including Grade A B1a office use in accordance with the City of Heart II masterplan. In accordance with other central developments and the masterplan, a flexible approach would be necessary for most development on this large site which allows ancillary retail and leisure uses to be occupied on the ground floor with office space above.</p> <p><b>Recommendation to allocate for mixed use including an element of employment.</b></p>
---	---

<b>SITE SUMMARY:</b>	
<p>Heart of the City II is a large site within the City Centre which is made up of multiple uses. The east of the site is located within the central shopping area including occupiers such as John Lewis, The Co-Operative and several smaller retail units, restaurants and bars.</p> <p>The west of the site is largely made up of informal surface car parks as well as a disused site to the far west and offices to the north. To the south, there is student accommodation and a NCP car park as well as a new HSBC offices on Wellington Street. The site has excellent accessibility to services and labour as well as good access to the A61 Inner Ring Road and public transport hubs. The Heart of the City II Masterplan (2018) identifies this site for mixed use development which will create a new quarter of the city centre. This area should be allocated for mixed use, including Grade A B1a office use.</p>	

## Spital Hill Employment Zone 2 (Ref: S00063)



**GROSS SITE AREA:  
0.24 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.00 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site comprises a small parcel of land located off Spital Hill. There are a number of small retail units located along the eastern side of the site fronting Spital Hill, comprising local convenience and comparison stores and a church to the south on Handley Street. The remainder of site is currently vacant.	
Strategic Road Access	Access is taken from Spital Hill (A6135) which leads on to A61 inner ring road.	Very Good
Local Accessibility	Spital Hill (A6135) which provides access to Spital Lane running along the west of the site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	Urban site located to the north of the site outside of the Inner Ring Road. There is access to local services and labour.	Average
Compatibility of Adjoining Uses	The surrounding uses are predominantly residential with local retail and services to the east and a children's centre to the west which would not be compatible with B2/B8 employment uses.	Poor
Developmental and Environmental Constraints	The site is small and irregular in shape with a large part of the site occupied by a church to the south and retail units to the east. The remaining vacant land is small and would not be suitable for development.	Poor
Market Conditions – Perception and Demand	There is no evidence of marketing for the site. Due to the characteristics of the site it is unlikely that any future marketing would be focused on employment use.	Poor
Market Segment	The site would be not be suitable for employment uses and would be best remaining as its existing use.	Poor

Market Attractiveness	Market attractiveness is likely to be limited. The site is not in a prominent location and the surrounding uses would not be compatible with employment use. The size of the site would restrict any substantial development and it is considered that the site would not be attractive to potential industrial/commercial occupiers.	Poor
Barriers to Delivery and Mitigation	The site is small and of an irregular shape with a number of occupiers already on the fringes of the site which would restrict development.	
Planning Factors	The site is allocated within a Fringe Industry and Business Area with preferred uses including B1, B2, B8 (excluding open storage).	
<b>OVERALL SITE RATING</b>	<b>Poor</b>	
<b>Recommendation and Potential Future Uses</b>	Due to the size of the site and the incompatible neighbouring, it is not considered that this would be a suitable B-Class allocation. <b>It is not recommended that the site is allocated for employment use</b>	
<b>SITE SUMMARY:</b>		
The site comprises a small parcel of land located off Spital Hill to the north of Sheffield City Centre. There are a number of small retail units located along the east of the site fronting Spital Hill and a church to the south on Handley Street. The remainder of site is currently vacant. It is not considered that this would be an appropriate B-Class allocation.		



## Spital Hill Employment Zone 1 (Ref: S00063)



**GROSS SITE AREA:**  
**1.44 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site comprises of a large parcel of land over multiple levels which is predominantly disused, vacant land. There are a number of derelict buildings along the eastern and southern boundaries of the site although one or two buildings are still occupied by small industrial companies.	
Strategic Road Access	Located close to the A61 inner ring road to the south of the site.	Very Good
Local Accessibility	Brunswick Road runs along the west of the site which is accessed via a residential area and Spital Hill along the east.	Very Good
Proximity to Urban Areas and Access to Labour and Services	Urban site located outside of the inner ring road to the north of the City Centre. There is some access to local labour and services, with a nearby Tesco superstore.	Good
Compatibility of Adjoining Uses	The majority of uses within the vicinity of the site are of low value and the areas to the east and west are vacant. There is also a large residential area located immediately north which would not be compatible with heavy industry/logistics.	Poor
Developmental and Environmental Constraints	The site has a challenging topography with dense vegetation across much of the site.  Whilst there is good road infrastructure, there are inadequate services and compatible uses nearby which would comprise development in the northern part of the site.	Poor
Market Conditions – Perception and Demand	There is no evidence of marketing activity. Parts of the site to the south and east are likely to be suitable for indigenous development, in particular B2 and B8 use. Due	Poor

	to its location, it is likely to be less attractive for office use.	
Market Segment	Parts of the site to the south and east would be suitable for B-Class development.	Average
Market Attractiveness	<p>Market attractiveness for the site is likely to be limited due to the dense, steep topography of the site and there are no established services and established uses within the vicinity of the site.</p> <p>There is likely to be some market attractiveness along the southern boundary and east boundary where there are existing buildings, particularly for B2 and B8 uses.</p>	Poor
Barriers to Delivery and Mitigation	The site has a challenging, steep topography that would need to be cleared. Due to the site dense vegetation, the site would need to be cleared and it is likely that the site would need to be remediated for potential contamination.	
Planning Factors	<p>The site is identified in the Unitary Development Plan as a Fringe Industry and Business Area, preferred uses B1, B2, B8 (excluding open storage). Unacceptable uses include: Other shops (A I) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre; Open storage (B8); Lorry parks; Scrapyards.</p> <p>There is a designated Grade II Listed building/structure on this site. However, there are no other planning policy restrictions or landscape designations.</p>	
<b>OVERALL SITE RATING</b>	<b>Poor</b>	
<b>Recommendation and Potential Future Uses</b>	<p>It's considered part of the site along the eastern boundary (where there are existing buildings) could be suitable for B2 or B8 employment use; however, significant redevelopment would be required to the derelict buildings before use.</p> <p>Due to the steep topography and lack of access to services/labour, the remainder of the site is considered to be less suitable for employment use and if the site is cleared, would be more to suited to residential development given its proximity to existing residential areas to the north. It is considered that the site is not suitable for employment at this stage but should be monitored by the council going forward for potential future development.</p> <p><b>It is recommended that the site is not allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The site comprises a large parcel of land located off Spital Hill. The majority of the site is vacant with dense vegetation and steeply sloping down from the north of the site. There are some vacant/derelict building located along the eastern border of the site with some likely still occupied by B2 use.</p> <p>Whilst the site has good road infrastructure, the site is not easily accessible to a range of services and labour with some access to a small number of local services on Spital Hill. The site would need careful masterplanning for a range of uses, potentially with B-Class uses to the south-east of the site.</p>		

## Castle Markets (Ref: S00740)



**GROSS SITE AREA:**  
**1.43 ha**



**ESTIMATED NET DEVELOPABLE AREA:**  
**1.36 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>This is a vacant site which was formerly in use as the indoor Castle Market before these were demolished in 2015.</p> <p>Major excavation and archaeological work were carried out earlier this year which is part of a major regeneration project for the Castlegate Quarter. To the far west of the site are Exchange Place Studios, which comprise studios and workshops for independent artists. The site is bound by the River Don to the north and a mixture of low-value retail and office spaces to the immediate south and east of the site.</p>	
Strategic Road Access	The site is located close to the A61.	Very Good
Local Accessibility	Access can be taken from Castlegate to the north and Exchange Street to the south, however, it is understood that there are proposals to pedestrianize Castlegate.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within the City Centre with very good access to services and labour.	Very Good
Compatibility of Adjoining Uses	Adjoining uses includes offices, retail and hotels within the vicinity of the site and the site would be suitable for a mix of uses, potentially including B1a offices.	Very Good
Developmental and Environmental Constraints	<p>The site is located within Flood Zone 1.</p> <p>The site is located in a conservation area. The remains of Sheffield Castle are located on site which are Grade II listed. The Court House (Grade II listed) is also located to the west of the site.</p> <p>Excavation and archaeological work is currently taking place on site.</p>	Poor
Market Conditions – Perception and Demand	The site and surrounding area have high levels of dereliction, with a number of vacant and disused buildings within the area. However, Castlegate Quarter,	Average

	<p>including Castle Markets, is part of a major regeneration scheme working which involves multiple partnerships and is currently actively marketed.</p> <p>One of the aims of the scheme is to create a new green space on the Castle site and defining potential development sites. Castlegate Quarter as a whole is marketed as a place where new forms of employment, leisure and living can be established.</p> <p>Stakeholder feedback indicates that this site may be better suited to leisure uses rather than offices.</p>	
Market Segment	In accordance with the overall aims of the regeneration project, the site would be suitable for a range of development as part of a major mixed-use scheme including employment, retail and open space.	Good
Market Attractiveness	The site is within a central location with good access to the site and a range of services. Whilst the site is located within a fairly derelict area with a number of vacant / disused buildings, the site is part of a major regeneration project which is likely to attract future occupiers.	Good
Barriers to Delivery and Mitigation	The remains of the Grade II listed Sheffield Castle are located within the site and would need to be preserved and a key focus of any future development.	
Planning Factors	<p>The site is identified as a Local Shopping Centre within the UDP.</p> <p>Policy CS17 identifies Castlegate as a City Centre quarter and an area for a mix of uses including offices, housing, hotels and leisure, linking the Heart of the City with Victoria Quays, as a focus for mixed waterside uses – relocation of the central Markets will reduce the retail presence and create potential for the viewing of the Sheffield Castle ruins.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is with an area identified as part of a major regeneration scheme for Castlegate Quarter where employment, leisure and residential development is encouraged. The site itself aims to create a new green space and any development would need to be small-medium in accordance with these aims.</p> <p>It's considered that some B1 office space would be suitable on site as part of a mixed-use development and therefore a flexible mixed-use approach should be reflected in any future allocation for this site rather than allocating the site in its entirety for employment use.</p> <p><b>Allocate for mixed use including an element of employment use.</b></p>	

**SITE SUMMARY:**

The site comprises a large parcel of vacant land formerly occupied by Castle Market which was

demolished in 2015. The site is located within a central area identified for a major mixed-use regeneration scheme and excavation works are currently underway on site. There are a range of uses within the area including employment, retail and leisure which would be suitable for this future allocation, including an element of B1a office.

## West Bar Triangle (Ref: S00746)



**GROSS SITE AREA:  
2.59 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
1 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>A large parcel of land located directly off the A61 Inner Ring to the north of the City Centre. The site is occupied by multiple uses with the majority comprising surface car parks and disused land to the north and south west.</p> <p>Small scale offices, Hawleys Tyres and Exhausts and Europcar are located in the centre of the site. There is also a landscaped open space area in the south east corner of the site. The site is bound by Sheffield Crown Court to the south.</p>	
Strategic Road Access	Access is taken directly from the A61 Inner Ring Road to the north of the site	Very Good
Local Accessibility	Access can be taken from Bridge Street and Corporation Street which directly links up to the A61. There are several internal roads running through the site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in the City Centre with very good access to labour and services.	Very Good
Compatibility of Adjoining Uses	Compatible uses surrounding the site include residential apartments, B1 offices and Sheffield Crown Court.	Very Good
Developmental and Environmental Constraints	<p>A large, level site in a strategic location on the Inner Ring Road. Part of the site is within Flood Zone 2 and another part within Flood Zone 3A.</p> <p>Access into the site is very good; however, some redevelopment of internal roads is likely to be required to accommodate large scale redevelopment.</p>	Average

Market Conditions – Perception and Demand	<p>The site is in a prominent location which is identified for major redevelopment in the Core Strategy and likely to have strong levels of market demand.</p> <p>Planning permission was secured for mixed development on the whole site in 2017; however, no work has begun on site yet.</p>	Good
Market Segment	Suitable for a range of uses including B1 offices, residential, retail and leisure as well as an area for open space.	Very Good
Market Attractiveness	In a prominent City Centre location which is identified as an area for major mixed-use development. The site has excellent access from the A61 and has a number of compatible uses neighbouring the site which would make it attractive for a range of uses. The site is likely to be in demand from potential occupiers. Parking is plentiful.	Good
Barriers to Delivery and Mitigation	<p>Some parts of the site are located within Flood Zone 3a which would require suitable mitigation.</p> <p>The site has extant planning permission for mixed use development and, if implemented, will occupy the entire site.</p>	
Planning Factors	<p>Policy CS 6 of the Core Strategy identifies the site as a transitional area where manufacturing in City Centre transition areas should not expand where it would detract from the regeneration of the centre and it will be encouraged to relocate, providing suitable alternative sites and premises are available in the City.</p> <p>Policy CS17 identifies West Bar as a City Centre Quarter for a mixed area of predominantly business uses, with a possible emphasis on the legal and financial professions, being located close to the Courts complex; also a location for new housing and a new neighbourhood centre and public space.</p> <p>Policy CS 27 identifies West Bar as an area for further expansion of city centre living. Policy CS 48 identifies the site as an area for new public open spaces in the City Centre whilst Policy CS 62 identifies it as a Pedestrian Priority Zone.</p> <p>Planning permission was granted in February 2017 for the demolition of existing buildings and erection of buildings to form a mixed use development (maximum floor space of up to 140,000 sq metres) comprising office (Class B1), residential (Class C3), hotel (Class C1) and retail and leisure (Classes A1, A2, A3, A4, A5, D1 and D2) uses, provision of public realm space and car parking accommodation (Outline application - all matters reserved except for the principal means of access to the site from the junction of Bridge Street/Corporations Street) (ref: 16/02518/OUT).</p>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
	This is a large site suitable for major regeneration and development to	

**Recommendation and Potential Future Uses**

provide a mixture of uses appropriate to the location.

It's recommended that development of the site comes forward in accordance with Policy CS 17, which includes an element of B1 office space for business uses, with a possible emphasis on the legal and financial professions being located close to the Courts complex and also a location for new housing, a new neighbourhood centre and public space.

**Recommended to be allocated for mix use including an element of employment.**

**SITE SUMMARY:**

The site is a large, flat area of land divided into smaller parcels and within a strategic location off the A61 Inner Ring Road. The majority of the site is vacant or in use as informal car parking with a small number of B1 offices located in the centre and Europcar to the west. The site is in an ideal location adjacent to Sheffield Crown Court and good access to central services and labour in the city centre. A range of compatible uses would be suitable for mixed use development as per the current allocation.



## Attercliffe Canalside (Ref: S00768)



**GROSS SITE AREA:  
4.73 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
3.55 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is a large parcel of vacant, greenfield land situated within a predominantly industrial area. The UDP designated the site for mixed-use development.</p> <p>The site is accessed via Arras Street, off of Woodburn Road. A small parcel of land within the north-east corner of the site is separated from the main body of the site by Ripon Street, which provides access for Pinfold Works (ref. S00777).</p>	
Strategic Road Access	The site has ready access to Staniforth Road (B6200) via Woodburn Road, and Attercliffe Road (A6178) via Staniforth Road. The entrance onto the Sheffield Parkway (A57) is approximately 1.5 km south-west.	<b>Average</b>
Local Accessibility	<p>Access onto the site is located via Woodburn Road which leads onto Arras Street. Arras Street and Ripon Street serve only as access into and out of the site. Arras Street also provides access for a small number of industrial units which are sited on the south-east border of the site.</p> <p>Woodburn Road tram stop is located to the east of the site a short walk away.</p>	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located approximately 2.46km north-east of Sheffield City Centre and is situated within an urban area which is predominantly industrial based. Access to labour and services are good.	<b>Good</b>
Compatibility of Adjoining Uses	The site is located on the eastern edge of a General Industrial Area and is approximately 195m south-west of a Local Centre (Attercliffe Road). Employment based uses surrounded the site and therefore it is considered that the site would be compatible with B1/2/8 uses.	<b>Good</b>
Developmental and Environmental Constraints	The site is flat and open and appears to have a number of footpaths running across it. If the site were to be brought forward into business and/or industrial use, there would be a loss of green recreational space in an already predominately urban setting.	<b>Good</b>

Market Conditions – Perception and Demand	<p>Attercliffe Canalside is situated on the edge of a general industrial area which comprises a mixture of operational and vacant sites.</p> <p>The only sign of pent up demand in the immediate area is the permitted planning application for a furniture storage warehouse (B8) at the Ripon Street/Woodburn Hill site (So3179), located adjacent to the south.</p>	<b>Average</b>
Market Segment	<p>The site is allocated as a mixed-use area in the Unitary Development Plan, named Attercliffe Mixed Use Area. The preferred uses within the area include business (B1), Hotels (C1), Residential Institutions (C2), Housing (C3) and Hostels. B2 uses and B8 uses are labelled as unacceptable.</p> <p>However, the site is located within an area for Manufacturing, Distribution/Warehousing and other Non-office Businesses under Policy CS5 of the Core Strategy.</p>	<b>Average</b>
Market Attractiveness	<p>The site is a large, open space set within an urban area. The site is likely to be suitable for mixed use development. Because of this, the site's attractiveness is likely to be focused on B1 uses.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	<p>Developing the site would result in the loss of informal green recreational open space.</p> <p>The site is allocated as a mixed-use area in the Unitary Development Plan, named Attercliffe Mixed Use Area. The preferred uses in within the area include business (B1), Hotels (C1), Residential Institutions (C2), Housing (C3) and Hostels. B2 uses and B8 uses are labelled as 'unacceptable'.</p> <p>The draft City Policies and Sites document (2013) also highlights that the site is “<i>part of a housing-led regeneration strategy for the area</i>”, and that the “<i>flexibility of uses will assist regeneration of a site formerly in industrial use in line with the objectives of the Core Strategy</i>”.</p>	
Planning Factors	<p>There is no relevant recent planning history</p> <p>There are no other landscape or policy restrictions for this site.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site could come forward to include some B1 uses, but given the size of the site and its location, this is likely to be part of a much wider mixed use scheme.</p> <p><b>Recommendation to retain allocation for mixed use with an element of employment use.</b></p>	
<b>SITE SUMMARY:</b>		
With good access links, the large open space has the potential to be transformed into a business complex that would have the potential to attract number of businesses across the B class use range.		

However, policy objectives in the Unitary Development Plan and Core Strategy demonstrate the sites importance as a future area for residential-led mixed use development – which is reflected by the need to boost housing options, as set out in the Darnall Attercliffe and Tinsley Neighbourhood Development Framework. It is considered that if the site does come forward for development, that provision be made for B1 use class as part of a much larger mixed use development.

**Fitzalan Works, Effingham St, Attercliffe (Ref: S00769)**



**GROSS SITE AREA:  
0.92 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.85 ha**

<b>CRITERIA</b>	<b>COMMENT</b>	<b>RATING</b>
Current Use, Land Type and Planning Status	The site is currently vacant, brownfield land. Remains of the former structure are visible, and palettes of stone and slate remain on-site. There has been no relevant recent planning history for the site.	
Strategic Road Access	The site is directly connected to Effingham Road (B6071), which leads onto Attercliffe Road (A6178). Access onto Sheffield Parkway is approximately 1.5km south-west via the A61.  The M1 is located approximately 3.42km north-east along Attercliffe Road.	<b>Average</b>
Local Accessibility	The site is accessed via Effingham Road (B6071) and backs onto the Sheffield and Tinsley Canal limiting additional access. Effingham Road also operates a one-way system, meaning access to the site is only possible travelling east to west. A bus stop is located immediately beside the site, providing regular services including 6, 6A, 52, 69, 17A, 752, 769 and X13.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located within a predominantly industrial area of Sheffield with good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is surrounded by A1, B1, B2 and Sui Generis uses (car garages, scrapyards). The site would therefore be compatible with B1 and B2 uses; even possibly Sui	<b>Very Good</b>

	Generis.	
Developmental and Environmental Constraints	<p>The site is flat Brownfield land that may have ground contamination, however, further investigations would be required to determine this. The site also backs onto the Sheffield and Tinsley Canal, and is therefore constrained in its size and extent of future development.</p> <p>The Grade II listed Baltic Works sits adjacent to the site, therefore any development would have to take this into consideration.</p>	<b>Average</b>
Market Conditions – Perception and Demand	The site is vacant and no planning application has been received for the site since at least January 2000. The site is also situated within a low-quality area, with visible signs of rubbish and poor-quality built environment.	<b>Poor</b>
Market Segment	This site could come forward for B class uses that are compatible with the Core Strategy approach to housing led regeneration in the wider canal side area as defined by Policy CS28.	<b>Good</b>
Market Attractiveness	As already mentioned, the site is vacant and has not received any planning applications in nearly 20 years, which demonstrates that there is a lack of attraction to the site for employment-based usage.	<b>Poor</b>
Barriers to Delivery and Mitigation	The main barrier to delivery of employment uses on-site is the general attractiveness of the area that the site is situated. Accompanied with the low quality of the site itself, there is (and has been) little suggestion of any deliverability on-site.	
Planning Factors	<p>The site is allocated in the Unitary Development Plan within a General Industry Area, with no restrictions on employment uses.</p> <p>Policy CS28 of the Core Strategy identifies the area around the Canal and Attercliffe for a mix of uses, including housing, services and employment</p> <p>In the draft City Policies and Sites Document (2013), the site was proposed to be allocated (ref. P00154) as a flexible use area with no preferred uses. Accepted uses on-site include A1, B1, C1/2/3 and open space. General industry (B2) and Warehouses and Storage (B8) are classified as unacceptable uses.</p> <p>The site is also located within the Advanced Manufacturing Innovation District</p> <p>No relevant Planning history is available for the site.</p> <p>There are no other landscape designations or policy restrictions of relevance to this site.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	The site could come forward to include some B class uses, but given the sites location close to other canal side sites in need of regeneration, this is likely to be part of a much wider mixed use scheme which comes	

forward in the future.

**It is recommended that the site is allocated for mixed use with an element of employment use.**

**SITE SUMMARY:**

The site is vacant and comprises of brownfield land, with remains of previous structures evident. At present, the site is poor and in need of significant regeneration and should not be allocated for employment use. It's possible that the site could come forward as a mixed use scheme including housing and B1 employment in accordance with Policy CS28. This could be possible as part of a wider regeneration scheme in the Attercliffe and Darnall area.

## Spartan Works (Ref: S00772)



**GROSS SITE AREA:  
0.60 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.3 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This is the site of the Spartan Steel works, which is currently occupied by a number of engineering and/or manufacturing companies based in light industrial units. The frontage of Spartan Works, facing onto Attercliffe Road, appears to be vacant.	
Strategic Road Access	The road is directly accessed from Attercliffe Road (A6178).  However, the site is at a slight disadvantage in terms of proximity to main strategic routes into and out of Sheffield, with Sheffield Parkway (A57) approximately 1.5km away and the M1 approximately 3.26km north-east along Attercliffe Road.	<b>Average</b>
Local Accessibility	The site has direct access onto Attercliffe Road, with bus stops immediately outside the entrance.	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is situated on a busy road, within an established industrial area of Sheffield. It is considered that the site has good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is surrounded by uses that are compatible with employment use class (B1/2, A1/4, Sui Generis etc.). Heading west down Attercliffe Road, surrounding uses become increasingly industrial based.	<b>Very Good</b>
Developmental and Environmental Constraints	Part of the site is currently occupied, although a number of units appeared to be vacant at the time of the site visit.  The building itself has a long history and is well connected with Sheffield's Steel Industry.  The Yorkshire Bank Building close to the site is Grade II listed.	<b>Good</b>
Market Conditions –	The area appears to be in relatively low demand for	<b>Poor</b>

Perception and Demand	employment uses as exhibited by a number of vacant units on the site and in the immediate surrounding area.	
Market Segment	B class uses that are compatible with the Core Strategy approach to housing led regeneration in the wider canal side area	<b>Good</b>
Market Attractiveness	The site has good access links and is an operating complex. However, the wider area to the north and west appears run-down, with vacant sites around the site.	<b>Poor</b>
Barriers to Delivery and Mitigation	The main barriers to delivery on-site relate to the demand and attractiveness of the area. With several vacant properties neighbouring the site, it is clear that market conditions for the area have worsened.	
Planning Factors	<p>The site is located within a General Industry area in the UDP, with all employment uses acceptable. A small part of the eastern section of the site also intersects with an UDP designated local shopping centre. In local shopping centres, shops (A1) are preferred, but other accepted uses include offices A2 and A3, B1, C1/2/3, D1/2 and Sui Generis.</p> <p>The draft City Policies and Sites document (2013) propose to designate the site (ref. P00195) as a flexible use area. There are no preferred uses; however, both general industry (B2) and warehouses and storage (B8) are deemed unacceptable. The designation as a mixed-use area is to support Policy CS28 of the Core Strategy, which identifies the Canal at Attercliffe as an area for a mix of uses including housing, services and employment.</p> <p>The site is also located within the Advanced Manufacturing Innovation District.</p> <p>There is a Grade II listed Heritage Asset (Yorkshire Bank) which located approximately 68 metres east of the Spartan Works entrance.</p> <p>There is no relevant planning history for this site.</p> <p>There are no other landscape designations or planning policy restrictions.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Use</b>	<p>Given the high number of vacant units and the likelihood that the Works itself may require substantial investment to bring up to modern standards, this site is likely to be more viable as part of a mixed-use regeneration of the wider area which includes housing and B1 employment rather than allocating the site for employment use. The long term viability of this site for employment uses should be monitored by the Council.</p> <p><b>Recommendation to allocate for mixed use including an element of employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The site is well served by Attercliffe Road and is situated in an area where General Industrial meets a mixture of uses (retail etc.). The Spartan Works premises itself is part of Sheffield's steel industry history and should retained if future development of the site takes place.</p> <p>The vacant frontage detracts from the building's heritage. The area itself, however, is run-down and in need of regeneration, in line with the draft City Policies and Sites document and Core Strategy objectives, the site could be brought into mixed future uses including employment based use, services, with some residential.</p>		



**Site adj to Fitzalan Works, Attercliffe (Ref: S00775)**



**GROSS SITE AREA:  
0.37 ha**



**ESTIMATED NET DEVELOPABLE  
AREA:  
0.0 ha**

<b>CRITERIA</b>	<b>COMMENT</b>	<b>RATING</b>
Current Use, Land Type and Planning Status	The site is operational as a storage and distribution facility.	
Strategic Road Access	The site is directly connected onto Attercliffe Road (A1678), which is a busy and good quality road. However, access to the Sheffield Parkway (A57) is approximately 1.7km south-west via the A61.  The M1 is located approximately 3.38km north-east along Attercliffe Road.	<b>Average</b>
Local Accessibility	The site has direct access to Attercliffe Road (A1678).	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located within a predominantly industrial area of Sheffield with good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is surrounded by A1, B1, B2 and Sui Generis uses (car garages, scrapyards). Carrying on further eastwards on Attercliffe Road, A-class uses become more frequent.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is level and fronts onto Attercliffe Road. The site is also currently operational. Remediation may be an issue for future redevelopment.	<b>Good</b>
Market Conditions – Perception and Demand	The site is situated within a low-quality area, with visible signs of rubbish and poor-quality built environment and low kerb appeal. Evident signs of vacant building in the nearby area also detract from the perception and demand for new employment-based uses on the site.	<b>Poor</b>
Market Segment	If the site was to become vacant in the future, suitable B class uses that are compatible with the Core Strategy approach to housing led regeneration in the wider canal	<b>Good</b>

	side area	
Market Attractiveness	<p>The site is situated in an area of low commercial demand, with few signs of any new employment-based regeneration nearby. The site adjacent (Fitzalan Works) has been vacant with no planning application to bring the site back into use since at least January 2000.</p> <p>Having said that, the site itself is in operation for storage and distribution.</p>	<b>Poor / Average</b>
Barriers to Delivery and Mitigation	<p>If the site becomes vacant in the future, the main barrier to delivery would be the overall attractiveness of the area. There appears to be little employment-based investment at this time.</p>	
Planning Factors	<p>The site is designated in the UDP within a General Industry Area, with no restrictions on employment uses.</p> <p>Policy CS28 of the Core Strategy identifies the area around the Canal and Attercliffe for a mix of uses, including housing, services and employment.</p> <p>In the draft City Policies and Sites Document (2013), the site is proposed to be allocated (ref. PO0194) as a flexible use area with no preferred uses. Accepted uses on-site include A1, B1, C1/2/3 and open space. General industry (B2) and Warehouses and Storage (B8) are classified as unacceptable uses.</p> <p>The site is located within the Advanced Manufacturing Innovation District.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>96/02839/FUL - Erection of amenities building and alterations to boundary wall including widening of vehicular access (Granted in January 1997).</li> </ul> <p>There are no other landscape designations or policy restrictions of relevance to this site.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site could come forward to include some B class uses, but given the sites location close to other canal side sites in need of regeneration, this is likely to be part of a much wider mixed use scheme in the future.</p> <p><b>Recommendation to retain allocation for mixed use including an element of employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The site is currently occupied and in operation. Good local access links benefit the site but there is a slight disadvantage due to limited access to strategic roads. The site was propsoed to be allocated as a flexible use area, meaning the site could come forward outside of the employment class.</p> <p>The site is in B8 operation; however, the wider area is run-down and in need of regeneration. This could come in the form of further employment based use, as the UDP highlights the site within a general industry area; or, in line with the draft City Policies and Sites document and Core Strategy’s objectives, the site could be brought into future uses including residential or services.</p>		

## Pinfold Works, Staniforth Road (Ref: Soo777)



**GROSS SITE AREA:**  
**0.74 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.20 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently operated by RE Field Services Ltd and is located to the north-east of Sheffield City Centre. There is an existing access road from Woodburn Road to the south which leads into the premises. The site is adjacent to the site at Attercliffe Canalside (ref. Soo768), with both sites sharing the same access from Arras Street onto Ripon Street. The site is allocated as a mixed-use area in the UDP.	
Strategic Road Access	The site has easy access to Staniforth Road (B6200) via Woodburn Road, and Attercliffe Road (A6178) via Staniforth Road. The entrance onto the Sheffield Parkway (A57) is approximately 1.7km south-west.	<b>Average</b>
Local Accessibility	Access onto the site is located via Woodburn Road which leads onto Arras Street. Ripon Street serves as the only access to and from the site.  Woodburn Road tram stop is located to the east of the site a short walk away.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located approximately 2.66km north-east of Sheffield City Centre and is situated within an urban area which is predominantly industrial based. Access to labour and services are good.	<b>Good</b>
Compatibility of Adjoining Uses	The site is located on the eastern edge of a general industrial area (as per the UDP proposals map) and is approximately 127m south-west of a UDP allocated local shopping centre (Attercliffe Road). Employment based uses surround the site and therefore it is considered that the site would be compatible with B1/2/8 uses.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is currently operational. If future development of the site takes place, ground contamination may be present on-site.  Expansion of this narrow site is also constrained by the Sheffield and Tinsley Canal.	<b>Average</b>

Market Conditions – Perception and Demand	<p>The site is located outside the defined policy area for General Industrial usage.</p> <p>The surrounding area comprises of a mixture of operational and vacant premises, with little sign of any new employment-based development in the immediate area.</p>	<b>Average / Poor</b>
Market Segment	<p>The site is designated as a mixed-use area in the Unitary Development Plan, named Attercliffe Mixed Use Area (Policy MU7). The preferred uses in within the area include business (B1), Hotels (C1), Residential Institutions (C2), Housing (C3) and Hostels. B2 uses and B8 uses are labelled as ‘unacceptable’; therefore, the future development of the site would be limited in terms of employment uses acceptable on-site.</p>	<b>Average</b>
Market Attractiveness	<p>The site is situated within an urban area, with compatible uses nearby.</p> <p>The site’s allocation for mixed-use centred regeneration limits the site’s ability to be developed solely as an employment complex.</p> <p>The site is also located within the Advanced Manufacturing District.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	<p>The Core Strategy promotes this area as an opportunity to introduce a mix of housing, services, and employment uses around the canal.</p> <p>The draft City Policies and Sites document (2013) also highlights that the site is “<i>part of a housing-led regeneration strategy for the area</i>”, and that the “flexibility of uses will assist regeneration of a site formerly in industrial use in line with the objectives of the Core Strategy”.</p>	
Planning Factors	<p>There is no relevant planning history.</p> <p>There are no other landscape or policy restrictions for this site.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is predominantly in existing employment use, although there is some land available to the east of the site. If the site were to become available in future, it is likely that it could be subsumed within the wider Attercliffe mixed use development, which could include an element of B1.</p> <p><b>Recommendation to allocate for mixed use including an element of employment use.</b></p>	

**SITE SUMMARY:**

The site is situated within an urban location, which is predominantly industrial. Policy objectives in the UDP and Core Strategy demonstrate the site’s importance as a future area for residential-led mixed use development – which is reflected by the need to boost housing options, as set out in the Darnall Attercliffe and Tinsley Neighbourhood Development Framework.

It is considered that if the current occupier vacates the site and it does come forward for

redevelopment, it could form part of a wider mixed use development with the Attercliffe site, which could include an element of B1 employment.

## Loicher Lane (Ref: S00795)



**GROSS SITE AREA:**  
**0.58 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently used for HGV storage. It is occupied, brownfield, low quality land. The site sits within a wider industrial estate that is used for B2/B8. The site is broadly rectangular and is relatively flat.	
Strategic Road Access	The site has good access to the wider strategic road network. Junction 35 of the M1 is approximately 2km from the site.	Good
Local Accessibility	Access is via A6135 The Common, Station Road and Loicher Lane which are constrained by a narrow height restricted bridge (4.6m (15ft)) and an estate road that is in need of resurfacing.	Average
Proximity to Urban Areas and Access to Labour and Services	Urban industrial area (part of Ecclesfield 35 Industrial Estate) with access to labour and services. There is limited public transport in close proximity to the site. Nearest bus services have bus stops on The Common approx. 580 - 610 metres from the Station Road entrance to the estate)	Good
Compatibility of Adjoining Uses	Surrounding uses are B2/B8 and warehousing/industry. It is therefore considered compatible.	Very Good
Developmental and Environmental Constraints	The majority of site lies within flood zone 2 (medium risk of flooding). The nearest heritage asset to the site is a grade II listed building (Ecclesfield Signal Box on Railway Lane, ref. 1240614) approx. 335 metres to the south west of the site. There are no other designated heritage assets in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks). The site lies within the Sheffield Citywide AQMA.	Average
Market Conditions – Perception and Demand	The site is currently in occupation. There is limited evidence that the occupancy status will change in the near future.	Average
Market Segment	The site is suitable for a variety of B2/B8 uses which are compatible with surrounding uses.	Good
Market Attractiveness	The site is located within an area suitable for B2/B8 use.	Average /

	<p>It is currently in poor condition, but is in occupation for low grade HGV storage.</p> <p>The site is relatively level, with existing vehicle and pedestrian access. The Core Strategy designates the Chapeltown Ecclesfield area as a location for manufacturing distribution, warehousing and other non-office businesses. There is precedent of B2 use on the site, given its current occupation.</p> <p>Given its current use, remediation may be necessary for future change of uses.</p>	Poor
Barriers to Delivery and Mitigation	<p>There may be a need for remediation on the site given its current use. There is constrained local access by the low bridge on Loicher Lane.</p>	
Planning Factors	<p>The Unitary Development Plan designated the site as part of a General Industrial Area, within which the preferred uses for development are B2 and B8 uses with Open Storage and Scrap Yards listed as Acceptable in principle. The Local Plan, City Policies and Sites DPD (2013) allocated the site as an Industrial Site (site ref. P00276) where development for general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) are required within an industrial policy area.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>17/02450/FUL   Siting of plant and equipment for use as dual short term operating reserve power generating facility and erection of a 4.5m high acoustic timber fence (Re-submission of 16/03577/FUL)   Approved 15<sup>th</sup> September 2017</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and use for B2/B8, it is considered the site is suitable for continued B2/B8 use.</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The Sheffield Local Plan Proposals Map designates the site within an Industrial Area. The site is currently used for B2/B8 purposes. Although it is in a comparatively poor condition, it is fulfilling a local need for low grade B8 open storage and should be retained as an employment site going forward.</p>		

## Beldon B, Norfolk Park (Ref: S00811)



**GROSS SITE AREA:**  
**0.88 ha**

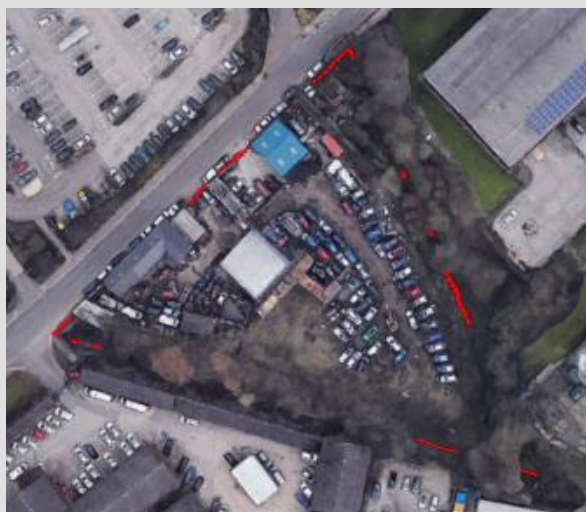
**ESTIMATED NET DEVELOPABLE AREA:**  
**0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently comprises vacant land located to the south of Sheffield City Centre. This was the site of a former, now demolished, tower block. There is an existing access road from Park Grange Road located to the south which leads to a small informal car park in the northern area of the site which appears to be in use by the neighbouring properties. The site is not allocated within the UDP Proposals Map.	
Strategic Road Access	The site is accessed from Park Grange Road which leads directly to the A61 in approximately a 5-minute journey.	Good
Local Accessibility	Accessed via Park Grange Road which leads directly into Sheffield City Centre. There is also a tram stop directly opposite Norfolk Park Health Centre (Arbourthorne Road Tram Stop) which provides rapid and frequent access to the City Centre and beyond.	Very Good
Proximity to Urban Areas and Access to Labour and Services	Located within a residential area to the south of Sheffield City Centre and reasonably accessible to a range of services.	Average
Compatibility of Adjoining Uses	The site is located within a predominantly residential area. Norfolk Park Health Centre is located to the south of the site. This would restrict the site from being redeveloped for B2 or B8 uses.	Poor
Developmental and Environmental Constraints	<p>The site is a reasonably-sized parcel of the land. The topography of the site is fairly uneven and slopes down from the south of the site. The site is constrained by residential properties to the north, east and west, and a health centre to the south.</p> <p>The site is within Flood Zone 1.</p>	Average



Market Conditions – Perception and Demand	There is no evidence of recent marketing at the site since the demolition of tower blocks on the site in 2002.	Poor
Market Segment	The site is currently vacant. Whilst Norfolk Park Health Centre is located immediately to the south of the site, the majority of the surrounding area is residential, and should it come forward for development in the future, is likely to be more suitable for residential development.	Poor
Market Attractiveness	<p>Whilst the site has excellent accessibility to the City Centre, the locality is not within a prominent location for employment uses and is bound by residential housing. There are limited services within the area and it is likely that occupiers would be required to travel into the City Centre.</p> <p>It is considered that the site is likely to be more attractive for residential uses and less attractive for employment uses.</p>	Poor
Barriers to Delivery and Mitigation	The site is within a predominantly residential area and therefore, any proposals would not to demonstrate that they would not impact on the neighbouring properties.	
Planning Factors	<p>The site is located within a housing area in the UDP Map (South East Insert). Before progress on the City Policies and Sites Document stopped, the draft allocation for the site was for retail and housing within the pre-submission draft.</p> <p>There is no recent planning history for the site. A planning history search identifies that two tower blocks were demolished on the site in 2002.</p>	
<b>OVERALL SITE RATING</b>	<b>Poor</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Whilst there is a health centre to the south of the site, the location is within a predominantly residential area with limited access to neighbouring services or other existing employment uses. Given the proximity to residential housing, it is considered significant mitigation would be required for any potential employment development.</p> <p>On this basis, it is likely to be more suitable for housing and/or associated amenity uses for the local area.</p> <p>It is not recommended that this site be designated for B-Class employment uses.</p>	
<b>SITE SUMMARY:</b>		
<p>The site is located off Park Grange Road to the south of Sheffield City Centre and is easily accessible by a range of transport. There is a good existing access point from Park Grange Road with an internal road leading to a small informal car park to the north of the site. The site is located within a predominantly residential area with limited access to services within the local area. B-Class employment uses would not be appropriate for this site.</p>		

## Site of 26 Station Road, Ecclesfield (Ref: S00818)



**GROSS SITE AREA:**  
**0.534 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is occupied, developed land. The site is currently occupied by ECG (car repairs). There are a number of temporary sheds/structures on the site. This triangular site is relatively flat. The site is located close to similar industrial/sui generis uses.	
Strategic Road Access	The site has good access to the wider strategic road network; the M1 can be accessed within a 10-minute car journey.	<b>Good</b>
Local Accessibility	Accessed directly off Station Road, via The Common. During the site visit, this road appeared to be busy and periodically congested. The closest bus stops 230 - 260 metres from the site are on The Common which is a high frequency bus route.	<b>Good /Average</b>
Proximity to Urban Areas and Access to Labour and Services	The site is in close proximity to the urban area, with access to local services and labour.	<b>Good</b>
Compatibility of Adjoining Uses	The site is surrounded by a mix of uses. Morrison's supermarket is located to the north. A Police headquarters is located to the south. There are a number of sites for B2/B8 uses located to the east.	<b>Average</b>
Developmental and Environmental Constraints	The site is located within Flood Zones 2 and 3a (medium to high risk of flooding). The south of the site lies partially within flood zone 3i (Developed Floodplain). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Average</b>
Market Conditions – Perception and Demand	The site is currently occupied by a car repairs workshop. There is limited evidence that the occupancy status will change in the near future.	<b>Average</b>
Market Segment	The site is suitable for a variety of small-to-medium sui generis/B2/B8 uses which are compatible with the	<b>Average</b>

	accessible location of the site.	
Market Attractiveness	<p>The site is located within an area suitable for manufacturing use, within an established area for B2/B8 uses.</p> <p>The site is relatively level, with good existing vehicle and pedestrian access. The site is allocated for flexible uses within a General Employment Policy Area.</p> <p>It is therefore considered that the site has reasonable market attractiveness.</p>	<b>Average / Good</b>
Barriers to Delivery and Mitigation	The site is currently occupied. Given its current use, remediation may be necessary. There does not appear to be any barriers if this site was to be redeveloped.	
Planning Factors	<p>The site is designated as part of the Fringe Industry and Business Area in the UDP with preferred uses being Business (B1), General Industry (B2) and Warehouses (B8 excluding open storage) under policy IB6. The emerging Local Plan, City Policies and Sites DPD (2013) allocates the site for flexible uses within a General Employment Area; Policy H1 stipulates no preferences, with a mix of employment and other non-housing uses being acceptable in principle including:</p> <ul style="list-style-type: none"> <li>• Office (B1a)</li> <li>• Research and development (B1b)</li> <li>• Light industry (B1c)</li> <li>• General industry (B2)</li> <li>• Warehouses and storage (B8)</li> </ul> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>• 05/01141/OUT   Erection of office buildings and associated parking   Approved 17<sup>th</sup> June 2005</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's location in close proximity with existing B2/B8 uses, its established access and use for B2/B8, it is considered the site is suitable for continued employment use.</p> <p><b>Recommended that the site is retained for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The emerging Local Plan allocates the site for employment use. It is currently occupied by ECG, a car repair company. It is located within a prominent location, in close proximity to the urban area. It has good existing access links to the surrounding strategic road network and the public transport. It is recommended that the site remains suitable for B-Class/sui generis employment uses going forward and should retain this.</p>		

## Mosborough Wood Business Park (Ref: S00822)



**GROSS SITE AREA:**  
**7.9 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**7.9 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site comprises of a large parcel of vacant land, formerly in industrial use. Industrial buildings in the south of the site have recently been demolished. The site is currently being marketed for development by CBRE and Atkinson Associates Property Consultants.</p> <p>Holbrook Industrial Estate lies to the north, to which the site comprises a southern adjunct. Residential development lies to the immediate south of the site and to the west beyond Eckington Way and south beyond Station Road.</p>	
Strategic Road Access	<p>The site is located adjacent to Eckington Way (B6053), which links to the A57 approximately 2km to the north. The nearest M1 junctions are approximately 8km from the site (junctions 30 and 31).</p>	<b>Average</b>
Local Accessibility	<p>The site is accessed by Holbrook Avenue. Holbrook Avenue connects the site with Eckington Way. The site is served by nearby tram stops at the Sheffield Tram terminus/park and ride/interchange located to the immediate south west of the site, east of Eckington Way, which provide access to the city centre.</p>	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located within the urbanised Holbrook area of Sheffield. The immediate location is industrial in nature to the north but with extensive residential areas to the south and west. The site has good access to both labour and services.</p>	<b>Good</b>
Compatibility of Adjoining Uses	<p>The site is situated within an area dominated by industrial uses to the north and east and by residential uses to the immediate south, west and further south.</p>	<b>Good</b>
Developmental and Environmental Constraints	<p>The site is generally flat; however, the topography rises towards the centre and the site is generally overgrown.</p>	<b>Good</b>
Market Conditions – Perception and Demand	<p>The site is currently being marketed. It has remained undeveloped for approximately 10 years. Vacant business units are also advertised directly north of the site. Council</p>	<b>Average</b>

	<p>Officers are aware of interest in the site for industrial use being expressed within the last three years, however, contradictory views have been expressed and representatives of the site owners consider that the site has been marketed for employment uses for 10 years since it secured planning permission for redevelopment for employment purposes, with no viable occupier interest.</p> <p>Broader stakeholder consultation suggested that the site would be suitable for residential development and that industrial occupiers could be put off by the congested nature of local roads and distance from the M1. One stakeholder also considered that the bridge on site was not suitable for two HGVs to go past, however, this is subject to assessment to determine the suitability.</p>	
Market Segment	The site is located in a primarily industrial area, located close to existing residential areas. Due to the scale of the site, there are a broad range of opportunities for the site including employment.	<b>Good</b>
Market Attractiveness	<p>The site is large, has good access and is situated within a mixed industrial and residential area. The site secured planning permission for Offices (Use Class B1), General Industry (Use Class B2) and Storage and Distribution (Use Class B8) in 2009. This permission has not been implemented and there have been no subsequent applications.</p> <p>A Financial Viability Assessment of the site has been undertaken on behalf of the landowner. The assessment concludes that given high abnormal costs of bringing the land forward it is not possible to viably develop the land for employment purposes whether as serviced industrial plots or as a fully built out industrial and warehousing scheme. The landowner and agents acting consider that there is no realistic prospect of the land coming forward for employment purposes within the foreseeable future. This appraisal has not been verified by the Council.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	This is a site which is likely to require significant investment for any redevelopment. The site is heavily vegetated and there is the possibility of ground contamination from previous uses. Although the site is relatively flat towards the centre, topography of the site could represent a constraint to some forms of larger footprint employment uses.	
Planning Factors	<p>The site is allocated in the UDP within a General Industry Area, with no restrictions on employment uses subject to Core Strategy CS3 and is a proposed business and industrial site. According to the UDP Proposals Map for the area, the site is situated adjacent to areas of natural history interest.</p> <p>The draft City Policies and Sites document (2013) proposed to allocate the site (ref. P00376) for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>The Core Strategy identifies the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>The relevant planning history is listed below:</p>	

	<p>09/01616/OUT - Erection of units for use as Offices (Use Class B1), General Industry (Use Class B2) and Storage and Distribution (Use Class B8) including access bridge, associated highway works and car parking accommodation (Granted in 2009). A bridge has been provided to the site, however no further development has taken place.</p> <p>There are no other planning policy restrictions or landscape designations.</p>
<b>OVERALL SITE RATING</b>	<b>Good</b>
<b>Recommendation and Potential Future Uses</b>	<p>The site could come forward for a range of different uses. B1/2/8 would be suitable. Subject to validation of the reasons for the continued vacancy of the site and the conclusions of any site Viability Assessment, other uses could be considered which are compatible with the residential uses to the south and west and which secure some employment uses on the remainder of the site.</p> <p><b>Recommended to be allocated for employment use.</b></p>
<b>SITE SUMMARY:</b>	
<p>The site comprises of a large parcel of land within an industrial area, with topography that raises towards the centre. The site has remained vacant for 10 years following the granting of planning permission for employment development. Given the variety of surrounding uses in the area, good access to local transport links (both road and tram) and policy allocation, the site remains suitable for allocation as an employment site.</p>	
<p>The complexity and potential viability of the site being brought forward for employment uses may be questionable and the prospects of securing employment development may be improved by cross-subsidisation of the B-Class elements through expanding the use classes to include other uses which could be accepted on site.</p>	

## Co-op, Banner Cross Shopping Centre (Ref: S00823)



**GROSS SITE AREA:**  
**0.85 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is located off Ecclesall Road to the south west of Sheffield City Centre. The site is currently in use as a Co-op supermarket with associated parking as well as a dry cleaners to the east of the car park and a small number of retail/commercial uses to the west including a restaurant, a dentist, takeaway and a kitchen store. The whole site is currently occupied and there are no vacant units or land.	
Strategic Road Access	Accessed from Ecclesall Road (A625) which links up to the A61 inner ring road.	<b>Good</b>
Local Accessibility	The site is accessed from Ecclesall Road (A625)	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located to the south west of the City Centre along a prominent road with good transport links and access to services.	<b>Good</b>
Compatibility of Adjoining Uses	The majority of existing units on site and within the vicinity of the site are within retail/commercial use.  There are also a number of residential properties located along Ecclesall Road and the wider area is predominantly residential.	<b>Average</b>
Developmental and Environmental Constraints	The site is flat and reasonably sized, even parcel of land which has good access from Ecclesall Road.	<b>Good</b>
Market Conditions – Perception and Demand	There are currently no vacant units within the site and there are no indications that the site will become vacant. It is likely to be seen as an attractive area for retail uses rather than employment.	<b>Good</b>
Market Segment	The site currently serves retail and commercial uses and is located within a district centre. Should the site become vacant, the site is likely to be retained A use classes and	<b>Average</b>

	other local centre uses, however, some B1 use class could also be suitable.	
Market Attractiveness	The site is in an attractive location within a district centre. However, given its location and surrounding uses, the site is likely to be more attractive for mixed use development including retail and commercial uses with an element of B1 employment space.	<b>Good</b>
Barriers to Delivery and Mitigation	The site is currently in use with no sign that it will become vacant in the near future. The site is located within a district centre close to residential and retail uses.	
Planning Factors	<p>The site is located within Banner Cross District Centre as defined by the UDP proposals map. Core Strategy Policy CS 34 encourages retail, leisure and community facilities that retail, leisure and community facilities would be favoured. Smaller-scale offices and residential development away from shop frontages will complement shops and services</p> <p>Policy CS 3 of the Core Strategy identifies that office development will take place in District centres on high frequency public transport routes in urban areas and near super tram stops for small scale offices only.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Should the site become vacant in the future it is likely that retail and leisure uses would be favoured; however, some small scale office development would be acceptable within district centres.</p> <p>Given that the site is currently unavailable with a range of retail/commercial uses on site and likely to have multiple ownerships, it is considered that the site should not be allocated for employment use.</p> <p>However, it is considered that the site should be monitored going forward and should it come available it could be suitable for mixed use development with an element of B1 employment space.</p>	
<b>SITE SUMMARY:</b>		
The site is currently in use located within a District Centre and contains a mixture of retail uses which is easily accessed off Ecclesall Road with leads to the A61 inner ring road to the north. The site has good transport links to services and is easily accessible from the city centre. Given that the site is fully occupied by other uses it should not be allocated for employment use at this stage.		



## Former Dr John Worrall School, Attercliffe (Ref: S00827)



**GROSS SITE AREA:  
0.68 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
0.64 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site currently vacant, open land. The former Dr John Worrall School site is irregular in shape with uneven topography. There is some vegetation on site that would need to be cleared prior to development. There is a house within the site boundary. It is bound by existing B2 and B8 uses.	
Strategic Road Access	The site is over 2km away from M1 J34 South	<b>Average</b>
Local Accessibility	The site has access to the A6083 Attercliffe Common, a major arterial route which carries a high volume of traffic.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is within an urban area with good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	Aside from the residential unit on the site itself, it is suitable for broad range of employment uses including B1/2/8 Specialist retail e.g. engineering supplies, trade counter, car or commercial vehicle sales or hire etc.	<b>Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Very Good</b>
Market Conditions – Perception and Demand	The site is currently vacant land. Following the schools demolition in the mid-2000s, a number of applications were submitted and approved for industrial units to be developed on the site, although none were ultimately delivered.	<b>Average</b>

	Limited evidence has been identified that the occupancy status will change in the near future.	
Market Segment	The site is suitable for a variety of small-to-medium B2/B8 uses which are compatible with surrounding uses.	<b>Good</b>
Market Attractiveness	<p>The site is located within an area suitable for B1/B2/B8 use.</p> <p>The site has existing vehicle and pedestrian access. The Core Strategy allocates the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>There have been previous approvals for industrial units on the site, although none have ultimately come forward since the school was demolished in the mid-2000s.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	The site is currently vacant land. No barriers to delivery were observed at the time of the site visit.	
Planning Factors	<p>The draft Local Plan, City Policies and Sites DPD (2013) allocates site for general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>10/02143/FUL   Erection of six industrial units for B1, B2 and B8 use with associated car parking accommodation, landscaping works and substation (Re-submission of 09/01650/FUL)   Approved 5<sup>th</sup> October 2010</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and use for B2/B8, it is considered the site is suitable for B1/B2/B8 use.</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
The Sheffield Local Plan Proposals Map designates the site for industrial uses. The site is currently vacant. It is suggested that the site is allocated for B-Class use.		

## Neepsend Gas Works Tip (Ref: S00833)



**GROSS SITE AREA:**  
**5.49 ha**



**ESTIMATED NET DEVELOPABLE AREA:**  
**0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently occupied, brownfield land. It is irregular in shape. The site is currently used for B2/B8. Part of the site is used for container storage/container rental. Part of the site is used as a waste/tip site. The site has high perimeter fencing. The site had relatively flat topography. There were a number of large vans and lorries that were loading and unloading throughout the site visit.	
Strategic Road Access	The A61 Penistone Road is a major trunk road that is periodically congested. No public transport on adjacent streets.	<b>Good</b>
Local Accessibility	The site is accessed off Neepsend Lane and Parkwood Road. They are both narrow roads and are constrained by the narrow junction at Hillfoot Bridge. The site is serviced by public transport, with a bus stop for service 53 adjacent to the site.	<b>Average</b>
Proximity to Urban Areas and Access to Labour and Services	The site is in close proximity to the urban area, with access to local services and labour.	<b>Good</b>
Compatibility of Adjoining Uses	Surrounding uses are B2/B8 and warehousing/industry, retail and leisure (A3/A4) uses have recently opened to the south east of the site on Neepsend Lane which are attracting visitors from nearby residential area of Kelham Island.  It is also understood that there is perception locally that the area around Neepsend Land and Boyland Road could become attractive for residential development and is within the Neighbourhood Planning Area by Kelham Island and Neepsend Forum who are at an early stage of preparing a Neighbourhood Plan.	<b>Very Good</b>

	It is therefore considered to be reasonably compatible.	
Developmental and Environmental Constraints	<p>The north of the site is located within Flood Zone 1 (low risk of flooding). The south of the site lies within flood zone 2 (medium risk of flooding). A grade II listed building is located to the east of the site (railway bridge, ref. 1246537). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks). The north of the site is within in a SSSI Impact Risk Zone.</p> <p>Existing major pipe work and gas plant may inhibit development interest</p>	<b>Average</b>
Market Conditions – Perception and Demand	The site is currently occupied as a storage area for skips and waste management facilities. There is limited evidence that the occupancy status will change in the near future.	<b>Average</b>
Market Segment	The site is suitable for a variety of small-to-medium B2/B8 uses and waste management which are compatible with surrounding uses.	<b>Good</b>
Market Attractiveness	<p>The site is located within an area suitable for manufacturing use. The site is currently in use for storage and waste management.</p> <p>The site is relatively level, with good existing vehicle and pedestrian access. The Core Strategy promotes the area for manufacturing distribution, warehousing and other non-office businesses, some of which may be acceptable nearer to housing areas (6.16 of CS5). Further, Policy CS10 promotes the area (North Neespend/Hillfoot Riverside) for employment uses, including improvements to access and the local environment.</p> <p>It is therefore considered that the site currently has reasonable market attractiveness for the ‘bad neighbour’ uses currently based there. But new developments should take account of the Core Strategy’s indication that proposals should improve and “enhance the areas’ attractiveness.”</p> <p>As an area that is less than half a mile from the edge of the City Centre, this indication may make the site slightly less attractive to the ‘bad neighbour’ uses medium to long term.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	The site has permission for B2/B8 use and is currently occupied. The site was remediated mid-2010s for open storage use and further remediation will be necessary for higher value employment uses. There does not appear to be any other barriers if this site was to be redeveloped.	
Planning Factors	<p>The site is designated in the Unitary Development Plan within a General Industry Area, with no restrictions on employment uses.</p> <p>The Core Strategy identifies the site within a location for manufacturing</p>	

	<p>distribution, warehousing and other non-office businesses.</p> <p>The draft City Policies and Sites DPD (2013) proposed to designate the site for business or industrial uses. These required uses include: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8), as appropriate within a business and industrial policy area. A Business Area was proposed adjoining the site to the east which listed residential as acceptable.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>• Ref. 18/04373/CHU   Use of land to B8 use (storage/distribution) to allow storage of skips (Amended description)   Validated on 4<sup>th</sup> December 2018. Awaiting a decision.</li> <li>• Ref. 18/04425/FUL   Installation of plant and machinery for soil recycling   Validated on 4<sup>th</sup> December 2018. Awaiting a decision.</li> <li>• Ref. 15/03250/FUL   Change of use from landfill site (sui-generis) to a mix of B2/B8 use to allow storage of skips and waste management facilities   Approved 26<sup>th</sup> October 2015</li> <li>• 07/03654/FUL   Temporary use of part of site (a period of up to 1 year) for bio-remediation treatment of contaminated soils   Approved 2<sup>nd</sup> November 2007 which has since expired.</li> </ul>
<b>OVERALL SITE RATING</b>	<b>Average</b>
<b>Recommendation and Potential Future Uses</b>	<p>This is a large site that depending on remediation standards should be suitable for a broad range and scale of industrial development and employment creating uses including waste management. Existing major pipe work and gas plant may inhibit development interest.</p> <p><b>Recommended that the site is retained for employment use.</b></p>
<b>SITE SUMMARY:</b>	
<p>The draft City Policies and Sites DPD allocated the site for business or industrial uses but the adjoining area to the east as a Business Area which could potentially include residential medium to long term. It is currently occupied for a skip storage and waste management business. It is located within a prominent location, in close proximity to the urban area. It has good existing access links to the surrounding strategic road network. It is recommended that the site's allocation for employment use is retained going forward.</p>	

**Gas Holder Site, Neepsend Lane / Parkwood Road (Ref: S01222)**



**GROSS SITE AREA:  
1.50 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
1.2 ha**

<b>CRITERIA</b>	<b>COMMENT</b>	<b>RATING</b>
Current Use, Land Type and Planning Status	The site is currently vacant, brownfield land. There is currently vegetation on site that would need removing. The site currently has high fencing surrounding its perimeter. The site has slightly sloping topography. There are a number of vacant units nearby. There is on street parking available on adjacent streets.	
Strategic Road Access	The A61 Penistone Road is a major trunk road that is periodically congested.	<b>Good</b>
Local Accessibility	The site is accessed off Neepsend Lane and Parkwood Road. They are both narrow roads and are constrained by the narrow junction at Hillfoot Bridge. Bus stops are located on Neepsend Lane to the south of the site.	<b>Average</b>
Proximity to Urban Areas and Access to Labour and Services	The site is in close proximity to the urban area, with access to local services and labour.	<b>Good</b>
Compatibility of Adjoining Uses	Surrounding uses are B2/B8 and warehousing/industry. It is therefore considered to be compatible. There are B2/B8 units to let in close proximity to the site.	<b>Very Good</b>
Developmental and Environmental Constraints	The north of the site is located within Flood Zone 1 (low risk of flooding). The south of the site lies within flood zone 2 (medium risk of flooding). A grade II listed building is located to the east of the site (railway bridge, ref. 1246537). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks). The north of the site is within in a SSSI Impact Risk Zone.	<b>Average</b>
Market Conditions – Perception and Demand	The site is currently cleared and vacant. There are units to let in the nearby proximity.	<b>Average</b>

Market Segment	The site is suitable for a variety of small-to-medium B2/B8 uses which are compatible with surrounding uses.	<b>Good</b>
Market Attractiveness	The site is suitable for a variety of small-to-medium B2/B8 uses which are compatible with the accessible and prominent location of the site. As the site formerly accommodated a Gas Holder it is likely to require significant remediation.	<b>Average</b>
Barriers to Delivery and Mitigation	The gas holder has been removed. There is dense vegetation on site. It has slightly sloping topography. The previous use of the site as a gas holder is likely to require a remediation strategy before development. There does not appear to be any other barriers if this site was to be redeveloped.	
Planning Factors	<p>The site is designated in the Unitary Development Plan within a General Industry Area, with no restrictions on employment uses. However, Policy CS3 of the Core Strategy restricts office uses.</p> <p>The draft Local Plan, City Policies and Sites DPD (2013) proposed to allocate the site for business or industrial uses. These required uses include: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8), as appropriate within a business and industrial area.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>• Ref. 14/03262/DPN   Demolition of former gasworks   Approved 26<sup>th</sup> September 2014</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>This is a reasonably sized site that depending on remediation should be suitable for a broad range and scale of industrial development and employment creating uses.</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The Sheffield Local Plan Proposals Map in 2013 proposed a site allocation for business or industrial use. The previous use of the site as a gas holder may require a remediation strategy before development. It is recommended that the site is allocated for employment uses going forward.</p>		

**Land and Buildings at Sidney Street, Matilda Street, Arundel Street and Sylvester Street, Sheffield, S1 3RA (Ref: S01837)**



**GROSS SITE AREA:  
0.79 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.35 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is made up of two parts which are split by Sidney Street running through the middle. The western parcel of land is currently in use as a car park with a disused and heavily graffitied former industrial building located to the north of the site.</p> <p>The land to the east is predominantly made up of recently built residential apartments with three small retail/leisure/B1 commercial units located on the ground floor (all of which are currently vacant). The buildings to the north of site, adjacent to Matilda Street, are made up of offices predominantly in use by Jaywing.</p>	
Strategic Road Access	The site is located just off the A61, with a roundabout junction just to the south of the site.	Very Good
Local Accessibility	The site can be accessed via Matilda Street or Jessop Street which leads on to Sylvester Street/ Sidney Street. Both of these link directly to the A61.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within the City Centre and close to a range of uses including office space, residential and retail.	Very Good
Compatibility of Adjoining Uses	There are a number of low value offices and disused buildings to the west of the site whilst the area to the east comprises new build apartments and office space with associated retail/commercial uses on the ground floor.	Good
Developmental and Environmental Constraints	<p>The site is located within flood zone 2. The majority of the site to the east is currently in use and therefore is not available.</p> <p>The site is located within the Cultural Industries Quarter Conservation Area.</p>	Good



Market Conditions – Perception and Demand	<p>There has been recent marketing for the units located on the ground floor of the residential development for hospitality/leisure use. It is likely this is due to the development only recently being built out.</p> <p>Any future marketing for the remainder of the site is likely to be of a similar nature, targeting Use Class A and B1 office.</p>	Good
Market Segment	The site would be suitable for a variety of mixed uses including B1 office space/residential and associated commercial/retail uses to provide flexibility.	Good
Market Attractiveness	<p>The site is located in a prominent City Centre location with recently built development located in the eastern parcel of land.</p> <p>The units are currently vacant on the newly built part of the site to the east, whilst the disused building to the north west are in a poor state of repair and are heavily graffitied. It is therefore considered that the site has moderate market attractiveness for B1 office space and associated uses.</p>	Average
Barriers to Delivery and Mitigation	Residential development has recently been built out on the land to the east and any development would need to sufficiently mitigate any potential noise impacts.	
Planning Factors	<p>The sites are located within the Fringe Industry and Business Area within the UDP Map (Central Area).</p> <p>Recent planning history includes:</p> <ul style="list-style-type: none"> <li>In 2011, an application was submitted for mixed use development comprising demolition of warehouse/industrial buildings (Site A) and erection of 6 storey block providing flexible use space (Use Class A1/A3/B1) and 23 student flats (103 bedspaces), erection of 5 storey block providing flexible use space (Use Class A1/A3/B1), 21 residential apartments, 13 townhouses (use Class C3/C4), erection 4 storey block providing 8 townhouses (use class C3/C4), part demolition and conversion of industrial buildings (Site B) erection of 4/5 storey block providing 9 student flats (59 bedspaces), 4 storey block providing 42 residential apartments, flexible use space (Use Class A1/A3/B1), bar (Use Class A4)/Microbrewery and winter garden with associated car parking accommodation and landscaping works (Re-submission of 11/00815/FUL)   Land And Buildings At Sidney Street, Matilda Street, Arundel Street And Sylvester Street Sheffield S1 3RA (11/02386/FUL). The application was for both parcels of land; however, the approval has since lapsed.</li> <li>In 2016, an application was submitted for the demolition and renovation of existing buildings and erection of new buildings to provide a mixed-use development comprising A1(Shops), A2 (Financial and Professional Services), A3 (Food and Drink), A4</li> </ul>	

	<p>(Drinking Establishments), A5 (Hot Food Takeaways) and B1(Business) units, residential accommodation (83 flats/studios and 1 cluster flat) and temporary short and long stay car parking (ref: 16/01450/FUL). The site is located within the eastern parcel of land and has been built out.</p>
<p><b>OVERALL SITE RATING</b></p>	<p><b>Good</b></p>
<p><b>Recommendation and Potential Future Uses</b></p>	<p>This is a good sized site in a prominent location with direct transport links to services and the A61. It is considered that the eastern parcel of land is likely to have limited potential due to the majority in site in use as student accommodation and smaller retail and office space and therefore unavailable.</p> <p>However, the western parcel of land comprises a car park and disused building to the north and would be attractive for office development (Use Class B1). The site is a flat parcel of land and would be compatible with existing uses. It is likely that any office development would benefit from adopting a similar flexible approach to the buildings to the east where retail/leisure uses are occupied on the ground floor with office floorspace above which would help facilitate desired employment uses.</p> <p><b>It is recommended that the area to the west should be allocated for mixed use, including an element of B1a office.</b></p>
<p><b>SITE SUMMARY:</b></p>	
<p>The site is located within a prominent city centre location and comprises two parcels of land. via Matilda Street or Jessop Street which leads on to Sylvester Street/ Sidney Street. The eastern parcel of land has recently been built out for residential use with leisure/retail uses on the ground floor whilst the land to the west comprises a car park and a disused building. The area to the west should be allocated for mixed use, including an element of B1a office.</p>	

## In front of Midland Station (Ref: S02093)



**GROSS SITE AREA:  
0.53 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.53 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site comprises vacant brownfield land located next to Sheffield City's main Railway Station. It formerly accommodated British Rail's administrative offices.	
Strategic Road Access	Located adjacent to Sheaf Street (A61)	Very Good
Local Accessibility	Access is taken from Cross Turner Street. The access is also currently used as the station drop off and taxi rank.	Poor
Proximity to Urban Areas and Access to Labour and Services	Prominent City Centre location with excellent access to a range of services and located adjacent to the train station.	Very Good
Compatibility of Adjoining Uses	Given its central location, there are a range of uses which would be compatible with employment use, including neighbouring retail, office and leisure uses.	Good
Developmental and Environmental Constraints	The site is a level, very prominent site which is constrained by poor access into the site from Cross Turner Street which is a shared access to the station drop off/taxi rank. Part of the site is within Flood Zone 2 and Flood Zone 3A and 3a(i) (developed functional floodplain).	Average
Market Conditions – Perception and Demand	There is limited evidence of recent marketing activity for the site. Due to the surrounding uses it is likely that any future marketing would focus on B1a uses.	Good
Market Segment	Providing access can be improved, the site would be suitable for B1a office space with ancillary retail/leisure units on the ground floor which would be compatible with the prominent city centre location and neighbouring uses.	Good
Market Attractiveness	A level, good sized site located within a central location. However, the access to the site is quite poor and would likely require significant improvement to be attractive for	Good

	potential occupiers.	
<b>Barriers to Delivery and Mitigation</b>	<p>Before development of the site, improvements to the access into the site would be required.</p> <p>Given that part of the site is within Flood Zone 2/3A and 3a(i), any development would need to consider appropriate mitigation measures.</p>	
<b>Planning Factors</b>	<p>The unitary development plan allocated the site in a Business Area with a preferred B1 use/Unacceptable uses includes other shops (A1), General Industry (B2) open storage (B8), residential institutions (C2), housing (C3).</p> <p>The City Policies and Sites DPD (2013) previously allocated the site for office uses within a priority office area; however, progress on this has now been stopped and a new Local Plan is being progressed.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is a prominent, level site in a very central location; however, access to the site is presently shared with the Railway Station traffic which itself can be compromised.</p> <p>Given its location, the site would be compatible with a range of uses and, providing that the access into the site can be improved, it is considered this is a good site for employment use, specifically B1a office space with ancillary retail/leisure on the ground floor. This should be allocated as such in the emerging Local Plan.</p> <p><b>Recommended to allocate the site for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>A level, good sized site located adjacent to Sheffield Railway Station within the City Centre which was previously the former British Rail administrative offices. Access is currently poor and is taken from Cross Turner Street which is also in use by traffic to the train station. The A61 (Sheaf Street) runs parallel to the site. The site is suitable for office space.</p>		

**Carver Lane / Holly Street (Ref: S02098)**



**GROSS SITE AREA:  
0.37 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
0.37 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is located within Sheffield City Centre and is currently in use as two car parks, one private and one public. The area to the north of the site is currently in use as temporary cabins for Bowmer and Kirkland construction company.</p> <p>There are two roads running through the site including Carver Lane which divides the two car parks, and West Street Lane running along the north of the site between the car park and construction cabins.</p>	
Strategic Road Access	Located close to the A61 inner ring road.	Good
Local Accessibility	The site is accessed via Carver Street located off West Street, a busy inner city road which leads directly to Upper Hanover Street (A61 Inner Ring Road). Public transport accessibility to the area is excellent.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in a highly central location with easy access to labour and a range of services.	Very Good
Compatibility of Adjoining Uses	There are a number of different uses neighbouring the site including restaurants/bars, retail, offices and residential which would be compatible with B1a employment use.	Very Good
Developmental and Environmental Constraints	<p>There are no major constraints identified at the site. The site is of a good size; however, there is a slight drop in levels between the two car parks.</p> <p>The site is located within flood zone 1.</p>	Very Good
Market Conditions – Perception and Demand	There is no evidence of active marketing for the site. A planning history search has identified historic (approved) planning applications for mixed use development at the site, including office, which were	Good

	never ultimately developed.	
Market Segment	The site would be suitable for B1a office development, potentially with retail/leisure uses.	Good
Market Attractiveness	The site is in a central location with easy access from West Street leading onto the A61. There are a range of compatible uses nearby and easy access to services/labour within the centre which would make the site attractive for potential occupiers.	Good
Barriers to Delivery and Mitigation	Some mitigation may be required to provide even levels across the site.	
Planning Factors	<p>Within the Unitary Development Plan the site is located in the Central Shopping Area. This designation seeks to exclude under this policy: General industry (B2), Warehouses and open storage (B8), Car showrooms, Garage and transport depots, Petrol filling stations and Scrapyards are unacceptable forms of development.</p> <p>It is also designated within the City Centre Housing Priority Zone where housing (C3), will be expected to form a significant proportion of any new development.</p> <p>The Core Strategy highlights the site within the Core Retail Area.</p> <p>The site is located within a designated Conservation area.</p> <p>Planning history includes:</p> <ul style="list-style-type: none"> <li>• Demolition of 73 and 75 – 66 West Street</li> <li>• 17/03413/FUL - Change of use from short stay car park to temporary operational car park including boundary treatment and lighting approved July 2018.</li> <li>• 06/00850/FUL   Two 6-storey mixed use blocks comprising offices (B1) with ground floor retail and bar restaurants (A1, A2, A3, A4) and associated car parking approved in September 2006.</li> <li>• 08/03487/FUL   Two 6-storey mixed use blocks comprising offices (B1) with ground floor retail and bar restaurants (A1, A2, A3, A4) and associated car parking (Amendments to previously approved application - 06/00850/FUL to replace pedestrian link between Carver Lane and Holly Street with additional unit (Use Class A1, A2, A3, A4), increased area for roof plant to Block A/B and revised elevational treatment to west elevation of Block A/B) approved in October 2008.</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is in an excellent central location with good strategic access from the A61.</p> <p>Planning permission has previously been granted at the site for a mixed-use development including B1 office space with ground floor retail and bar restaurants and it is likely that any office development would benefit from adopting a similar flexible approach where retail/leisure uses are occupied on the ground floor with office floorspace above which would help facilitate desired employment uses.</p>	

On this basis, it is recommended that the site is **allocated** for B1a employment use, potentially as part of a wider mixed-use development including retail/leisure.

#### **SITE SUMMARY:**

The site is located within the city centre and currently in use as private and public car parking as well as temporary construction cabins to the north. The site is a good size, flat site and easily accessible from West Street which joins directly to the A61 inner ring road. There are two local roads running through the site including Carver Lane which divides the two car parks and West Street Lane running along the north of the site between the car park and construction cabins. The site should be allocated for B1a employment use, potentially as part of a wider mixed-use development including retail/leisure.

## Land at Penistone Road North (Ref: S02416)



**GROSS SITE AREA:  
4.13 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
2 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The north of the site currently partly comprises vacant hardstanding, which has previously been used for car parking. The south of the site contains existing industrial buildings for B2 and B8 uses.</p> <p>During the site visit, it was apparent that the site was being marketed for a range of retail/trade opportunities.</p> <p>There is vegetation on part of the site that would need to be cleared. The site has flat topography and is triangular in shape. The site has existing concrete surfacing that would need to be cleared.</p> <p>An application was recently approved (ref. 19/00037/FUL) for a mix of employment uses. The application is for the erection of 3 retail units, 8 storage and distribution units, 2 drive thru restaurants, 1 vehicle maintenance and repair unit (Class B2) and 2 substations including provision of car parking.</p>	
Strategic Road Access	Direct access on to the A61.	<b>Very Good</b>
Local Accessibility	Access off the A61, a dual carriageway with a high level of traffic. The site can be accessed by public transport, with bus stops located to the south and west of the site, with regular services including the numbers 53, 79, 79A and H1.	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is in close proximity to the urban area, with access to local services and labour.	<b>Good</b>
Compatibility of Adjoining Uses	<p>The site is surrounded by a mix of uses. There are residential dwellings situated to the west of the site, some of which front onto the A61. The football stadium is located to the south west. OWLS megastore, a car company is also located to the south west. Directly to the south is existing B2/B8, employment use.</p> <p>For B2/B8 uses to be considered on the site, the existing residential dwellings that front onto the A61 would have to be effectively mitigated in terms of noise, interface distances, and air quality amongst other considerations.</p>	<b>Average</b>



Developmental and Environmental Constraints	The site is located within Flood Zone 2 (medium risk of flooding). A grade II listed building is located to the east of the site (Railway Viaduct, ref. 1270476). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks). The site is within a SSSI Impact Risk Zone.	<b>Average</b>
Market Conditions – Perception and Demand	Most of the central and northern part of the site is currently vacant. There was evidence of marketing during the site visit. A recent application was approved for a mix of employment uses, including B-Class.	<b>Good</b>
Market Segment	The site would be appropriate for a mix of uses including B1, B2 and B8.	<b>Good</b>
Market Attractiveness	<p>The site is located within an area suitable for a mix of uses.</p> <p>The site is relatively level, with good existing vehicle and pedestrian access. The emerging Local Plan, City Policies and Sites DPD (2013) allocates the site for business or industrial uses. There is precedent of B2/B8 use on the site, given the part occupation of the southern part of the site.</p> <p>It is therefore considered that the site has good market attractiveness.</p>	<b>Good</b>
Barriers to Delivery and Mitigation	Given the site's proximity to residential dwellings, consideration will need to be given to noise, light, air quality and interface distances in particular. Prominent frontage to treat Penistone Road as a gateway route into the city will be sought. Flood risk is also an issue to be addressed.	
Planning Factors	<p>The emerging Local Plan, City Policies and Sites DPD (2013) proposed to allocate the site for business or industrial uses. These required uses include: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8), as appropriate within a business and industrial area</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>• 03/01422/OUT   Erection of a retail store (Class A1) and provision of car parking accommodation   Withdrawn 17<sup>th</sup> June 2003</li> <li>• 05/01026/CHU   Use of land for car sales   Withdrawn 11<sup>th</sup> July 2005</li> <li>• 08/01832/FUL   Erection of 9 industrial/trade counter units with associated car and cycle parking accommodation   Approved 10<sup>th</sup> September 2008</li> <li>• 11/02817/FULR   Erection of 9 industrial/trade counter units with associated car and cycle parking accommodation (Application to extend time limit for implementation of planning permission ref. 08/01832/FUL)   Approved 21<sup>st</sup></li> </ul>	

	<p>November 2011</p> <ul style="list-style-type: none"> <li>• 19/00037/FUL   Erection of 3 retail units (Class A1), 8 storage and distribution units (Class B8), 2 drive thru restaurants (Class A3/A5), 1 vehicle maintenance and repair unit (Class B2) and 2 substations including provision of car parking, junction improvements to Penistone Rd and Herries Rd, access onto Herries Rd/ Herries Rd South, servicing, landscaping, pedestrian access and associated on and off-site works   Approved 28 January 2020.</li> </ul>
<b>OVERALL SITE RATING</b>	<b>Good</b>
<b>Recommendation and Potential Future Uses</b>	<p>This is a large site that is highly accessible and prominent, being opposite Sheffield Wednesday’s Hillsborough ground. Given the size of the site and the mix of uses surrounding it (residential and leisure to the west; industrial to the south, north and east) it is considered that the site is suitable for a mix of uses including retail, leisure, sui generis and B-Class.</p> <p>The site should be <b>allocated</b> for mixed use including an element of employment.</p>
<b>SITE SUMMARY:</b>	
<p>The emerging Local Plan allocates the site for business or industrial uses. It is currently vacant. However, there is planning permission for a mix of employment uses including B-Class. It is located within a prominent location, in close proximity to the urban area. It has good existing access links to the surrounding strategic road network.</p>	
<p>It is recommended that the site is suitable for a mix of uses going forward, including B-Class employment to the south and east of the site, given the sensitive uses to the west.</p>	

**Land at 48 Suffolk Road, S2 4AF (Ref: So2704)**



**GROSS SITE AREA:  
0.29 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is located within Sheffield City Centre to the south of Sheffield Train Station and is bound by the A61 to the east and Fornham Street.</p> <p>The site is currently in use as a Europa Car Dealership with associated parking. The site is accessed from Suffolk Lane directly off the A61 (Suffolk Road). The site is allocated within the Fringe Industry and Business Area.</p>	
Strategic Road Access	Bound by Fornham Street (A61) located to the east of the site	Very Good
Local Accessibility	<p>Access is taken from Suffolk Lane which leads onto the A61. Suffolk Lane only provides access to the site and the retail units located to the west. There is also good pedestrian access to the site.</p> <p>The site is a 5-minute walk from Sheffield train station.</p>	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within the city centre and is easily accessible to a range of services within the area.	Very Good
Compatibility of Adjoining Uses	There are a wide range of uses within the area including retail, offices and student accommodation which would be compatible with employment use. To the immediate west of the site, there is a DFS and Wren Kitchens and student accommodation to the north.	Good
Developmental and Environmental Constraints	<p>The site is good sized linear site with easy access taken from Suffolk Lane from the A61.</p> <p>The site is partly located within Flood Zones 1, 2 and 3</p>	Good

	around the outskirts of the site.	
Market Conditions – Perception and Demand	<p>There is no indication that there has been any recent market activity on site and the site has recently been extended by Europa in July 2017.</p> <p>The site is located in a good city centre location and is likely to be attractive to the market if it became vacant.</p>	Good
Market Segment	<p>The site is currently in use as a car dealership (sui generis) and is likely to continue to do so for the foreseeable future.</p> <p>Should the site become available, the site would be suitable for a range of uses including A1 and B1.</p>	Good
Market Attractiveness	The site is in a high-profile location amongst a wide range of uses. The location and easy access from the A61 is likely to be attractive to occupiers.	Good
Barriers to Delivery and Mitigation	<p>The site is currently in use as a car dealership and there are no indications that it will become vacant in the near future.</p> <p>The site is located partly within Flood Zone 2 and 3 and any future development would need to suitably mitigate flood risk.</p>	
Planning Factors	<p>The site is allocated within a Fringe Industry and Business Area within the UDP Map (Central Area Insert).</p> <p>Recent planning history includes:</p> <ul style="list-style-type: none"> <li>17/01972/FUL   Alteration and extension to building to form additional showroom, and relocation of external gates and new vehicular access approved in July 2017.</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is a flat linear site located within Sheffield City Centre with good accessibility to the A61.</p> <p>The site is currently in use as a car dealership (sui generis) and is likely to continue to do so for the foreseeable future. The site should continue to be monitored going forward and should the site become available, the site would be suitable for mixed use including an element of B1 office space.</p> <p><b>The site should not be allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The site is located within a city centre location close to Sheffield train station with a wide range of uses which would be compatible with employment uses. The site is accessed via Suffolk Lane which provides a direct link to the A61 and is currently in use as a Europa Car Dealership. However, the site is considered good for employment use and should be monitored going forward should it become vacant in the future.</p>		

## Land to the East of Rail Line and South of Loicher Lane (Ref: S02833)



**GROSS SITE AREA:**  
**3.78 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**1.49 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is current vacant, undeveloped land. There is dense vegetation on part of the site that would need to be cleared prior to development. The eastern half of the site, separated by a dismantled railway line, is designated Green Belt. The western part of the site is within a General Industrial Area. The site is irregular in shape. The east of the site has uneven topography. The west of the site is relatively flat. The site is bounded by the railway and existing B2/B8 uses to the west.	
Strategic Road Access	The site has good access to the wider strategic road network. Junction 35 of the M1 is approximately 2km from the site.	<b>Good</b>
Local Accessibility	There is no direct vehicular access off Loicher Lane or Butterthwaite Lane – a new access point would need to be provided.	<b>Poor</b>
Proximity to Urban Areas and Access to Labour and Services	Urban industrial area with access to labour and services. There are limited public transport links in close proximity to the site. The closest bus stops are located on Green Lane which is a medium frequency bus route	<b>Average</b>
Compatibility of Adjoining Uses	The site is surrounded by a mix of uses. There are existing B2/B8 uses to the south and west of the site. The north of the site is designated Green Belt. There are currently open views of undeveloped green fields to the north and east of the site.	<b>Good</b>
Developmental and Environmental Constraints	The part of the site north of the disused railway line is within flood zone 2 (medium risk of flooding). The part of the site that is south of the disused railway line is also partially within flood zone 2 (medium risk of flooding). A grade II listed building is located to the east of the site (Ecclesfield Signal Box on Railway Lane, ref. 1240614). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated or registered battlefields or parks).	<b>Average</b>

Market Conditions – Perception and Demand	The land is currently vacant and undeveloped. There was little evidence that the site is currently being marketed.	<b>Average</b>
Market Segment	The site is suitable for a variety of B2/B8 uses.	<b>Average</b>
Market Attractiveness	<p>The site is well screened and is located within an area suitable for B2/B8 use.</p> <p>The west of the site is relatively level. The Core Strategy allocates the south of the site as a location for general industry. The site would need to be cleared and a remediation strategy may be necessary.</p> <p>The north of the site lies within the designated Green Belt. In line with the NPPF, Very Special Circumstances would therefore need to be demonstrated in order for it to be brought forward for development.</p> <p>It is therefore considered that there is poor to average market attractiveness for the entire site. The south of the site however has higher market attractiveness as a separate parcel.</p>	<b>Poor – Average</b>
Barriers to Delivery and Mitigation	<p>To bring the whole site forward, the north of the site would need to be released from the Green Belt. The south of the site also has uneven topography, with very limited vehicular access.</p> <p>However, the west of the site is designated for employment development.</p>	
Planning Factors	<p>The UDP designates the northern part of the site as Green Belt and the Southern part of the site as General Industrial Area with a preference for B2 / B8 uses if developed. The disused railway line bisects the site and is designated as a Proposed Strategic Cycle Footpath.</p> <p>The emerging Local Plan, City Policies and Sites DPD (2013) designates the site partially for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area and partially within the Green Belt requiring demonstration of very special circumstances to enable built development. The disused railway line is designated as a Proposed or to be improved walking and Cycling Route (or Bridleway)</p> <p>There is no relevant recent planning history.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>It is recommended that the southern part of the site remains suitable for B2/B8 uses. However, the north of the site would need to be released from the Green Belt in order to be brought forward for employment development.</p> <p><b>It is recommended that part of the site is allocated for employment use and the remainder is left as Green Belt.</b></p>	

#### **SITE SUMMARY:**

The Sheffield Local Plan Proposals Map designates the south of the site for industrial uses. The site is currently vacant and undeveloped land. The site is in close proximity to existing B2/B8 uses. It is considered that the south of the site remains suitable for employment development. Given the site

constraints it is considered that the northern part of the site should remain in the Green Belt unless there is clear evidence of very strong market demand for employment uses that has hitherto not been forthcoming, in which case the Council may wish to revisit this conclusion.

**Pitsmoor Road/Chatham Street/Swinton Street (Ref: S02891)**



**GROSS SITE AREA:  
1.75 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
1.31 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a large, undeveloped parcel of land with an informal car park located in the westernmost corner. The site is bound by railway lines to the north, the A61 to the south and a new apartment block has recently been built to the west.	
Strategic Road Access	The site is bound by the A61 Inner Ring Road to the south.	Very Good
Local Accessibility	The site is accessed off Chatham Street which leads on to Mowbray Street directly on the A61 inner ring road. Chatham Street is a narrow one-way road which is unlikely to cope with high levels of traffic.	Average
Proximity to Urban Areas and Access to Labour and Services	The area is located close to a range facilities and services within the city centre, which is approximately a 15-minute walk from the site.	Good
Compatibility of Adjoining Uses	The majority of the surrounding area to the north and west of the site is currently undeveloped land. Residential development has recently been completed adjacent to the site on Chatham Street which would not be compatible with B2/B8 uses.	Average
Developmental and Environmental Constraints	<p>The site is part steeply sloping with dense vegetation through the majority of the site. The complex road infrastructure and poor access compromises the development of the site at present.</p> <p>The whole site is located within Flood Zone 2.</p>	Average



Market Conditions – Perception and Demand	There is no active marketing for the site. The site is close to the River Don where there a number of high-profile offices and residential development. Residential development has been completed to the west which is likely to improve the profile and demand of the area.	Average
Market Segment	The site located within a general industry area with the preferred use B2 or B8; however, this is superseded by Core Strategy CS6 makes industrial uses inappropriate and a range of alternative uses are also considered acceptable.	Good
Market Attractiveness	<p>The site is located in a prominent location within the city centre. The main constraint to the market attractiveness of the site is the current access point and whilst the site is conveniently placed next to the strategic road network, access into the site itself is poor. The A61 and railway lines which bound the site restrict alternative access points.</p> <p>The topography of the site is uneven and steeply sloping in parts which could restrict development in parts which is also likely to need substantial clearing of vegetation.</p> <p>Stakeholder engagement highlighted pressure for residential development in this location as part of the ‘<i>Kelham Island Effect</i>’.</p>	Average
Barriers to Delivery and Mitigation	<p>Access to the site is currently via a fairly narrow road (Chatham Street) and if the site was to be developed, improvements to the access would be required to facilitate any development. Access from other areas of the site are restricted due to the railway lines and strategic road network.</p> <p>Part of the site are uneven and steeply sloping in areas and there is dense vegetation on the majority of the site to the east of the car park which would need clearing.</p>	
Planning Factors	<p>The site is located within a General Industry Area without Special Industries (B) within the UDP. Preferred use is General industry (B2) or Warehouses (B8 excluding open storage). The following uses are also acceptable in all General Industry Areas, shown 'A' or 'B' on the Proposals Map: Small shops (A I), Offices used by the public (A2), Food and drink outlets (A3), Business (B I), Hotels (CI) Community facilities and institutions (OI), Leisure and recreation facilities (O2), Hostels and Lorry parks. However, Core Strategy CS6 has made B2/B8 uses inappropriate.</p> <p>Any future development would need to take into account the residential development currently being constructed to the west and the amenity impacts that would arise.</p> <p>There is no relevant planning history for the site. Planning permission was granted for development adjacent to the site on Chatham Street:</p>	

	<ul style="list-style-type: none"> <li>Erection of 92 apartments in 1x 4/5/6 storey block with associated amenity space, communal facilities, parking, landscaping and infrastructure works (ref: 18/00502/FUL) which has recently been withdrawn.</li> </ul>
<b>OVERALL SITE RATING</b>	<b>Average</b>
<b>Recommendation and Potential Future Uses</b>	<p>This is a prominent but somewhat inaccessible site. If access into the site is improved, the site would be suitable for a range of uses.</p> <p>It is likely a mixed-use flexible approach but would be most appropriate, featuring residential development with ancillary uses (including B1/A1/A2/A3/A4/A5). Given the close proximity to this new residential development, it is likely that B2 or B8 use would not be suitable in the westernmost part of the site and significant separation would be required if this was proposed.</p> <p><b>Recommendation for a mixed use allocation with an element of employment.</b></p>
<b>SITE SUMMARY:</b>	
<p>The site is a large, undeveloped parcel of land with an informal car park located in the western corner. The site is bound by railway lines to the north, the A61 to the south and a new apartment block is has recently been built to the west. The site is uneven and steeply sloping in parts with dense vegetation. It is recommended that the site is allocated for a mix of uses including B1.</p>	

## Darnall Works (Ref: S02893)



**GROSS SITE AREA:  
6.46 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
c.2 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently partly developed. There are number of warehouse structures on site that are used for storage. There is dense vegetation on part of the site which would need to be cleared prior to development. The site is square in shape with relatively flat topography. The site is bound by B2/B8 uses to the north west. Recently developed residential dwellings lies to the north east of the site. There was evidence of the site being marketed to let during the site visit.	
Strategic Road Access	The site is accessed from Darnall Road. This provides access to the wider strategic road network. The A630 is 2.5km from the site.	<b>Average</b>
Local Accessibility	The site benefits from existing access off Darnall Road.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is situated in an area predominately used for B2/B8 employment. A built-up area of residential dwellings lies to the east of the site. Access to the urban area and services is weak.	<b>Average</b>
Compatibility of Adjoining Uses	Similar B2/B8 uses lie to the north west of the site. However, there are residential dwellings to the north east and immediately to the south of the site. If further development of the site was to occur, consideration will need to be given to this sensitive use if B2/B8 were to be pursued. Appropriate mitigation would be necessary.	<b>Poor</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). The north of the site adjoins onto flood zone 2. There are 6 Grade II Listed Buildings within the site. There is also a scheduled monument within the site boundary (former Sanderson's Darnall Steelworks and Don Valley Glassworks, Darnall Road). Darnall Canal	<b>Poor</b>

	Aqueduct and adjoining raised footways over Sheffield and Tinsley Canal to the west of the site is also listed.	
Market Conditions – Perception and Demand	There was evidence that the site was being marketed for storage compounds during the site visit, on a to-let basis.	<b>Average</b>
Market Segment	The site would be suitable for some B1 uses, possibly to reuse Listed Buildings, as part of a mixed employment/residential scheme to regenerate the site	<b>Average / Poor</b>
Market Attractiveness	The site is currently available and being actively marketed. It is relatively level, with existing vehicle and pedestrian access.  As the site is currently used for industry and storage, remediation may be necessary for future change of uses.	<b>Average</b>
Barriers to Delivery and Mitigation	The site may need a remediation strategy in place prior to development.	
Planning Factors	The UDP allocates this site within the Attercliffe Mixed Use Area (MU7)  The emerging Local Plan, City Policies and Sites DPD (2013) proposed to allocate the site within a flexible use area. There are no preferred uses.  The Core Strategy promotes this area as an opportunity to introduce a mix of housing, services, and employment uses around the canal (CS28)  Relevant planning history includes: <ul style="list-style-type: none"> <li>05/02194/FUL   Laying out and construction of new roadways and provision of car parking accommodation   Withdrawn 4<sup>th</sup> February 2008</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	The site will need substantial investment to bring forward development that can take account of sensitive buildings on site, and nearby residential developments. This site should be brought forward as part of a mixed use regeneration of the wider area, utilising both employment uses and some residential.  <b>Recommendation to allocate as a mixed use area with an element of employment use.</b>	

#### **SITE SUMMARY:**

The site is predominantly in storage type uses pending a long term solution for the whole site taking into account substantial heritage constraints. The Sheffield Local Plan Proposals Map proposed to designate the site for flexible use. In line with the draft City Policies and Sites document and Core Strategy objectives, the site could be brought into mixed future uses including B1 employment use, with some residential.

## Harmer Lane/Sheaf Street (Ref: S02911)



**GROSS SITE AREA:  
0.15 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site comprises landscaped open space located on the corner of Harmer Lane and Sheaf Street.	
Strategic Road Access	Sheaf Street (A61) runs along the east boundary of the site	Very Good
Local Accessibility	Harmer Lane runs along the north boundary of the site which joins directly onto Sheaf Street.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within the city centre with good access to labour and services. The main central area is located east of the site and Sheffield Railway Station is located immediately south of the site and the main bus station is located on Harmer Lane.	Very Good
Compatibility of Adjoining Uses	Appropriate for a range of employment uses with existing offices located adjacent to the site.	Good
Developmental and Environmental Constraints	<p>Whilst the site is in a prominent location, the site is small and an irregular shape which would restrict any significant development. The site is also fairly uneven and slopes down from the south.</p> <p>The site is also partly within Flood Zone 2 and 3A.</p>	Poor
Market Conditions – Perception and Demand	There is no evidence of marketing activity for this site. Given its small size and shape, it is likely that it would be unattractive to the market.	Poor
Market Segment	Given its location, the site would be suitable for a range of uses including office space, however, due to its size is unlikely to be suitable for any large development and would only be potentially be suitable for very small-scale development.	poor

Market Attractiveness	Limited due to the irregular, small shape.	Poor
Barriers to Delivery and Mitigation	Delivery of any large-scale development would not be possible due to the size and shape of the site. Appropriate mitigation would be required for flood risk given that it falls partly within Flood Zone 2 and 3A.	
Planning Factors	<p>The site is allocated for open space within the UDP map and enhances the public realm within the area.</p> <p>There is no recent planning history identified for the site.</p>	
<b>OVERALL SITE RATING</b>	<b>Poor</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is in a prominent location with good infrastructure and access to services and labour; however its size and shape would likely restrict any substantial development on the site. On this basis, it is recommended that the site be retained as open space.</p> <p><b>It is recommended that the site is not allocated for employment.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The site is located on the corner of Harmer Lane and Sheaf Street and currently comprises landscaped, open space. The site is in a good central location with existing infrastructure and access. The site is small in size and fairly uneven and an irregular shape. The site should remain as open space.</p>		

## Castlegate (Shude Hill) (Ref: S03078)



**GROSS SITE AREA:  
0.26 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
0.26 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is medium sized, level site currently in use as open space. The site is located within Sheffield City Centre and located off Broad Street West which is accessed from Exchange Place. Ibis Hotel and Travelodge are located west and north of the site and offices (occupied by Carillion) to the east. The site is bound by tramlines to the south.	
Strategic Road Access	The site is within the inner ring road and easily accessible from Park Square Roundabout (A61).	Very Good
Local Accessibility	Access is taken from Broad Street West directly from the A61. There is also a pedestrian footpath which provides access from Commercial Street to the south. The tram stop 'Fitzalan Square' is located within a short walk to the south-west of the site.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is to the north east of the City Centre with good access to services and labour.	Very Good
Compatibility of Adjoining Uses	The adjoining uses comprise hotels (C1) and offices (B1). There are some low value offices and buildings to the west of the site.	Very Good
Developmental and Environmental Constraints	<p>Whilst the site is currently in use as open space, the site visit indicated that this area appears to be of relatively limited recreational value. Given the size and location, it is likely that parking on site would be limited; there is a multi-storey car park located adjacent to the site.</p> <p>A number of trees border the western boundary which would need to be taken into consideration when defining the net developable area.</p>	Good
Market Conditions – Perception and Demand	There is no recent evidence of marketing of the site. It is likely to be in demand for office use given its central location and proximity of Grade A office space nearby.	Good
Market Segment	There is currently a good mix of uses within the area,	Very Good

	predominantly high grade offices and hotels. It is considered that the site would be suitable for mixed use including B1 offices.	
Market Attractiveness	The site is located in a high profile, central area close to a number of existing offices for Carillion and the SCRCA and other city centre uses. The site is very close to the A61 and the main tram lines bordering the south of the site make it readily accessible to a range of transport users.	Good
Barriers to Delivery and Mitigation	A pedestrian footpath is located to the west of the site which provides access to Commercial Street. Any development would need to ensure that this access route is not compromised.	
Planning Factors	<p>The site is allocated within a Business Area within the UDP map and proposed for short stay parking provision.</p> <p>Policy CS4 of the Core Strategy outlines that new large-scale and high-density office development will be concentrated in the City Centre in Priority Office Areas, in particular Castlegate, on the west side of Park Square, is identified for professional, financial and legal services. Other uses that provide for active frontages and a vibrant street scene such as cafés, restaurants and leisure will be encouraged in small amounts. Mixed uses including a suitable proportion of housing may also be appropriate</p> <p>The current permission is for temporary landscaping prior to redevelopment.</p>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is located within the central business area and close to several existing offices and compatible uses. The site is of medium size and access can be taken from the A61.</p> <p>In accordance with Policy CS4, a flexible approach to any employment development should be encouraged which allows for an active frontage and meets the amenity needs of future occupiers by allowing other uses to occupy smaller ground floor units.</p> <p><b>It is therefore recommended to be allocated for employment uses.</b></p>	
<b>SITE SUMMARY:</b>		
<p>Castlegate (Shude Hill) is a parcel of land located adjacent to the Carillion offices and currently in use as open space. Existing uses within the area are predominantly of a high quality with a mixture of compatible uses neighbouring the site. The site is in an ideal, central location close to the A61 and key transport links. The site should be allocated for a mix of employment uses including B1 office.</p>		



## Castlegate (Exchange Place) (Ref: S03080)



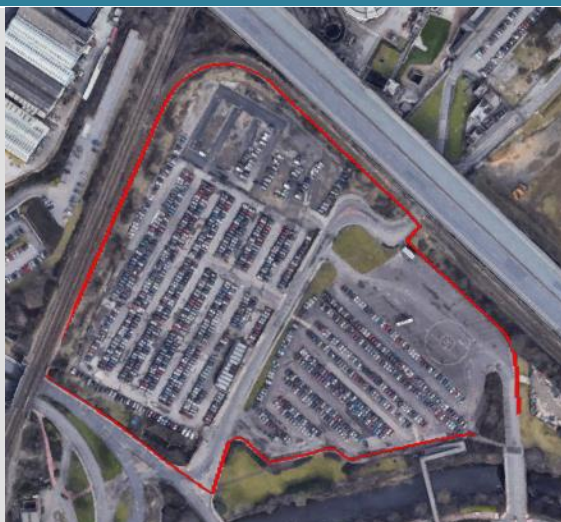
**GROSS SITE AREA:**  
**0.08 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.08 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>Castlegate (Exchange Place) is a small, level site which is currently in use as a private car park. Access is taken from Exchange Street directly from Exchange Place off the A61.</p> <p>There are a mixture of uses within the area including existing offices, a multi-storey car park and hotels.</p>	
Strategic Road Access	Less than 1km from Sheffield Parkway. The site is also close to Sheffield Interchange, the train station and tram lines.	Very Good
Local Accessibility	Accessed via Exchange Street, a narrow road which is accessed from Exchange Place.	Good
Proximity to Urban Areas and Access to Labour and Services	Located within the City Centre with very good access to labour and services.	Very Good
Compatibility of Adjoining Uses	The existing adjoining uses are compatible with B1 offices, these include existing offices adjacent to the site, a multi-storey car park and hotels.	Very Good
Developmental and Environmental Constraints	<p>The site is small which would not be suitable for large scale development. However, development of a similar scale to the Sheffield City Region and Carillion offices to the south would be suitable.</p> <p>Parking directly on/around the site would be limited given the size of the site and the loss of the existing car park. This is not considered to be a significant constraint due to its central location and easy access to a number of public cars parks.</p> <p>Part of the site falls within Flood Zone 2 and there is also a Grade II listed building on the other side of Exchange Place (Sheffield United Gas Light Company offices).</p>	Good

Market Conditions – Perception and Demand	The site is not actively marketed. Planning permission was previously granted on the site for office development, which has since lapsed.	Good
Market Segment	The site would be suitable for small – medium scale B1a use with potential flexible uses to the ground floor including A1/A2/A3/A4 to facilitate the development.	Good
Market Attractiveness	Given its prominent City Centre location and adjoining use the site would be attractive for a range of uses including B1 office space. The area is home to several high value office blocks and has good access to services which would make it attractive for a broad range of employment users. Work has commenced on the Grey to Green scheme which will further improve the area’s attractiveness,	Very Good
Barriers to Delivery and Mitigation	Part of the site is within Flood Zone 2 which would need to be taken into consideration with any development.	
Planning Factors	<p>The Unitary Development Plan allocates the site within the Business Area, preferred use B1. The draft City Policies and Sites DPD (2013) proposed to allocate the site for office uses within a Priority Office Area</p> <p>Policy CS4 of the Core Strategy outlines that new large-scale and high-density office development will be concentrated in the City Centre in Priority Office Areas, in particular Castlegate, on the west side of Park Square, is identified particularly for professional, financial and legal services. Other uses that provide for active frontages and a vibrant street scene such as cafés, restaurants and leisure will be encouraged in small amounts. Mixed uses including a suitable proportion of housing may also be appropriate.</p> <p>Planning permission was approved for the erection of a 5/6 storey building, with plant room on roof, for use as offices (Use Class B1) (Office Number 5) (ref: 07/03415/REM) in November 2007.</p>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>This is a prominent site in a central location that is suitable for a broad range of employment development uses. Where City Centre sites are considered for alternative uses (such as retail), such sites should be considered pragmatically and have a flexible approach, for example, office development with alternative small-scale retail uses to the ground floor which will help to facilitate the desired employment uses in accordance with Policy CS4.</p> <p><b>It is therefore recommended to be allocated for employment uses including ancillary retail/leisure.</b></p>	
<b>SITE SUMMARY:</b>		
The site is a small scale, level site located within the northern part of Sheffield City Centre which is currently in use as a car park. There is a mixture of uses in the area including existing office blocks and hotels and good access to a range of services and labour within the centre. The site should be allocated for a mix of employment uses including B1 office and ancillary retail/leisure.		

## Alsing Road (Ref: S03081)



**GROSS SITE AREA:**  
**5.54 ha**



**ESTIMATED NET DEVELOPABLE AREA:**  
**5.54 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently used as an open-air car park for the staff of Meadowhall Shopping Centre and surrounding retail park. The site is irregular in shape with flat topography.	
Strategic Road Access	Good links to the motorway network and main roads. It is less than 1km from the M1 J34 north.	Very Good
Local Accessibility	The site has very good existing access on A6109 Meadowhall Road.	Very Good
Proximity to Urban Areas and Access to Labour and Services	Urban area with good access to labour and services	Good
Compatibility of Adjoining Uses	Very good, adjoining uses include B1/2/ A1 suitable for B1/2/8 A1 and other employment creating uses.	Very Good
Developmental and Environmental Constraints	The site is located within Flood Zones 2 and 3 (medium to high risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	Poor
Market Conditions – Perception and Demand	The site is currently used a car park with good existing vehicle and pedestrian access. There is little evidence that the use of the site is likely to change in the near future.	Average
Market Segment	The site is suitable for a variety of small-to-medium B2/B8 uses which are compatible with the accessible and prominent location of the site.	Good
Market Attractiveness	The site is level, with good existing vehicle and pedestrian access. It would likely be attractive to B-Class users if the use as a car park for Meadowhall subsides.	Good
Barriers to Delivery and Mitigation	The site is currently used as a car park.	
Planning Factors	The Unitary Development Plan allocates this site as part of the Regional Shopping Centre. The emerging Local Plan, City Policies and Sites DPD	

(2013) proposed to allocate this site for flexible uses within a general employment policy area.

Relevant Planning History includes:

- 04/04683/FUL | Mixed use development comprising of casino with leisure/conference facilities & 9-storey hotel, multi-storey car park, replacement coach park, landscaping & new pedestrian links to Meadowhall Interchange and Shopping Centre | Withdrawn 06 September 2007
- 14/00643/FUL | Use of land for staff, contractor and coach parking accommodation including ancillary uses and provision of a security cabin and barriers to the coach park site | Approved 06 August 2014

**OVERALL SITE RATING** **Good**

**Recommendation and Potential Future Uses**

Given the site’s proximity to Meadowhall Shopping Centre and existing industrial and retail parks, established access and allocation for general employment use, it is considered the site is suitable for future employment use. This is entirely dependent on the requirements of Meadowhall Shopping Centre as it is an overspill car park for that regionally significant shopping centre, however, it is recognised that the Meadowhall extension granted earlier in 2019 includes new car parking spaces which could make up for any loss on this site.

**Recommended to be allocated for employment.**

**SITE SUMMARY:**

The City Policies and Sites DPD (2013) proposed to allocate this site for flexible uses within a general employment policy area. It is currently used as a car park for Meadowhall. It is located within a prominent location, in close proximity to the urban area. It has good existing access links to the surrounding strategic road network.

It is recommended that the site is suitable for future employment uses, and that the current use of the site as a car park be monitored going forward.

## Former Asda site Orgreave Place 1 (Ref: S03099)



**GROSS SITE AREA:  
1.13 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
1.02 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is located approximately 6.3 km away from Sheffield City Centre. The site is currently vacant and located on the edge of an industrial estate and residential area.	
Strategic Road Access	It is located around 2km from the Sheffield Parkway (A630) whilst the nearest access points are via Handsworth Road and Poplar Road.	<b>Average</b>
Local Accessibility	The local access roads include Handsworth Road (B6200) and Rotherham Road (B6066). Both are good quality, free flowing roads which can support a high number of traffic.	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located on the edge of an industrial estate and faces a residential estate. It is therefore considered that the site has good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	Industrial units to the north, east and south. Residential estate on the opposite side of the road to the west would require suitable mitigation measures.	<b>Average</b>
Developmental and Environmental Constraints	The site is broadly level. Suitable mitigation measures to nearby residential area would be required.	<b>Average</b>
Market Conditions – Perception and Demand	The site is currently being marketed by Ackroyd and Abbott. As of June 2019, planning permission has been granted for the erection of a building for use as an industrial headquarters unit situated on the northern section of the site (planning ref. 18/03911/FUL). A further application has been submitted to approve an amended site layout and to proceed without further intrusive site investigation. The 2018 application also	<b>Good</b>

	<p>includes a warehouse storage area, workshop area, showroom area, offices and a trade counter.</p> <p>Taking this into consideration, demand for the site is evident, and once construction on site commences, the remaining parcel of land on-site could see increased interest from potential businesses.</p>	
Market Segment	The site is suitable for B1/B2/B8 uses.	<b>Good</b>
Market Attractiveness	<p>Given the site's location, it is considered that the site is well placed to form part of the wider industrial estate whilst also benefitting from local labour and services.</p> <p>Planning permission has been granted for an industrial headquarters unit on the northern part of the site which demonstrates its attractiveness.</p>	<b>Good</b>
Barriers to Delivery and Mitigation	New access road required and mitigation of adverse externalities to residential properties to the west.	
Planning Factors	<p>The Unitary Development Plan designated the majority of the site as a General Industrial Area without special industries, which prefers general industrial uses (B2) and warehouses (B8 excluding open storage). The policy area also accepts small shops (A1), offices used by the public (A2), food and drink outlets (A3), business (B1), hotels (C1), community facilities and institutions (D1), Leisure and recreation facilities (D2), hostels, lorry parks and open space. However, in the UDP proposals map for the site, the western frontage of the site is allocated as open space.</p> <p>The site is allocated (ref. PO0155) in the draft City Policies and Sites document (2013) as suitable for research and development (B1b), light industry (B1c), general industry (B2 or other, unclassified industrial/processing uses) or warehouses/storage (B8) – as appropriate within a business and industrial area.</p> <p>The site is also situated within an area promoted by Policy CS5(c) of the Core Strategy which identifies Orgreave as a location for manufacturing, distribution/warehousing and other non-office businesses.</p> <p>Relevant planning history for the site is listed:</p> <ul style="list-style-type: none"> <li>• 19/01729/FUL - Application to approve an amended site layout and to proceed without further intrusive site investigation (Application under section 73 to vary condition 2 (approved plans) and remove condition 8 (site investigation) of planning permission 18/03911/FUL (Erection of a building for use as an industrial head-quarters unit, including warehouse storage area, workshop area, showroom area, offices and a trade counter, including the provision of a new access road, external service yard and car parking area)) – <i>Granted 8 August 2019</i>.</li> <li>• 18/03911/FUL - Erection of a building for use as an industrial headquarters unit, including warehouse storage area, workshop area, showroom area, offices and a trade counter, including the provision of a new access road, external service yard and car parking area (<i>Approved in February 2019</i>).</li> <li>• 17/01437/FUL - Development of a 20MW Synchronous Gas Standby Power Generation Facility, including ancillary infrastructure and equipment (Application was withdrawn in</li> </ul>	

	<p>January 2018, with the understanding that the applicant would submit a revised application 'shortly' and the incentive of a 'free-go' application was possible if resubmitted within 1 year – no application has been submitted as of March 2020).</p> <ul style="list-style-type: none"> <li>• Also 19/03003/FUL for erection of new manufacturing facility with integral office accommodation. Approved 28 February 2020.</li> </ul>
<b>OVERALL SITE RATING</b>	<b>Good</b>
<b>Recommendation and Potential Future Uses</b>	<p>It is considered that the site is suitable for B1/2/8 uses considered suitable for the site.</p> <p><b>Recommended that the site should be allocated for employment use.</b></p>
<b>SITE SUMMARY:</b>	
<p>Although the site is disadvantaged by access to the strategic road network, it benefits from good quality local roads, a level site, and proximity to existing industrial estates. The adjacent industrial estate appeared popular and well occupied during the site visit, indicating the wider area's attractiveness and compatibility to any future business that could be situated on-site.</p> <p>In terms of the recently approved planning application for an industrial headquarters unit on roughly half of the site, this further indicates that the site is suitable and deliverable across the B class use range and should be allocated for employment use.</p>	

## Upwell Street/Colliery Road (North) (Ref: S03154)



**GROSS SITE AREA:**  
**1.27 ha**



**ESTIMATED NET DEVELOPABLE AREA:**  
**1.27 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site forms part of the wider Amazon site. It is currently vacant land that may be used for loading and unloading in connection with Amazon. The site is flat and slightly rectangular in shape. The site is bound by high perimeter fencing.	
Strategic Road Access	The site has access to the strategic road network. It is around 1km from the M1 J34 North.	<b>Good</b>
Local Accessibility	The site can be accessed from A6109 Brightside Lane.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located within an urban area with good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	There is existing warehousing to the south and north of the site. To the north of the existing warehouses lie a number of residential dwellings.	<b>Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 2 (medium risk of flooding). There is a Grade II Listed Building (Greentop Circus Training Centre, ref. 1255153) approximately 360m south of the site. There are no other designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Average</b>
Market Conditions – Perception and Demand	The site is currently connected to the wider Amazon site. There is limited evidence that the occupancy status will change in the near future.	<b>Good</b>
Market Segment	The site is suitable for B8 storage and logistics which are compatible with the accessible and prominent location of the site.	<b>Very Good</b>



Market Attractiveness	<p>The site is located within an area suitable for B-Class employment use.</p> <p>The site is level, with good existing vehicle and pedestrian access. Parking provision on site has been established. The site is allocated for business and industrial uses within a Business and Industrial Policy area.</p> <p>There is precedent of B2 and B8 use close by the site.</p> <p>It is considered that the site is attractive to the market.</p>	<b>Very Good</b>
Barriers to Delivery and Mitigation	The site forms part of the wider Amazon site. There do not appear to be any obvious barriers to the delivery.	
Planning Factors	<p>The site is designated in Unitary Development Plan within a General Industry Area, with no restrictions on employment uses. The emerging Local Plan, City Policies and Sites DPD (2013) allocates the site for business or industrial uses (B1b, B1c, B2 and B8) within a Business and Industrial policy area.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>16/00088/FUL   Extensions to industrial unit for Class B2 and B8 use with ancillary B1 use and associated access and parking   Approved 22<sup>nd</sup> February 2016</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's location, prominent and accessible nature and proximity to the existing Amazon depot, it is considered the site is suitable for B8 use.</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The emerging Local Plan allocates the site for employment use. It forms part of the wider site occupied by Amazon. It is located within a prominent location, in close proximity to the urban area. It has good existing access links to the surrounding strategic road network. It is recommended that the site retains its B-Class employment land allocation going forward.</p>		

## Cannon Brewery/Hallamshire Works (Ref: S03156)



**GROSS SITE AREA:  
1.21 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.2 ha**

<b>CRITERIA</b>	<b>COMMENT</b>	<b>RATING</b>
Current Use, Land Type and Planning Status	The majority of the site comprises a redundant brewery building. Part of the site is also used for storage. It is therefore brownfield land. It is understood that the site was last occupied in the late 1990s. The site has flat topography and is triangular in shape. There were no to let signs.	
Strategic Road Access	A61 Penistone Road. Access to Rutland Road.	<b>Good</b>
Local Accessibility	Rutland Road and Neepsend Lane. Adequate for allocated use but this comprises a triangle of junctions and the poor road condition could be a restraining factor on development. On street parking is available on Boyland Street.	<b>Average</b>
Proximity to Urban Areas and Access to Labour and Services	Urban area with access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	Disused warehousing in close proximity. A converted skate park is directly opposite and food hall and public house on Neepsend Lane. Employment use would therefore be compatible with surrounding uses. The site would be appropriate for redevelopment for B2/B8 use.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 2 (medium risk of flooding). A Grade II listed building is located to the west of the site (railway bridge, ref. 1246537). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks). A site to the north of Oakham Drive is a SSSI (approx. 250m from the site).	<b>Average</b>
Market Conditions – Perception and Demand	The site currently comprises a redundant brewery and is located in close proximity to a number of vacant buildings. There is little evidence that the site is currently being marketed to let or for redevelopment. For B8 use, the Brewery would need to be demolished or B2 use could be suitable through small workshop conversions. The site is located off busy Rutland Road and nearby Kelham Island, Cutlery Works, Temple of Fun and Peddlers Market which is improving the image of the area.	<b>Average / Poor</b>

Market Segment	The site is suitable for a variety of B2/B8 uses which are compatible with the surrounding uses.	<b>Good</b>
Market Attractiveness	<p>The site is located within an area suitable for manufacturing use, within an established business/ industrial park.</p> <p>The site is relatively level, with existing vehicle and pedestrian access. The Core Strategy allocates the site as a location for manufacturing distribution, warehousing and other non-office businesses. There is precedent of employment use on the site, given its previous use as a Brewery.</p> <p>However, there are a number of semi-derelict buildings in and around the site, with evidence of graffiti and low grade vandalism on the brewery building itself.</p> <p>It is therefore considered that the site has average market attractiveness.</p> <p>Stakeholder feedback cited pressure for residential development in this general location.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	For B2/B8 use the site would likely need to be demolished and redeveloped.	
Planning Factors	<p>The Unitary Development Plan designated the site within a General Industry Area, with no restrictions on employment uses.</p> <p>The Core Strategy key diagram identifies the site within the area for manufacturing, distribution, and warehousing and other non-office businesses in line with Policy CS5.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>05/00224/OUT   Expansion of ski village including snow hall, retail and leisure facilities, food outlets, hotel, chalets, highway improvement works, infrastructure works, gondola cableway, car parking &amp; associated interchange   Withdrawn 18<sup>th</sup> March 2018</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>This is a reasonably sized site that depending on remediation requirements, should be suitable for a broad range and scale of industrial development and employment creating uses.</p> <p>The extent of demolition required and possible contamination could compromise the viability of development in the medium to short term.</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
The Sheffield Local Plan Proposals Map designates the site as part of a wider Business Area, which		

supports the area for manufacturing, distribution, and warehousing and other non-office businesses. It has good access links to the surrounding strategic road network. It is recommended that the site is suitable for employment use going forward.

## Oakham Drive (Ref: S03158)



**GROSS SITE AREA:**  
**1.07 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is occupied, brownfield land. It is square in shape. The site is currently used for B1c/B2/B8. An application (ref.16/03155/FUL) for the erection of an industrial unit with yard (Class B8) was approved in January 2017. This has now been implemented and a modern industrial unit has now been constructed.</p> <p>The site is occupied by CCF, a nationwide distributor of insulation and interior building products to the UK construction industry.</p> <p>The unit is high quality, large in size with (trade) customer and staff parking provided on site. There is also a loading and delivery area to the south of the site. The site has slightly sloping topography.</p> <p>The site is situated within an existing business / industrial park, predominantly comprising units of B2 / B8 uses. There are no vacant units within this business park.</p>	
Strategic Road Access	The A61 can be directly accessed off Rutland Road within a 5-minute car journey.	<b>Good</b>
Local Accessibility	The site is accessed off Oakham Drive which leads directly off Rutland Road. Rutland Road provides direct access to the A61. The site also had good pedestrian access, with a bus stop opposite the site (for the 784 service).	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is in close proximity to the urban area, with access to local services and labour.	<b>Good</b>
Compatibility of Adjoining Uses	The site forms part of an existing industrial / business park, with all units of B2 / B8 use.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). A grade II listed building is located to the west	<b>Good</b>

	<p>of the site (railway bridge, ref. 1246537). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks).</p> <p>A site to the north of Oakham Drive is of Special Scientific Interest (approx. 100m from the site). The site is therefore in a SSSI Impact Risk Zone. The site lies within the Sheffield Citywide AQMA.</p>	
Market Conditions – Perception and Demand	<p>The site is currently occupied. There is limited evidence that the occupancy status will change in the near future. Units in the vicinity of the site all appear to be well occupied.</p>	<b>Good</b>
Market Segment	<p>The site is suitable for a variety of small-to-medium B2/B8 uses which are compatible with the accessible and prominent location of the site.</p>	<b>Good</b>
Market Attractiveness	<p>The site is located within an area suitable for manufacturing use, within an established business/ industrial park.</p> <p>The site is level, with good existing vehicle and pedestrian access. Parking provision on site has been established. The site is allocated for flexible uses within a General Employment Policy Area. The site is currently in use by CCF for B1c/B2/B8.</p> <p>It is therefore considered that the site has good market attractiveness.</p>	<b>Good</b>
Barriers to Delivery and Mitigation	<p>The site has been extended, built out and is currently occupied. There does not appear to be any barriers in this site was to be redeveloped.</p>	
Planning Factors	<p>The Core Strategy identifies the site as a location for manufacturing, distribution, warehousing and other non-office businesses (allocation ref. P00015).</p> <p>The emerging Local Plan, City Policies and Sites DPD (2013) proposed to allocate the site for flexible uses within a General Employment Policy Area; this type of allocation is grouped after those with specific requirements.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>Relevant planning history includes –</p> <ul style="list-style-type: none"> <li>• 15/03451/FUL   Change of use from B1C (Industrial Process) and B8 (Storage and Distribution) to B1C, B2 (General Industrial) and B8 Use Class   Approved 3<sup>rd</sup> December 2015</li> <li>• 16/03155/FUL  Erection of an industrial unit with yard (Class B8) with car parking accommodation, means of vehicular access, landscaping and associated works   Approved 6<sup>th</sup> January 2017</li> </ul>	

	<ul style="list-style-type: none"> <li>• 17/00458/NMA   Submission of amended red line boundary for erection of industrial unit with yard (Non-material amendment to planning permission no. 16/03155/FUL)   approved 04<sup>th</sup> April 2017</li> </ul>
<b>OVERALL SITE RATING</b>	<b>Good</b>
<b>Recommendation and Potential Future Uses</b>	<p>Given the site’s location within the existing industrial park, established access and use for B1c/B2/B8, it is considered the site remains suitable for continued B1c/B2/B8 use.</p> <p><b>Recommended to retain allocation for employment use.</b></p>
<b>SITE SUMMARY:</b>	
<p>It is currently occupied by CCF, a manufacturing a distribution company. It is located within a prominent location, in close proximity to the urban area. It has good existing access links to the surrounding strategic road network. It is recommended that the site retains its current protection for employment uses going forward.</p>	

## Parkwood Springs Business Park (Ref: S03159)



**GROSS SITE AREA:**  
**4.04 ha**



**ESTIMATED NET DEVELOPABLE AREA:**  
**0.00 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently disused, although at the time of the site visit it was apparent that the site remained in use by a number of New age travellers living near to the former Sheffield Ski Village, with a number of caravans located along Pickering Road. It is understood that in March 2019 a judge at Sheffield County Court ruled in favour of the local authority to evict the travellers.</p> <p>In 2017 it was announced that the wider 19 ha plot at Parkwood Springs was to be turned in to a £40m extreme sports site. The site is intended to form part of that wider development and Sheffield City Council has recently announced its intention to sign an agreement for a 150 year lease with Extreme Destinations Ltd.</p> <p>It has steep sloping topography, with dense vegetation within the site. There is restricted pedestrian and vehicular access to the site. The area to the south and east of the site is industrial in character. Parkwood Springs is located to the north and is allocated a priority area for the improvement of open space within the Core Strategy (CS Policy 45 and CS 50).</p>	
Strategic Road Access	The site is accessed off Wallace Road and Douglas Road. The A61 can be accessed within a 5-minute car journey. The A61 links to the M1.	Average
Local Accessibility	The site is accessed off Wallace Road and Douglas Road. However, access is restricted by a low bridge (3.4m). There is limited existing pedestrian access to the site.	Poor
Proximity to Urban Areas and Access to Labour and Services	The site is in close proximity to the urban area, with access to local services and labour.	Good



Compatibility of Adjoining Uses	The surrounding area is predominately industrial. Land immediately east of the site is B2/B8 use. The site would be suitable for employment, mixed and/or leisure uses.	Good
Developmental and Environmental Constraints	<p>The site is located within Flood Zone 1 (low risk of flooding). It slopes steeply upwards to the north-east.</p> <p>A grade II listed building is located to the south of the site (railway bridge, ref. 1246537). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks).</p>	Average
Market Conditions – Perception and Demand	<p>The site was marketed in 2017 as an outdoor sports and adventure activity destination, leading to the appointment of Extreme Destinations Ltd.</p> <p>The site suffers from fly tipping and accommodates a number of travellers' caravans in varying states of repair.</p> <p>Any future marketing is likely to focus on the integration of the wider proposals for leisure /and recreational uses on the former Sheffield Ski Village.</p> <p>Stakeholder engagement showed an interest in future development taking the form of residential rather than employment development.</p>	Poor
Market Segment	The site would be suitable for a variety of B2/B8 or, more likely, leisure/recreational uses which are compatible with the prominent location of the site.	Average
Market Attractiveness	<p>The site is located within an area suitable for industrial and manufacturing use. There is an established business park within close proximity. Land to the east of the site is an established B2 / B8 use.</p> <p>However, the site has challenging, steep-sloping topography and limited access. There is also a lack of established parking facilities. Due to the site's dense vegetation, the site would need to be cleared. It is likely that the site may need to be remediated.</p> <p>Land to the north has been allocated as an area with potential to be developed into a city park. The development of this site for industrial use would need to take this into consideration.</p>	Poor
Barriers to Delivery and Mitigation	The site has challenging topography, dense vegetation that would need to be cleared and limited vehicular and pedestrian access.	
Planning Factors	The site is located within the Upper Don Valley sub-area. This area is identified as a strategic employment area in the Core Strategy. Policy CS5 of the Core Strategy recognises the Upper Don Valley as an area of	

	<p>opportunity for manufacturing, distribution/warehousing and other non-office business development.</p> <p>Policy CS50 (Parkwood Springs and the Parkwood Landfill Site) states that over the medium to long term, Parkwood Springs will be developed into a City Park. Sport and leisure uses could also be located at Sheffield Ski Village if they are needed to support the development of sport and recreation facilities there.</p> <p>As set out above, it was recently announced that the wider area at Parkwood Springs was to be turned in to a £22.5m extreme sports site. It is understood that this site is intended to form part of that wider development.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>• 05/00224/OUT   Expansion of ski village including snow hall, retail and leisure facilities, food outlets, hotel, chalets, highway improvement works, infrastructure works, gondola cableway, car parking &amp; associated interchange   Withdrawn, March 2008</li> <li>• 05/04866/OUT   Erection of office accommodation (B1) and associated infrastructure works including new transport link to Rutland Road   Withdrawn July 2007</li> </ul>
<p><b>OVERALL SITE RATING</b></p>	<p><b>Average</b></p>
<p><b>Recommendation and Potential Future Uses</b></p>	<p>Theoretically suitable for employment use, but practically the site’s challenging topography, poor access and wider leisure history make it unlikely to be a viable development site for development during the current plan period. Its considered that the Council should continue monitoring the site should extensive clearance works be undertaken in the future.</p> <p><b>Recommended to not allocate the site for employment use.</b></p>
<p><b>SITE SUMMARY:</b></p>	
<p>The site is currently in use as a New age traveller site, although an eviction notice from SCC was recently upheld in the Courts. The clearance of this site is likely to pave the way for its redevelopment for alternative uses, although it is understood that this is more likely to be for recreational/leisure uses there is also potential for employment uses on the site in the future.</p>	

## Land at Rear of No 2 Hunsley Street (Ref: S03160)



**GROSS SITE AREA:  
0.41 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.37 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant, undeveloped land. It has steep sloping topography and is triangular in shape. It is bound by a nursery/primary school to the east and by existing warehousing to the south (occupied by the head office of Rubber Safety Hygiene). There is dense vegetation on site that would need to be cleared prior to development.	
Strategic Road Access	The site has direct access onto the B6082. This provides a link to the M1.	<b>Good</b>
Local Accessibility	The site can be accessed by Petre Street.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located within an urban area and has good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is surrounded by a mix of uses. It is bound by a nursery/primary school to the east, residential to the north and by existing warehousing to the south. Employment development would therefore need to give consideration to these sensitive uses.	<b>Average</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Good</b>
Market Conditions – Perception and Demand	The site is currently vacant, undeveloped land. During the site visit, there was no evidence of the site being marketed for development.	<b>Average</b>
Market Segment	The site is suitable for a variety of small-to-medium B1	<b>Good</b>

	uses which are compatible with the accessible and prominent location of the site.	
Market Attractiveness	<p>The site sits in close proximity to existing industrial uses.</p> <p>The site has sloping topography, with good existing vehicle and pedestrian access. The 2013 draft City Policies and Sites proposed an allocation for business and industrial use. The preferred uses include research and development, light industry, general industry and warehouses and storage. It is understood that the land has been up for sale for a number of years, but no development has been forthcoming.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	The site's proximity to a nursery/primary school will have to be adequately mitigated.	
Planning Factors	<p>The 2013 draft City Policies and Sites proposed to allocate the site as sitting within a business and industrial area. The preferred uses are research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8).</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>14/04396/OUT   Erection of 6 industrial units and associated car parking accommodation   Approved 20<sup>th</sup> February 2015</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's location in close proximity to existing B2 and B8 uses, established access and proposed allocation for employment use, it is considered the site is suitable for B-Class use. Given the close proximity of sensitive uses to the south, it is considered that B1b/c uses would be more appropriate in this instance than B2/B8.</p> <p><b>Recommendation to allocate the site for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The 2013 draft City Policies and Sites proposed to allocate the site for industrial use (B1b/B1c/B2/B8). It is currently vacant and undeveloped. It is located within a prominent location, within an urban area. It has reasonable existing access links to the surrounding strategic road network. It is recommended that the site's allocation for employment use is retained going forward, although given the sensitive uses immediately adjoining the site is considered that B1b/B1c would be more appropriate.</p>		

**Doncaster St/Shepherd St (Ref: S03161)**



**GROSS SITE AREA:  
0.90 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.90 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The majority of the site is vacant with some disused buildings on site and a small car repairs in the south west corner. The site is currently divided with into multiple smaller parcels of land with Matthew Street, a small internal access road, running through the site from Doncaster Street.	
Strategic Road Access	Excellent location adjacent to A61 Shalesmoor and Hoyle Street	Very good
Local Accessibility	Accessed from Doncaster Street directly off A61 Hoyle Street west of the site or Shepherd Street from the north which links up to A61 Shalesmoor.	Very good
Proximity to Urban Areas and Access to Labour and Services	The site is located in a prominent urban area with very good access to labour and services.	Very good
Compatibility of Adjoining Uses	Suitable for use compatible with adjacent uses including B1, residential and a hotel.	Very good
Developmental and Environmental Constraints	<p>This is a prominent, level site which is partly developed in some areas and split by Matthew Street running through the centre of the site. Dense vegetation in some areas of the site which would need to be cleared and possible remediation works.</p> <p>Don Cutlery Works a Grade II listed building is located in the south east of the site.</p>	Good
Market Conditions – Perception and Demand	This is an ideal central site located adjacent to the A61 and suitable for a range of uses. An application for residential development was approved 20 February 2020.	Average

Market Segment	The site is located within a mixed-use area with a range of uses suitable including residential, office space and hotels.	Very good
Market Attractiveness	<p>Whilst the site is currently fairly run down in parts it is within a very good, central location with good access to the A61 and services/labour within the city centre.</p> <p>The area itself is attractive and has a mixture of uses in the vicinity of the site. Work has also begun on the site to the south which recently secured permission for a mixed use development including residential, employment and retail and this investment will likely increase the market attractiveness of the area further. The site is considered to be very good for future occupiers.</p>	Very good
Barriers to Delivery and Mitigation	An application for residential development has recently been approved in February 2020.	
Planning Factors	<p>The Unitary Development Plan allocates the site within a Business Area, preferred use B1. Unacceptable uses include: Other shops (A I) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre; General industry (B2); Open storage (B8) and, in Manor Opportunity Area; warehouses (B8); Residential institutions (C2); Housing (C3) outside the City Centre; Lorry parks and Scrapyards.</p> <p>The Core Strategy highlights the site within a transition area where manufacturing in City Centre should not expand where it would detract from the regeneration of the centre and it will be encouraged to relocate.</p> <p>Part of the site does fall within a designated conservation area; however, there are no other landscape designations or planning policy restrictions</p> <p>An application for the demolition of buildings and erection of 1x 20 storey block, 1x 7-10 storey block, 1x 5-8 storey block, 1x 5-7 storey block and 1x 4 storey block comprising 479no apartments, 10no townhouses and 2no commercial units (733sqm), ancillary facilities and amenity space, car parking, landscaping, public realm and infrastructure works (ref: 19/00483/FUL) approved February 2020.</p> <p>To the south of the site an application was approved for the erection of a mixed use development comprising 247 residential units (Use Class C3) 658 student bed spaces (Use Class Sui Generis), commercial uses (Use Classes B1a, A1, A2, A3, D1 and D2) with associated access, parking, servicing and landscaping works (ref. 18/01077/FUL).</p> <p>Ownership is Sheffield City Council and Scottish Retirement Benefit Trust.</p>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>This is an important prominent site suitable for a broad range of alternative uses and employment creating uses suitable for a 'gateway' site. At the time of the report, an application for a mixed use residential led development at the site was under determination.</p> <p>It is considered that a flexible mixed use approach should be taken in</p>	

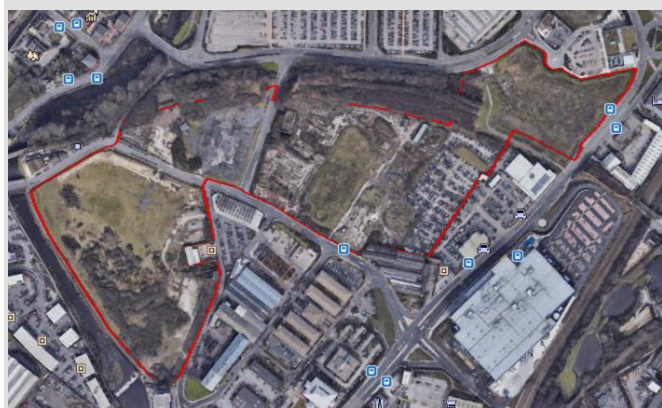
accordance with neighbouring development which includes areas of residential, employment space and ancillary retail/leisure uses.

**Recommended that the site is allocated for mix use with an element of employment.**

**SITE SUMMARY:**

The site is currently divided with into multiple smaller parcels of land with Matthew Street, a small internal access road, running through the site from Doncaster Street located in a prominent city centre location. The site is considered suitable for a mix of uses including employment.

## River Don District, Weedon Street (Ref: S03165)



**GROSS SITE AREA:  
18.45 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
16.6ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant, undeveloped land. The site is of a large scale, irregular in shape and is relatively flat. The site is in close proximity to employment generating uses, namely the Meadowhall shopping centre and Meadowhall retail park. There is currently grasslands and vegetation that would need to be cleared before development.	
Strategic Road Access	Accessible from the surrounding road network. The site is within 1km of the M1 J34 North and South.	Very Good
Local Accessibility	A6178 Sheffield Road and A6109 Meadowhall Road offer excellent access.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within an urban area with excellent access to labour and services.	Very Good
Compatibility of Adjoining Uses	Dominant adjoining use is A1 plus car sales and B1/2. Suitable for very broad range of employment creating uses and residential.	Very Good
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There is a Grade II Listed Building (Sheffield Bus Museum and Sheaf Transport Garage, ref. 1270906) adjacent to the south of the site. There are three Grade II listed buildings to the north west of the site. They are north of Meadowhall Road, approximately 200m from the site. There are no other designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	Good
Market Conditions – Perception and Demand	The site is currently vacant, undeveloped land. During the site visit, there was little evidence of the site being marketed for development.	Good
Market Segment	The site is suitable for a variety of large scale employment generating uses which are compatible with the accessible and prominent location of the site.	Very Good



Market Attractiveness	<p>The site is located in close proximity to employment generating uses.</p> <p>The site has existing vehicle and pedestrian access. The emerging plan proposal map allocates the site within a business policy area with no required use.</p> <p>It is therefore considered that the site has good market attractiveness.</p>	Very Good
Barriers to Delivery and Mitigation	Due to the scale of the site, piecemeal development will be required to an adopted masterplan in line with current consent.	
Planning Factors	<p>With the Unitary Development Plan this site falls within a Fringe Industry and Business Area, preferred uses B1, B2, B8 (excluding open storage). Unacceptable uses include: other shops (A I) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre; Open storage (B8); Lorry parks; Scrapyards.</p> <p>The Core Strategy designates the site as a location for office development as well as manufacturing distribution and warehousing. The draft Local Plan, City Policies and Sites DPD (2013) proposed to allocate the site within a Business policy area, for flexible uses, with no required use. There are no further planning policy restrictions.</p> <p>Part of this site is designated for local nature conservation, another part falls within a designated Wildlife Corridor. There are no other landscape or policy designations.</p> <p>An Outline application (all matters reserved) was approved on March 12 2019 for the site's redevelopment including remediation, demolition of existing buildings and erection of up to 100,000m<sup>2</sup> of employment development (Use Classes B1, B2 and B8), car showroom (Use Class Sui Generis), hotel (Use Class C1), retail (Use Class A1), food and beverage (Use Classes A3, A4 and A5), leisure (Use Class D2 excluding cinema and bowling alley) and provision of associated car parking, highway works, vehicular and pedestrian access and egress, servicing and landscaping works (Town and Country Planning (EIA) Regulations 2017 Schedule 2 proposal).</p> <p>At the time of writing, an Officer's Report into the application concluded that <i>"the proposal constitutes sustainable development as it accords with the provisions of the development plan and the adverse impacts of the development are significantly and demonstrably outweighed by the benefits. It is therefore recommended that planning permission be granted subject to the listed conditions and to the applicant entering into a legal agreement to secure the following heads of terms."</i></p> <p>Outline application 18/03796/OUT was approved on 12/3/19.</p>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to surrounding employment generating uses, Meadowhall, the established access and allocation for flexible employment use, it is considered the site is suitable for a mix of uses including a substantial volume of B-Class employment land, retail and leisure.</p> <p><b>Recommended to be allocated for mix use including an</b></p>	

**element of employment.**

**SITE SUMMARY:**

This is clearly an important strategic site suitable for a broad mix of land uses including B1/B2/B8, retail, leisure and sui generis uses and should be allocated for mixed use development.

## Barleywood Road (Ref: S03167)



**GROSS SITE AREA:  
0.89 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
0.67ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant, predominantly undeveloped land, with part of the northern area used for open storage. It is rectangular in shape with uneven topography. There is dense vegetation on much of the site. This will need to be cleared prior to development. The site is located within an established area for B2/B8 employment. There is an existing access to the site off Barleywood Road.	
Strategic Road Access	Barleywood Road provides direct access onto the A6012, a main arterial road in the urban area.	<b>Very Good</b>
Local Accessibility	The site benefits from existing pedestrian and vehicular access off Barleywood Road.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is within the urban area with good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is located within an established area for B2/B8 employment. B2/B8 development bounds the site to the north, west and south. A graveyard bounds the site to the east.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are two grade II listed buildings approximately 50m to the south of the site. There are no other designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Very Good</b>
Market Conditions – Perception and Demand	There was little evidence that the site was being marketed during the site visit.	<b>Average</b>
Market Segment	The site is suitable for a variety of small scale B2/B8 uses which are compatible with surrounding uses.	<b>Good</b>

<p>Market Attractiveness</p>	<p>The site is located within an area suitable for B2/B8 use.</p> <p>The site is currently available. It has existing vehicle and pedestrian access. The Core Strategy identifies the site as sitting with an industrial area, with B2 and B8 development being preferred.</p> <p>As the site is currently used for storage, remediation may be necessary for future change of uses.</p>	<p><b>Good</b></p>
<p>Barriers to Delivery and Mitigation</p>	<p>The vegetation will need to be cleared. A remediation strategy may be necessary.</p>	
<p>Planning Factors</p>	<p>The City Policies and Sites DPD (2013) proposed to allocate the site for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>There is no relevant planning history.</p>	
<p><b>OVERALL SITE RATING</b></p>	<p><b>Good</b></p>	
<p><b>Recommendation and Potential Future Uses</b></p>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and proximity to the wider road network, it is considered the site is suitable for continued B2/B8 use.</p> <p><b>Recommended to be allocated for employment use.</b></p>	
<p><b>SITE SUMMARY:</b></p>		
<p>The Sheffield Local Plan Proposals Map designates the site for industrial uses. The site has good existing access, is located within the urban area, in close proximity to B2/B8 development and has direct access to the strategic road network. It is suggested that the site's current employment allocation is carried forward in the future.</p>		

## Broadoaks (Ref: S03168)



**GROSS SITE AREA:  
0.45 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
0.41 ha**

<b>CRITERIA</b>	<b>COMMENT</b>	<b>RATING</b>
Current Use, Land Type and Planning Status	<p>The site is currently vacant, overgrown and located to the north-east of Sheffield City Centre. There is an existing access point from Broad Oaks. The site's land use allocation has evolved over the years, including:</p> <ul style="list-style-type: none"> <li>- As a Mixed-use area in the UDP;</li> <li>- For manufacturing, distribution, warehousing and other Non-office businesses in the Core Strategy; and,</li> <li>- As land for industry uses which include general industry in the Draft City Polices and Sites document.</li> </ul>	
Strategic Road Access	The site is readily accessed from Staniforth Road (B6200) to the north, and Attercliffe Road is located further north and is also accessible (A6178)	<b>Good</b>
Local Accessibility	The site is accessed from Broad Oaks which is relatively narrow, with no bus stops nearby.	<b>Average</b>
Proximity to Urban Areas and Access to Labour and Services	Located within 1km of residential areas to the east of the city.	<b>Average</b>
Compatibility of Adjoining Uses	<p>Adjoining land uses are predominantly industrial. There is a large RSPCA kennel adjacent to the site.</p> <p>The large triangular site immediately to the east of the site, between the railway line and Staniforth Road and next to Ouse Road, has extant (outline) planning permission for the erection of 100 dwellings requiring the infilling of the existing railway cutting, provision of new access, creation public open space and establishment of an ecological and geological enhancement area (ref: 16/04500/OUT).</p> <p>Whilst the subsequent reserved matters application (ref: 18/04350/REM) is seeking to reduce the number of units slightly, to 99 dwellings (which is still awaiting a decision), if/when the site is built out for residential use, this would potentially present difficulties for S03168 to come forward for 'bad neighbour uses and/or heavy industry/logistics without suitable mitigation.</p>	<b>Average / Poor</b>

Developmental and Environmental Constraints	The topography of the site is challenging, whilst it is covered in vegetation. In addition to this, low-quality access could cause issues for future development of the site, and the land may require remediation from prior uses.	<b>Average / Poor</b>
Market Conditions – Perception and Demand	There are a number of B-class uses along Broad Oaks whilst across the rail tracks is predominantly industrial (for now, the potential residential development notwithstanding). The site has been vacant for a number of years with no development being forthcoming, which may be an indication of a lack of demand for the site.	<b>Poor</b>
Market Segment	The site would be suitable for light/general industry.	<b>Average / Poor</b>
Market Attractiveness	The Broadoaks site is surrounded by compatible uses at present, although the proposed residential settlement to the east may require mitigation should it come forward as planned. The noise from the RSPCA kennels was also very noticeable during the site visit. There are also issues of topography, access and site clearance.	<b>Poor</b>
Barriers to Delivery and Mitigation	There are issues relating to site access, topography and on-site vegetation as well as uncertainty concerning the impact of existing and potential new uses adjoining the site.	
Planning Factors	<p>The Unitary Development Plan allocates the site within a mixed-use area.</p> <p>The Core Strategy designates the site as a location for manufacturing, distribution, warehousing and other Non-office businesses.</p> <p>The City Polices and Sites Document proposed to designate the land for industry uses including general industrial (B2 or other, unclassified industrial / processing uses) or warehouse and open storage (B8).</p> <p>There are no other planning policy restrictions, landscape designations for the site.</p> <p>In terms of relevant planning history, as set out in detail above, across the train tracks to the east, a planning application for the erection of 100 dwellings was granted in December 2017 (ref. 16/04500/OUT).</p> <p>The application site is approximately 50 metres away from the site at Broad Oaks.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<b>The site should be allocated for employment use.</b>	

#### **SITE SUMMARY:**

The site faces several barriers to development including difficult topography, existing vegetation requiring clearance and access. In addition, with approximately 100 residential dwellings permitted approximately 50 metres away from the site within the last 2 years, this would need effective mitigation. The site has also been vacant for a number of years.

It is recommended that the site is allocated for employment uses.

**Broadlands, Lumley St (Ref: S03169)**



**GROSS SITE AREA:  
2.44 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
1.2 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The majority of the site is occupied by waste management company Veolia. There is also a vacant area of land within the boundary of the site, which is overgrown. It is understood that both the occupied and unoccupied parts of the site are owned by the same landowner.	
Strategic Road Access	Sheffield Parkway is less than 1km away. This can be accessed via Lumley Street from the east or west. However, there is a low-lying bridge (4.7m) on Bernard Road.	<b>Good</b>
Local Accessibility	Locally accessed via Lumley street, which connects to Bernard Road and Woodburn Road.	<b>Average</b>
Proximity to Urban Areas and Access to Labour and Services	Urban area, mainly consisting of B2 and B8 uses and Sui Generis uses (scrapyards etc.).	<b>Good</b>
Compatibility of Adjoining Uses	The site is situated in an area consisting of mixed industry and manufacturing. An Incinerator Plant is also located adjacent to the site, across Bernard Road.	<b>Good</b>
Developmental and Environmental Constraints	The vacant part of the site is overgrown, and any future development would need to reflect surrounding uses. The site is level, linear and elevated from Lumley Street.	<b>Good</b>
Market Conditions – Perception and Demand	The surrounding area is generally industrial and there is evidence to suggest vacant/poorly maintained sites along	<b>Average</b>

	the Lumley Street.	
Market Segment	The vacant area of the site could be suitable for similar facilities that already occupy the site (waste management).	<b>Average</b>
Market Attractiveness	Given the surrounding uses, the vacant parcel of the site could attract B1(c), B2 or B8 uses. Nearby vacant sites and general lower quality of area could detract from attractiveness of the area.	<b>Average</b>
Barriers to Delivery and Mitigation	Although an access road already exists, this may become an issue if the vacant site is redeveloped and subsequently increases traffic in the area (especially if this consists of larger vehicles).	
Planning Factors	<p>The site is allocated in Unitary Development Plan within a General Industry Area, with no restrictions on employment uses.</p> <p>The City Policies and Sites document 2013 proposed to allocate the site for waste management in a waste management policy area.</p> <p>The Core Strategy identifies the site within a location for manufacturing, distribution, warehousing and other non-office businesses.</p> <p>Relevant Planning History over the past 5 years includes:</p> <p>16/03513/FUL - Erection of an additional modular building to provide office accommodation (Granted November 2016)</p> <p>There are no other planning policy restrictions or landscape designations.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>B2 Industrial uses, Sui Generis and Waste Management.</p> <p><b>It is recommend that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>A large portion of the site is occupied by a waste management company (Veolia). The site appeared to be busy when visiting, with refuse vehicles constantly entering and leaving the premises. The remainder of the site is vacant and could see a future expansion of the existing operator's premises if required or a similar use.</p>		



**Calor site, Shepcote Lane (Ref: S03170)**



**GROSS SITE AREA:  
1.52 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
1.37 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently open, vacant land. There is dense vegetation on much of the site that will need to be cleared prior to development. The site is regular in shape. It is located within an established area for B2 and B8 development.	
Strategic Road Access	The site has good access to the strategic road network. The site is 1km to M1 J34 South.	<b>Very Good</b>
Local Accessibility	The site is accessed off Shepcote Lane. However, a separate access point to the site may need to be established.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located within an urban area with good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is located within an established area for B2 and B8 development. There are no sensitive or conflicting uses in close proximity to the site.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Very Good</b>
Market Conditions – Perception and Demand	There was little evidence that the site was being marketed for employment uses during the site visit, although it is located within an established and well occupied employment area.	<b>Good</b>
Market Segment	The site is considered to be suitable for a variety of small to medium B2/B8 uses which are compatible with	<b>Good</b>

	surrounding uses.	
Market Attractiveness	<p>The site is located within an area suitable for B2/B8 use.</p> <p>The site is currently available, vacant land. It is located in close proximity to the strategic road network. The Core Strategy allocates the site as sitting with an industrial employment use area.</p>	<b>Good</b>
Barriers to Delivery and Mitigation	Vegetation will need to be cleared prior to development; otherwise no obvious barriers to delivery.	
Planning Factors	<p>The Core Strategy identifies the site as being a location for manufacturing, distribution, warehousing and other Non-office businesses.</p> <p>The draft City Policies and Sites DPD (2013) proposed to allocate the site for business or industrial uses. The required uses include: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8), as appropriate within a business and industrial policy area.</p> <p>There are no further landscape or planning policy restrictions.</p> <p>There is no relevant recent planning history.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and proximity to the wider road network, it is considered the site is suitable for B2/B8 use.</p> <p><b>Recommended to allocate the site for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The Sheffield Local Plan Proposals Map designates the site for industrial uses. The site has good existing access, is located within the urban area, in close proximity to B2/B8 development and has access to the strategic road network. It is recommended that the site should be allocated for B-Class employment use.</p>		

## Catley Road (Ref: S03171)



**GROSS SITE AREA:**  
**0.55 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.47 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently open, vacant land formerly used for horse grazing. It adjoins a modern B2 industrial development immediately to the west occupied by Atomising Systems Ltd. The site has slightly sloping topography from south to north. It is broadly rectangular in shape.</p> <p>An application (18/02422/FUL) was submitted in 2018 for the development of this site for an additional factory building which will be three storeys high and it will be constructed from colour coated cladding. The building will be approximately 1,800 square metres in area and the uses will include B1a office (550 sqm), B1b (56 sqm) and B2 general industrial (1,544 sqm). The application was approved in January 2019, subject to conditions.</p> <p>The Officer's report on the application stated that the new building will be used as a clean facility to sieve, blend, quality control and pack ASL's finished products as well as accommodate 3D printing, thermal spraying and Metal Injection Moulding for their blue chip clients. It is planned to leave all the "dirtier" melting operations in the existing factory, which will remain on the site.</p>	
Strategic Road Access	The M1 is approximately 3.5km north of the site. It can be accessed via the A631 Shepcote Lane and A6102 Greenland Road.	<b>Good</b>
Local Accessibility	The site is off Catley Road. However, a direct access point from Catley Road to the site would need to be established.	<b>Average</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located on the fringe of industrial uses and open space, including a golf course. The site has good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site adjoins existing B2 and B8 development to the west. B2 and B8 development also lies to the south of the site. A golf course is located to the east of the site. It is therefore considered that B2B8 development would be	<b>Very Good</b>

	compatible with the surrounding uses.	
Developmental and Environmental Constraints	<p>The site is located within Flood Zone 1 (low risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).</p> <p>A ground investigation report submitted with the application 18/02422/FUL identifies that the subject site area has been undeveloped with no significant evidence of contamination – either historically or at present. Therefore, the subject site was considered by the applicant to be of a particularly low risk to human health and the wider environment.</p>	<b>Very Good</b>
Market Conditions – Perception and Demand	The site is planned to be redeveloped for B1/B2 uses as per application ref: 18/02422/FUL	<b>Very Good</b>
Market Segment	The site would be suitable for B1/B2 uses. The site is within an industrial area, with the preferred use being general industry.	<b>Very Good</b>
Market Attractiveness	<p>The site is located within an area suitable for B1/B2/B8 use.</p> <p>The site has slightly sloping topography, with existing vehicle and pedestrian access. The Core Strategy allocates the site as sitting with an industrial area.</p>	<b>Good</b>
Barriers to Delivery and Mitigation	The slightly sloping topography would need to be addressed.	
Planning Factors	<p>The City Policies and Sites DPD (2013) proposed to allocate site for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8), within an industrial policy area.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>18/02422/FUL   Erection of a 3-storey portal frame building comprising of new manufacturing space, associated offices and staff facilities, new internal access road and additional car parking provision: <i>Granted subject to conditions in January 2019</i></li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	Given the site's proximity to existing industrial and manufacturing uses, and proximity to the wider road network, the site is considered suitable	

for B1/B2 uses in accordance with the recent planning permission.

It is considered the site should be **allocated** employment use

**SITE SUMMARY:**

The Sheffield Local Plan Proposals Map designates the site for industrial development. Following the recent approval of the redevelopment of the site for B1/B2 use (subject to conditions) it is recommended that the site be should be allocated for B-Class uses moving forward.

## Scaffold Yard, Orgreave Place (Ref: S03173)



**GROSS SITE AREA:  
0.52 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.52 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant with remnants of the sites past use still visible. The site is situated to the east of Sheffield City Centre in Handsworth and is located within a wider industrial estate.	
Strategic Road Access	It is approximately 2km to the Sheffield Parkway (A630) and the nearest access points are via Handsworth Road and Poplar Road.	<b>Average</b>
Local Accessibility	The site is accessed from Orgreave Place. Local access roads include Handsworth Road (B6200) and Rotherham Road (B6066). Both are good quality, free flowing roads which can support a high number of vehicles.	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located in an industrial estate which faces onto a residential area further west. The site has good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	As the site is located in an industrial estate, it is compatible with B1, B2 and B8 uses.  The previous usage was for an open storage unit (B8).  Immediately to the north of the site, there is an extant planning permission 17/01901/FUL for the development of a 20MW gas powered generator facility for the provision of standby energy generation.	<b>Good</b>
Developmental and Environmental Constraints	The site has a good existing access point and is level. The site has been cleared, although there may be ground contamination from previous uses.	<b>Average</b>
Market Conditions – Perception and Demand	Nearby units are occupied and operational, highlighting that the surrounding area is suitable for further employment-based regeneration.  A planning application was approved for open storage/distribution (B8) – planning permission was granted in December 2018. It was, however, unclear from the site visit as to whether the site was an operational open storage facility –an advertisement that the site was to let as an open storage unit by Commercial Property	<b>Average</b>

	Partners (CPP) was apparent during the site visit.	
Market Segment	The site gained planning permission in December 2018 to be used as an open storage / distribution, and the site is currently marketed to let as open storage by CPP.	<b>Good</b>
Market Attractiveness	<p>The site is situated within an industrial estate, is flat and has good existing access. In its current form, the site is best suited as an open storage and is currently being advertised by CPP.</p> <p>Planning permission has been granted for the use of the site as open storage/distribution which demonstrates its attractiveness. The recently approved application for a 20MW gas powered generator facility on the vacant site to the north (reference 17/01901/FUL) may impact on the site's attractiveness for B1 use.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	<p>Given the past history of the site it is likely that some remediation may be required before redevelopment could commence.</p> <p>In addition, the permitted gas powered generator facility on the site adjacent may negatively impact the amenity of the occupiers of the site.</p>	
Planning Factors	<p>The Unitary Development Plan designates the site within a General Industrial Area without special industries, which prefers general industrial uses (B2) and warehouses (B8 excluding open storage). The policy area also accepts small shops (A1), offices used by the public (A2), food and drink outlets (A3), business (B1), hotels (C1), community facilities and institutions (D1), Leisure and recreation facilities (D2), hostels, lorry parks and open space.</p> <p>The site was proposed to be allocated (ref. P00156) in the draft City Policies and Sites document (2013) as suitable for research and development (B1b), light industry (B1c), general industry (B2 or other, unclassified industrial/processing uses) or warehouses/storage (B8) – as appropriate within a business and industrial area.</p> <p>The site is also identified within Policy CS5(c) of the Core Strategy as a location for manufacturing, distribution/warehousing and other non-office businesses.</p> <p>Relevant Planning History is listed below:</p> <p><i>The Site</i> 18/03873/FUL – Use of Land as open storage/distribution (Use Class B8) (Approved December 2018)</p> <p><i>The Site Adjacent</i> 17/01901/FUL – Development of a 20MW gas powered generator facility for the provision of standby energy generation (Granted October 2017).</p> <p>In the submitted Air Quality Assessment, the applicant highlights that the FlexGen facility would not result in the general exceedance of the AQS objective values for PM<sub>10</sub>, CO or VOCS; however, the document also highlights that the “hourly average NO<sub>2</sub> AQS objective value may be exceeded in the immediate vicinity of the development site, as a result of the operation of the FlexGen facility” (GF Environmental Limited April 2017, p.6.1.4).</p>	

	In the submitted Noise Impact Assessment (May 2017), it was reported that permissible Rating Level noise limits are expected to be exceeded and noise mitigation measures are necessary.
<b>OVERALL SITE RATING</b>	<b>Good</b>
<b>Recommendation and Potential Future Uses</b>	B2/B8 (particularly Open Storage) <b>It is recommended that the site should be allocated for employment use.</b>
<b>SITE SUMMARY:</b>	
<p>The site is situated in an industrial estate, which appeared to be busy with low vacancy levels during our site visit, indicating the area's attractiveness and compatibility with future business uses. The site is currently being advertised for Open Storage by CPP.</p> <p>The adjoining vacant parcel of land has planning permission for a 20MW gas powered generator facility which may have an adverse impact to the immediate surroundings, due to increases noise and air pollution. This may impact on the site's attractiveness for B1 employment uses, however, it is considered that the site should be allocated for B2 and B8 storage.</p>	



**Former Sheffield Tipper's site, Sheffield Road (Ref: S03174)**



**GROSS SITE AREA:  
0.95 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.86ha**

<b>CRITERIA</b>	<b>COMMENT</b>	<b>RATING</b>
Current Use, Land Type and Planning Status	The site is currently vacant, brownfield land. It is narrow and rectangular in size with uneven topography. It is bound by the railway line and the river. There is dense vegetation on the site. During the site visit, there was evidence that material had been tipped onto the site. This would need to be cleared prior to development and may give rise for the need for a remediation strategy.	
Strategic Road Access	The site is less than 1km from M1 J34 south.	Very Good
Local Accessibility	Access via A6178 Sheffield Road, although given the close proximity to the roundabout with the M1, there is no right turn out of the site. The A6178 road is very busy.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located within an urban area with good access to labour and services	Good
Compatibility of Adjoining Uses	The site is predominately in an industrial area. Adjoining uses include B1/B2/B8, A4 and C1. The site would therefore be compatible with these and other employment creating uses.	Very Good
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). The site lies adjacent to flood zone 2 to the west. There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).  Part of the site is designated for local conservation importance.	Average

	<p>There appear to be pipelines/overhead power lines on and around the site.</p> <p>The main constraints appear to be the narrowness of the site and the lack of any expansion land other than immediately to the south.</p>	
Market Conditions – Perception and Demand	The site is currently vacant, undeveloped land. During the site visit, there was little evidence of the site being marketed for development. A semi derelict shed is located on the site.	Average
Market Segment	The site is suitable for a variety of small-to-medium B2/B8 uses which are compatible with the accessible and prominent location of the site.	Average
Market Attractiveness	<p>The site is located in close proximity to existing employment uses.</p> <p>The site has existing vehicle and pedestrian access. The proposal map allocates the site as siting within and business and industrial area. The preferred uses include research and development, light industry, general industry and warehouses and storage.</p> <p>It is therefore considered that the site is reasonably attractive to the market.</p>	Good / Average
Barriers to Delivery and Mitigation	The site will need to be cleared prior to development. The site has uneven topography and a remediation strategy may be necessary.	
Planning Factors	<p>The Unitary Development Plan designates the site within a Business Area, preferred use B1. Unacceptable uses include: Other shops (A I) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre; General industry (B2); Open storage (B8); Residential institutions (C2); Housing (C3) and; Lorry parks and Scrapyards.</p> <p>The Local Plan, City Policies and Sites DPD (2013) proposed to allocate the site for business or industrial uses. The required uses include: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/processing uses) or warehouses and open storage (B8), as appropriate within a business and industrial policy area.</p> <p>Part of the site is designated for local conservation importance.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>02/03732/FUL   Erection of offices in 2 x three-storey blocks and 4 x two-storey blocks   Approved 18<sup>th</sup> February 2004.</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and</b>	Given the site's proximity to surrounding B2/B8 uses, the established	

**Potential Future Uses**

access and allocation for B2/B8, it is considered the site remains suitable for B-Class employment uses.

**Recommended that the site is allocated for employment use.**

**SITE SUMMARY:**

The site is currently vacant and undeveloped. It is located within a prominent location, in close proximity to the urban area. It has good existing access links to the surrounding strategic road network. It is recommended that the site's allocation for employment use.

## Lumley Street (Ref: S03175)



**GROSS SITE AREA:**  
**3.26 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**2.6 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site was formerly owned by Network Rail but is now vacant.	
Strategic Road Access	The site can be accessed via Lumley Street which has wider links to the Sheffield Parkway A57 and Woodbourn Road which also has wider links to the Sheffield Parkway. Strategic access could prove to be difficult due to the low-height bridge (4.7m) at Bernard Road to the West; and also, the poor Quality of Ripon Street (see <i>Local Accessibility</i> ).	<b>Average</b>
Local Accessibility	Ripon Street is poorly maintained and narrow, and the road serves as an access point for existing businesses. The site can also be accessed via Lumley Street, with a narrow track sharing the access point for the Veolia site adjacent (ref. S03169).	<b>Average</b>
Proximity to Urban Areas and Access to Labour and Services	Located in an urban area, mainly consisting of B2 and B8 uses and Sui Generis uses (scrapyards etc.).	<b>Good</b>
Compatibility of Adjoining Uses	The site is suitable for industrial redevelopment given the adjoining uses.	<b>Good</b>
Developmental and Environmental Constraints	The site is brownfield land, with potential for ground contamination. Suitable access could also prove to be difficult.	<b>Average</b>
Market Conditions – Perception and Demand	A member of the Veolia team on the adjacent site considered that there is interest in the site. Otherwise there were no letting advertisements on the site and it remains vacant.	<b>Average</b>

Market Segment	B1, B2 or B8 uses would be suitable on-site.	<b>Good</b>
Market Attractiveness	<p>Given the adjoining uses in the surrounding area, the site could attract attention.</p> <p>There is also potential for the enhancement of the area as a whole if the site and adjoining sites could be brought forward in conjunction (sites S03169 and S03179).</p> <p>The site has been vacant for some time, which demonstrates a lack of interest in redeveloping the site for B-Class employment uses.</p>	<b>Average / Poor</b>
Barriers to Delivery and Mitigation	Improvement of access and traffic mitigation would be key for this site to come forward for industrial development. Due to the brownfield nature of the site, ground contamination could also be present.	
Planning Factors	<p>The site is designated for General Industry in the Unitary Development Plan, with no restrictions on employment uses.</p> <p>The draft City Policies and Sites document proposed to designate the site for potential industrial usage. This includes general industry (B2 or other) or warehouses and open storage (B8), within an industrial policy area.</p> <p>There is no recent planning history for the site.</p> <p>There are no other planning policy restrictions, relevant planning history on-site or landscape designations.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>It is considered that the site remains suitable for B2/B8 industrial development.</p> <p><b>It is recommended that the site is allocated for employment use.</b></p>	

**SITE SUMMARY:**

The site is vacant and is located in a policy area which aims to facilitate industrial usage. In combination this positive policy position and compatibility of surrounding uses, the site could attract attention from industrial developers. It is recommended that the site is allocated for industrial use.

## Outokumpu, Shepcote Lane (Ref: S03176)



**GROSS SITE AREA:**  
**19.53 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**17.58 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	This large site, which was formerly home to the Outokumpu stainless steel SMACC Melt Shop, is currently under construction. Located within the Sheffield City Region Enterprise Zone [SCREZ], a number of large logistics warehouses are currently being constructed on the site by Peel Logistics Ltd (implementation of planning application 17/03999/FUL). The site is relatively flat and irregular in shape.	
Strategic Road Access	The site is connected to main roads with excellent access to motorway network. The site is less than 1km from M1 J 34 South.	Very Good
Local Accessibility	The site has direct access from site to A631 Shepcote Lane	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within the urban area with excellent access to labour and services.	Very Good
Compatibility of Adjoining Uses	The site is surrounded by a mix of uses. To the east and west lies existing B2 and B8 development. To the far north east lies Meadowhall shopping centre.  To the north lies residential dwellings, which would require sensitive mitigation to minimise any negative externalities.	Good
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	Very Good
Market Conditions – Perception and Demand	The site is currently under construction. There is limited indication as to who will occupy the units in the future.	Very Good

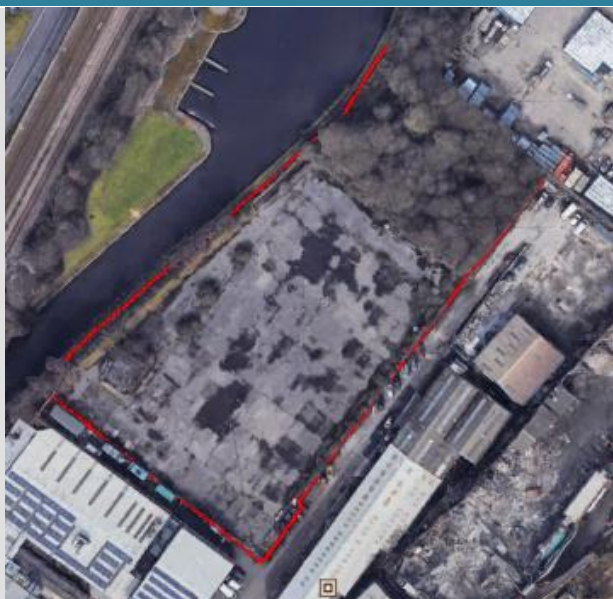
Market Segment	The site is suitable for a variety of large scale B8 uses which are compatible with the highly accessible and prominent location of the site.	Very Good
Market Attractiveness	<p>The site sits within an existing industrial park for B2 /B8 employment uses. It is located within the SCREZ and the fiscal incentives this brings.</p> <p>The site is relatively level, with good existing vehicle and pedestrian access. The preferred uses include research and development, light industry, general industry and warehouses and storage.</p> <p>It is considered that the site has excellent market attractiveness.</p>	Very Good
Barriers to Delivery and Mitigation	The site has extant planning permission for B1c/B2 and B8 uses and is currently under construction. There do not appear to be any barriers to the delivery of the development.	
Planning Factors	<p>The site is allocated in the Unitary Development Plan within a General Industry Area, with no restrictions on employment uses.</p> <p>The City Policies and Sites DPD (2013) proposed to allocate the site for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>The site is located within the SCREZ.</p> <p>There are no other landscape designations or planning policy restrictions.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>• 17/03999/FUL   Phase 1 (full application) Erection of 2 units - 16,615 sq m of B1c/B2/B8 floorspace and provision of associated access and landscaping; Phase 2 (Outline application) Details of access for up to 61,230 sq m of B1c/B2/B8 floorspace   Approved 27<sup>th</sup> November 2018. The applicant is Peel Logistics Limited.</li> <li>• The Outline planning permission for Plot 2 is sought to allow flexibility so that reserved matters applications can be brought forward based on the demands and specifications of future occupiers.</li> <li>• There have been a number of applications to discharge the conditions attached to the above planning permission. Application ref.17/03999/FUL is now being built-out.</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's excellent access and proximity to the M1 and the fact that it is presently under construction for large logistics warehousing the site is clearly suitable for industrial/logistics use.</p> <p><b>It is recommended that the site is allocated for employment use.</b></p>	

**SITE SUMMARY:**

The site is currently under construction to deliver 16,615 sqm of B1c, B2 and B8 employment space. It is located within a prominent location, in close proximity to the urban area. It has excellent existing access links to the surrounding strategic road network. It is recommended that the site should retain its protection for employment use going forward.



## Pic Toys, off Darnall Road (Ref: SO3177)



**GROSS SITE AREA:  
1.05 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
1.00 ha**

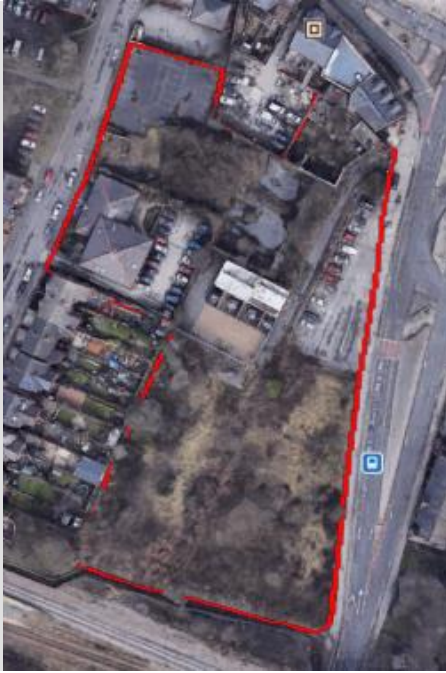
CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant, open land. It is irregular in shape with level topography. The site sits to the north of an area with established B2 and B8 uses. There is limited vehicular and pedestrian access. There are recently developed residential dwellings to the east of the site.	
Strategic Road Access	The site is accessed via Darnall Road. This provides access to the wider strategic road network. The A630 is 2.5km from the site.	<b>Average</b>
Local Accessibility	The site benefits from existing access off Darnall Road. Bus stops are located on the B6085 a short walk from the site (routes 6 and 6A).	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is situated in an area predominately used for B2/B8 employment. A built-up area of residential dwellings lies to the east of the site. Otherwise, access to the urban area, services and labour is weak.	<b>Average</b>
Compatibility of Adjoining Uses	The site sits north of an established area of industrial uses and warehousing (B2/B8). The residential dwellings aside, B-Class uses would be broadly compatible with existing uses.	<b>Average</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). The canal aqueduct carrying the canal over Darnall Rd is listed. This will impact on any potential to improve the access on Darnall Rd towards Attercliffe should it be needed.	<b>Good</b>
Market Conditions –		<b>Average</b>

Perception and Demand	The site is currently vacant and of a generally run-down appearance with limited kerb appeal. There is limited evidence that the site was being marketed during the site visit.	
Market Segment	This site has been promoted within the Attercliffe Mixed Use area for housing led regeneration for a number of years. The site would be suitable for some B1 uses, possibly to reuse Listed Buildings, as part of a mixed employment/ residential scheme to regenerate the site.	<b>Average</b>
Market Attractiveness	<p>The site is located within an area suitable for B1 use, that would be compatible with future mixed use regeneration of the area</p> <p>The site is relatively level, with existing vehicle and pedestrian access.</p> <p>Given the poor appearance of the site, a remediation strategy may be necessary for future change of uses.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	The site may require a remediation strategy in place prior to development.	
Planning Factors	<p>The UDP designates this site within the Attercliffe Mixed Use Area (MU7)</p> <p>The City Policies and Sites DPD (2013) proposed to allocate the site as sitting within a flexible use area. There were no preferred uses.</p> <p>There is no relevant recent planning history.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site will need substantial investment to bring forward development especially as it's not visible from Darnall Road. This site should be brought forward as part of a mixed use regeneration of the wider area, utilising both residential and some B1 employment uses. It's possible that it could be brought forward for suitable employment uses including light industry where safeguards can be put in place to protect the adjacent housing areas</p> <p><b>Recommended to be allocated for mixed use with an element of employment use.</b></p>	

**SITE SUMMARY:**

In line with the draft City Policies and Sites document and Core Strategy objectives, the site could be brought into mixed future uses including employment based use, with some residential.

Prince of Wales Road/Station Road (Ref: S03178)



**GROSS SITE AREA:**  
**1.11 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently partly developed, with a local authority housing office located to the west of the site and car parking and a sub-station to the north. The remainder of the site is vacant and comprises dense vegetation. This vegetation will need to be cleared prior to development. There are residential dwellings immediately adjacent to the west of the site. It is relatively flat and irregular in shape.	
Strategic Road Access	The site is located off Station Road. This provides direct access to A6012, a main arterial road through the urban area.	<b>Good</b>
Local Accessibility	The site benefits from existing vehicular and pedestrian accessed off Station Road.  With regards to public transport, the site is located within a highly accessible location. To the south of the site lies access to Darnall Train Station. Immediately north and east of the site lies a number of bus stops, providing regular services (6, 6A, 38 and 701) to nearby towns.	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is in close proximity to the urban area with access to services and labour.	<b>Good</b>
Compatibility of Adjoining Uses	The site is bound by residential dwellings. A Local Authority Housing Office is located on part of the site. If small scale B2/B8 employment were to come forward, consideration and mitigation to these sensitive uses would need to be provided.	<b>Poor</b>
Developmental and	The site is located within Flood Zone 1 (low risk of	<b>Good</b>

Environmental Constraints	flooding). There are three grade II listed buildings approximately 150m to the south of the site. There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	
Market Conditions – Perception and Demand	There was little evidence that the site is currently being marketed for development.	Poor
Market Segment	The site would be suitable for small scale B1 employment generating uses. The site is allocated as sitting within a District Centre, with the preferred use being A1 (retail).	Poor
Market Attractiveness	<p>The site is located within an area suitable for employment generating uses.</p> <p>The site is relatively level, with existing vehicle and pedestrian access. The Core Strategy allocates the site as sitting with the District Centre, with retail being the preferred development.</p> <p>There is dense vegetation covering a significant amount of the site. This will need to be cleared prior to development.</p>	Poor
Barriers to Delivery and Mitigation	The vegetation will need to be cleared. A remediation strategy may be necessary. The close proximity of residential dwellings would also require careful mitigation.	
Planning Factors	<p>The City Policies and Sites DPD (2013) proposed to allocate the site as sitting within a District Centre. The preferred use is for retail development to be located on the site.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>03/04805/OUT   Erection of medical centre (Outline). The permission was never implemented and now expired.</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Poor</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site’s established access and proximity to the wider road network, it is considered the site is suitable for retail uses within the District Centre, potentially with an element of B1a/b. Residential would also be suitable on this site.</p> <p><b>Recommended to not allocate the site for employment use.</b></p>	

**SITE SUMMARY:**

The Sheffield Local Plan Proposals Map designates the site as sitting within a District Centre. The preferred use is retail development. It is suggested that the site is more suitable for retail use, with potentially an element of B1a/b dependant on viability. Residential uses would also be suitable. Future employment uses would need consider effective mitigation measures for the surrounding sensitive uses.

## Ripon Street/Woodbourn Hill (Ref: S03179)



**GROSS SITE AREA:  
0.65 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.59 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is comprised of vacant, brownfield land. The site is separated into two by Ripon Street and has sloping topography.	
Strategic Road Access	Attercliffe Common A6178 to the M1 and Woodburn Road to the Sheffield Parkway A57.	<b>Average</b>
Local Accessibility	<p>Accessed by Woodbourne Hill, Worthing Road and Ripon Street.</p> <p>Woodbourn Road tram stop is located to the north east of the site.</p> <p>Woodbourn Hill and Ripon Street are servicing specific sites only.</p>	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	Set within an urban, industrial location and has good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	Set within an industrial area and therefore the usage of the site would be best compatible with a broad range of industrial uses.	<b>Good</b>
Developmental and Environmental Constraints	The site is divided and has a sloping topography. There may also be potential for land contamination. The site is overgrown.	<b>Average</b>
Market Conditions – Perception and Demand	<p>The area has remained vacant since Lichfields produced the Employment Land Review for Sheffield Council in 2015. There is no evidence of advertisement for the site or nearby vacant sites.</p> <p>17/04343/FUL – an application for the erection of a furniture storage warehouse (Use Class B8) with ancillary staff facilities, one-way vehicular access, parking and landscaping was granted in January 2018.</p>	<b>Average</b>

Market Segment	A general range of industrial uses would be suitable.	<b>Good</b>
Market Attractiveness	The site would be best suited for uses that are compatible with the existing dominant land use. However, the vacancy of the site and low quality of surrounding area may have a bearing on the overall attractiveness of the site.	<b>Poor</b>
Barriers to Delivery and Mitigation	Topography and access would be important issues in delivering development on this site. Part of the site is within an HSE Hazardous Installations – Consultation Zone.	
Planning Factors	<p>The site is allocated in the Unitary Development Plan within a General Industry Area, which is limited to B2/B8 employment uses.</p> <p>The City Policies and Sites document allocates the site for industry uses including general industrial (B2 or other, unclassified industrial / processing uses) or warehouses and storage (B8).</p> <p>Relevant Planning History Includes:</p> <p>Planning application reference 17/04343/FUL – an application for the erection of a furniture storage warehouse (Use Class B8) with ancillary staff facilities, one-way vehicular access, parking and landscaping was granted in January 2018 for the southern/central parcel of the site. From a site visit in June 2019, work is yet to commence on site.</p> <p>Since the 2018 permission, two applications to further the development have been submitted; one for the approval of details relating to conditions (17/04343/COND1) decided in October 2018, and a Non-Material Amendment Application (19/00943/NMA) which was granted in April 2019.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site should be allocated for a range of small-scale, general Industrial / warehousing units.</p> <p>It is recommended that the site is <b>allocated</b> for employment use.</p>	

**SITE SUMMARY:**

The site is located within an industrial area. Future industrial development on-site would be compatible with the dominant usage within the surrounding area. Main issues to consider for future development on-site would be the sloping nature of the site and access.

The granting of planning permission in January 2018 on a large part of the site for a furniture storage warehouse highlights interest in the site. The application demonstrates the attractiveness of the site from a market perspective. The site should be allocated for B-Class employment use going forward.

## Sheffield Business Park Phase 2 (Ref: S03180)



**GROSS SITE AREA:  
23.81 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
22.6 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>This is a large-scale site that is currently undeveloped. It is intended that this will form part of The University of Sheffield's Advanced Manufacturing Campus. It is located within the Sheffield City region Enterprise Zone and is at the heart of the Advanced Manufacturing Innovation District.</p> <p>The site is relatively level and broadly rectangular in shape. The site is allocated for B2/B8 development and is situated within an established employment area for industrial development.</p>	
Strategic Road Access	The site is just over 1km from M1 J34 South and also J33.	Very Good
Local Accessibility	The site has very good access via Europa Link or A631 Shepcote Lane.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in an urban area with good access to labour and services.	Good
Compatibility of Adjoining Uses	The site is located within an established area for B2 and B8 development.	Very Good
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	Very Good
Market Conditions – Perception and Demand	The site is currently vacant land. It is located within the SCR Enterprise Zone and is earmarked as the next phase for the University of Sheffield's Advanced Manufacturing Campus.	Very Good
Market Segment	The site is suitable for a variety of large scale advanced B1c/B2 uses which are compatible with surrounding uses.	Very Good

Market Attractiveness	<p>The site is located within an EZ suitable for B1c/B2/B8 use.</p> <p>The site has existing vehicle and pedestrian access. The Core Strategy identifies the site as sitting with a industrial area, with B2 and B8 development being the preferred land use.</p>	Very Good
Barriers to Delivery and Mitigation	This is a large-scale site; potential phasing of development will be necessary if development is brought forward.	
Planning Factors	<p>The City Policies and Sites DPD (2013) allocates the site for business or industrial uses including required uses: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/processing uses) or warehouses and open storage (B8), as appropriate within a business and industrial area.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>14/01434/REM   Application to approve details in relation to landscaping associated with proposed 'Site Wide Infrastructure Works Phase' (including structural landscaping, re-profiling of land, access and perimeter drainage works) following 11/00610/OUT (Mixed-use development comprising of the erection of buildings to be used as offices, general industry and distribution (use classes B1, B2, and B8), the erection of ancillary buildings for use as retail, food and drink uses, non-residential institutions and leisure facilities (use classes A1, A2, A3, D1 and D2))</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and proximity to the wider road network, it is considered the site is suitable for continued B1c/B2/B8 use as part of the University of Sheffield's Advanced Manufacturing Campus.</p> <p><b>It is recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The Sheffield Local Plan Proposals Map designates the site for industrial uses. The site is located within the SCR EZ, at the heart of the Advanced Manufacturing Innovation District. It forms part of the next phase of the University of Sheffield's Advanced Manufacturing Campus.</p>		
<p>The site has excellent existing access, is located within the urban area, in close proximity to B2/B8 development and has direct access to the strategic road network. It is recommended that the site retains its protection for B-Class employment use.</p>		



## Shepcote Lane/Europa Link (Ref: S03181)



**GROSS SITE AREA:**  
**2.21 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently occupied, developed land. It is located immediately adjacent to the Sheffield City region Enterprise Zone [SCREZ] which seeks to facilitate Advanced Manufacturing. From the site visit, there appeared to be limited, if any vacancies on the site. The site is flat and is irregular in shape. It is located within an established area for B2 and B8 development.</p> <p>Occupiers include Tuffnells Parcel Express; Protec. It therefore comprises of B-Class uses (predominantly B8 logistics). A VW garage and NHS Ambulance services are located immediately to the east of the site boundary.</p>	
Strategic Road Access	The site is just over 1km from M1 J34 South or J33.	Very Good
Local Accessibility	The site has very good access to the strategic road network via Europa Link / A631 Shepcote Lane.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in an urban area with good access to labour and services.	Good
Compatibility of Adjoining Uses	The site is located within an established area for B2 and B8 development.	Very Good
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	Very Good
Market Conditions – Perception and Demand	The site has been built out and is currently occupied. There is little evidence that the occupancy will change in the near future.	Very Good

Market Segment	The site is suitable for a variety of medium scale B2/B8 uses which are compatible with surrounding uses.	Very Good
Market Attractiveness	<p>The site is located within an area suitable for B2/B8 uses. It is located adjacent to the SCREZ.</p> <p>The site is currently built out and occupied. It has existing vehicle and pedestrian access.</p> <p>The site is currently used predominantly for B8 storage.</p>	Very Good
Barriers to Delivery and Mitigation	There do not appear to be any barriers to delivery. The site has been constructed and is currently fully occupied.	
Planning Factors	<p>The City Policies and Sites DPD (2013) allocates the site for industrial uses including general industry (B2 or other, unclassified industrial/processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>The site is located within the wider Sheffield Business Park, in the SCREZ. It is near the heart of the Advanced Manufacturing Innovation District [AMID].</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>There are a number of planning applications relating to the current development on site.</p>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and proximity to the wider road network, it is considered the site is suitable for continued B2/B8 use.</p> <p><b>Recommended to retain the site for employment use.</b></p>	

#### **SITE SUMMARY:**

The Sheffield Local Plan Proposals Map designates the site for industrial uses. It is located immediately adjacent to the SCREZ. The site has excellent existing access, is located within the urban area, in close proximity to B2/B8 development and has direct access to the strategic road network. It is currently used for B2/B8 development. It is recommended that the site's current employment use is protected in the emerging Local Plan.

## Vantage Riverside (Ref: S03182)



**GROSS SITE AREA:  
3.63 ha**

**ESTIMATED NET DEVELOPABLE  
AREA:  
0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently occupied brownfield land. There are 15 units in the business park, all of which are occupied. The units are used for B2/B8 employment. The site sits opposite both vacant land and residential dwellings to the south. The site is rectangular in shape with flat topography.	
Strategic Road Access	The site has excellent access to motorway/road network. Access straight onto the M1 J 34 South, less than 1km.	Very Good
Local Accessibility	Site fronts onto A6178 Sheffield Road. There is a bus stop adjacent to site with a number of regular bus services including routes A1, 69,430 and 769.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is within an urban area with access to labour and services.	Good
Compatibility of Adjoining Uses	The site is surrounded by a mix of uses. To the east there are a number of existing B2 and B8 uses. However, to the south is a predominately residential area.	Average / Poor
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). However, it lies adjacent to flood zones 2 and 3 (medium to high risk of flooding) to the north and west. There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	Good
Market Conditions – Perception and Demand	The site is suitable for small to medium sized B2 and B8 uses. There are 15 units located on the site, all of which are currently occupied.	Good
Market Segment	The site is suitable for a variety of small-to-medium B2/B8 uses which are compatible with the highly accessible and prominent location of the site.	Very Good
Market Attractiveness	The site is currently occupied for B2 and B8 uses.  The site is relatively level, with good existing vehicle and	Very Good

	<p>pedestrian access. The proposal map allocates the site as siting within a Fringe Industry and Business Area. The preferred uses include research and development, light industry, general industry and warehouses and storage.</p> <p>It is therefore considered that the site has very good market attractiveness</p>	
<b>Barriers to Delivery and Mitigation</b>	The site has been fully built out.	
<b>Planning Factors</b>	<p>The UDP allocates the site within a Fringe Industry and Business Area, preferred uses B1, B2, B8 (excluding open storage). Unacceptable uses include: Other shops (A 1) unless at the edge of the Central Shopping Area or a District or Local Shopping Centre; Open storage (B8); Lorry parks; Scrapyards.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>o8/05749/OUT   Erection of buildings for business, general industry and storage and distribution (use classes B1, B2 and B8) with structural landscaping and riverside footpath (amended scheme)   Approved 19<sup>th</sup> May 2009</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's highly accessible nature, high levels of occupancy and close proximity to existing employment uses, it is considered the site is suitable for continued B2/B8 use.</p> <p><b>The site should be retained for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The Local Plan designates the site siting within a Fringe Industry and Business Area. It is currently built out and fully occupied. It is located within a prominent location, in close proximity to the urban area and the M1 junction. It has excellent existing access links to the surrounding strategic road network as a consequence. Although it is close beside residential dwellings, it is recommended that the site retains its current protection for B-Class employment use going forward.</p>		

## Nunnery Sidings (East) (Ref: S03184)



**GROSS SITE AREA:  
2.64 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
1.19 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	Half of the site is currently occupied. There are 7 connected units on-site which include offices and manufacturing facilities - 5 units are operational (including Hallam Materials Handling Ltd, Green Spirit Hydroponics, Dolphin Fabrication and Fox Catering Equipment) and 2 units appear vacant. A new rock-climbing centre (D2) is also on-site.	
Strategic Road Access	The Sheffield Parkway (A57) runs adjacent to the southern part of the site. Various access points to the A57 include Manor way and Cricket Inn Road.	<b>Good</b>
Local Accessibility	Locally accessed via Woodburn road. Nunnery Square Tram stop sits on the site's northern boundary.	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	Sheffield City Centre is approximately 1.73km South-West from the site. The site itself is in a predominantly industrial, urban area.	<b>Good</b>
Compatibility of Adjoining Uses	The site is surrounded by sites that fall within the business use class (B1, B2 and B8). The tram marshalling centre adjacent to the north is also compatible with the site.	<b>Very Good</b>
Developmental and Environmental Constraints	The large, recently vacant warehouse on-site is now occupied by a rock-climbing centre which reduces the amount of available units on site for employment uses. Topography could be challenging.	<b>Poor</b>
Market Conditions – Perception and Demand	There are 2 vacant units on-site.	<b>Poor</b>
Market Segment	B1, B2, leisure and Sui Generis uses would be most suitable for the site.	<b>Average</b>

Market Attractiveness	The site is easily accessible via the Sheffield Parkway (A57) and is surrounded by compatible use classes. It appears that the 2 vacant units are currently not being advertised, but could come back into use.	<b>Poor / Average</b>
Barriers to Delivery and Mitigation	Although there are 2 vacant units that could support employment-based uses, the rock-climbing centre has placed the site at a disadvantage regarding the scale of future industrial development. Although there is a parcel of unoccupied land remaining on-site, access arrangements and difficult topography may raise challenges.	
Planning Factors	<p>The UDP allocates the site within a Fringe Industry and Business Area, with preferred uses of B1, B2 and B8 (excluding open storage). Unacceptable uses include: other shops (A1) unless at the edge of the Central Shopping Area or Local Shopping Centre; Open Storage (B8); Lorry Parks; Scrapyards.</p> <p>The City Policies and Sites document (2013) allocates the site for business and industrial uses. The required uses include: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/processing uses) or warehouses (B8).</p> <p>The undeveloped part of the site is Greenfield, however, there are no other landscape designations, or policy restrictions.</p> <p>Planning permission was granted conditionally for a rock-climbing centre in October 2018 (ref. 18/02964/FUL).</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Site suitable for B-Class uses and should be retained as such in the emerging Plan, although this should be monitored going forward by the Council.</p> <p><b>Recommended to be allocated for employment use.</b></p>	

**SITE SUMMARY:**

The site is served by good access to strategic routes in to and out of Sheffield. The site is also situated in an area which is predominantly business industrial. However, the vacancy of 2 units on site and the granting of planning permission for a rock-climbing centre in late 2018 raises questions around the attractiveness of the site for further employment usage. Nevertheless the site remains a reasonable employment site that should be protected and monitored by the Council going forward.

## Airflow Site, Beeley Wood Lane (Ref: S03185)



**GROSS SITE AREA:  
2.62 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
2.36 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently open, vacant, undeveloped land. It is rectangular in shape with slightly sloping topography. The site has existing vegetation that would need to be cleared before development. The site currently has planning permission for B1/B2/B8 use (ref. 16/04046/FUL) that was approved in 2016. During the site visit we were advised that this permission was soon to be implemented.	
Strategic Road Access	The nearby A61 Penistone Road is a major trunk road that is periodically congested.	Good
Local Accessibility	Claywheels Lane from the site joins the A61; however it is compromised by narrow road access.	Average
Proximity to Urban Areas and Access to Labour and Services	Urban area with access to labour and services. Although this is predominantly an urban industrial area, undeveloped land is to the north and west.	Average
Compatibility of Adjoining Uses	In close proximity to existing B1/B2/B8 uses and sui generis uses such as metals and waste recycling etc. However, residential dwellings are within 200m from the site at Winn Gardens.	Good
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). The south east of the site lies adjacent to flood zone 2 (medium risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks). The site is within a SSSI Impact Risk Zone.	Good
Market Conditions – Perception and Demand	The site currently has planning permission for B2 / B8 and B1 uses. From the site visit, we were advised that the permission would be implemented imminently.	Good
Market Segment		Good

	The site is suitable for a variety of B1/B2/B8 uses which are compatible with the accessible and prominent location of the site.	
Market Attractiveness	<p>The site is currently vacant, undeveloped land. The site is allocated for manufacturing, distribution and warehousing. It has extant planning permission for B1/B2/B8 uses. It has slightly sloping topography, with existing vehicular and pedestrian access. It has access to the strategic road network. It is in close proximity to existing established sites with B2 and B8 uses.</p> <p>It is therefore considered that the site has good market attractiveness.</p>	Good
Barriers to Delivery and Mitigation	The site has sloping topography which would need to be addressed. However, the site currently has planning permission for B1/B2/B8 use (ref. 16/04046/FUL). It is therefore considered that there are limited barriers to delivery.	
Planning Factors	<p>The site is designated in Unitary Development Plan within a General Industry Area, with no restrictions on employment uses.</p> <p>The Core Strategy allocates the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>01/10045/OUT   Erection of industrial and commercial buildings (B1, B2 and B8 use classes) and construction of accesses   Approved 4<sup>th</sup> April 2002</li> <li>05/04623/FUL   (a) Full planning permission - Airflow site - Erection of 36 units (Class B1 - Business) and associated car parking accommodation (Conditions 1 - 37 and 78 - 83) (b) Outline planning permission - United Crane Site - Erection of units (Class B1 - Business) construction of bridge to Middlewood Road, footbridge and access improvements   Withdrawn 26<sup>th</sup> February 2009</li> <li>16/04046/FUL   Erection of a general industrial (use class B2), business (use class B1) and storage/distribution (use class B8) building including steel press shop with associated parking, external storage area/yard and security office   Approved 15<sup>th</sup> November 2017</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's location adjacent to existing B2/B8 uses, established access and planning permission for employment, it is considered the site is suitable for B1/B2/B8 use.</p> <p><b>It is recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		



The emerging Local Plan allocates the site for employment use. It is currently open, vacant land. It has currently has planning permission for B1/B2 and B8 uses. It has good existing access links to the surrounding strategic road network. It is recommended that the site's allocation for employment use is retained going forward.

## Land at Wardsend Road (Ref: S03186)



**GROSS SITE AREA:**  
**0.79 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.5 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant, undeveloped land. There is dense vegetation on much of the site. It has sloping topography from west to east. A footpath runs through the site which provides access from the industrial area to residential dwellings further east.	
Strategic Road Access	The A61 Penistone Road is located approximately 1.5km from the site. This is a major trunk road that is periodically congested at peak times.	Good
Local Accessibility	Wardsend Road from the site onto A6102 Herries Road is a busy junction. Public transport on main road to south A6102/Herries Road. There is a pedestrian access via the footpath that links the service area to the south of the site to the residential dwellings.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is within an urban area with good access to labour and services.	Good
Compatibility of Adjoining Uses	There are mix of uses that surround the site. There is B2 / B8 and associated offices to the south and west of the site. There are residential dwellings to the east, separated by the railway line, and allotments to the north.	Average
Developmental and Environmental Constraints	<p>The site is located within Flood Zone 1 (low risk of flooding). A grade II listed building is located to the east of the site (Railway Viaduct, ref. 1270476). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks). The site is within a SSSI Impact Risk Zone.</p> <p>The site has steeply sloping topography from west to east. There is also an existing footpath that runs through the middle of the site. This could impact on the net developable area of the site. It could also impact on the type of employment use that can be constructed on site.</p>	Poor / Average
Market Conditions – Perception and Demand	The site is currently vacant and undeveloped. There is	Average

	little evidence that the site is currently being marketed for development.	
Market Segment	The site would be appropriate for employment generating uses. There is existing precedent of the site being appropriate for B1 (app ref. 05/03797/REM). However, due its proximity to the residential dwellings to the east, appropriate consideration will need to be given to mitigation measures (recognising the tree line and railway between the residential area and the site).	Average
Market Attractiveness	<p>The site is currently vacant and undeveloped. It is in close proximity to existing B2/B8 uses to the south. The site has existing pedestrian access with good public transport links.</p> <p>However, it has steep sloping topography and is also in close proximity to residential dwellings. A new access point would need to be constructed.</p> <p>It is therefore considered that the site has poor market attractiveness.</p>	Poor
Barriers to Delivery and Mitigation	The predominant barriers to delivering this include the topography, vegetation, the proximity to sensitive uses, and access.	
Planning Factors	<p>The Core Strategy identifies the site as a location for manufacturing, distribution, warehousing and other non-office businesses.</p> <p>The City Policies and Sites DPD (2013) allocates the site for business or industrial uses. These required uses include: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8), as appropriate within a business and industrial area. Development will depend on how much other greenfield land has been developed in the previous five years in accordance with Core Strategy policy CS2.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>• 02/01280/OUT   Use of land for Use Classes B1 and B8 purposes   Approved 09 October 2002</li> <li>• 05/01062/FUL   Erection of 30 self-contained live/work units in 1 x 3 storey block, car parking accommodation, landscaping and provision of footpath   Refused 8<sup>th</sup> June 2005</li> <li>• 05/03797/REM   Erection of a three-storey building to be used as offices (Use class B1) with associated landscape works and car parking accommodation   Reserved Matters Approved 23<sup>rd</sup> December 2005</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	This is a reasonably sized site that should be suitable for employment creating uses. However, due to the site's topography, consideration as to whether B2 / B8 is appropriate will need to be given, or whether smaller	

scale B1 would be more appropriate.

**Recommended that the site is allocated for B1/2/8 employment use.**

**SITE SUMMARY:**

The Sheffield Local Plan Proposals Map designates the site for business or industrial uses. Notwithstanding the disadvantages of the accessibility and topography of this site it will have an appeal to some users and is suitable for B1, B2, B8 and sui generis industrial processes. Consideration will need to be given to the sensitive uses nearby and the apparent weak market demand in considering an employment application.

It is suggested that the site's currently employment designation is carried forward in the future, although given the topography and lack of development since a number of applications for B-Class uses were approved, this should be monitored going forward.

## Land at Wardsend Road North (Ref: S03187)



**GROSS SITE AREA:**  
**0.77 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.69 ha**

<b>CRITERIA</b>	<b>COMMENT</b>	<b>RATING</b>
Current Use, Land Type and Planning Status	The site comprises vacant, open land. It is currently used for ad hoc car parking with evidence of storage on site. At the time of the site visit, it was evident that rubble had been dumped in the centre of the site. The site has undulating topography from west to east. There is also dense vegetation on part of the site that would need to be cleared if it were to be re-developed. There is a large power mast immediately to the south of the site.	
Strategic Road Access	Existing vehicular access. The A61 Penistone Road is a major trunk road that is periodically congested.	<b>Average</b>
Local Accessibility	Wardsend Road North is a narrow road with a difficult junction onto the A61.	<b>Average</b>
Proximity to Urban Areas and Access to Labour and Services	Located in an urban area with access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is surrounded by a mix of uses. There is a gym with car parking provision to the north; Warehousing to the east; Allotments to the south; Warehousing and car parking is located to the west of the site.  B2/B8 use would therefore be compatible with adjoining uses.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). A grade II listed building is located to the east of the site (Railway Viaduct, ref. 1270476). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks). The site is within a SSSI Impact Risk Zone.	<b>Good</b>
Market Conditions – Perception and Demand	The site is currently vacant and undeveloped. There is little evidence that the site is currently being marketed for development.	<b>Average</b>

Market Segment	The site would be appropriate for employment generating uses. Adverse topography on part of the site may be a consideration for the type of employment use most suitable.	<b>Average</b>
Market Attractiveness	<p>The site is currently vacant and undeveloped. It is in close proximity to existing B1/B2/B8 uses. The site has existing vehicular and pedestrian access with good public transport links.</p> <p>However, it has relatively steep topography and is also in close proximity to allotments.</p> <p>It is therefore considered that the site has moderate market attractiveness.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	The predominant barriers to delivering this site for employment generating use include the steep sloping topography, the need to clear the vegetation, and its proximity to the existing allotments.	
Planning Factors	<p>The Unitary Development Plan designates this site for General Industry without special industries, which outlines that Open storage (B8) and scrapyards are not acceptable development under this policy.</p> <p>The Core Strategy identifies the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>The City Policies and Sites DPD (2013) proposed to allocate the site for business or industrial uses. These required uses include: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8), as appropriate within a business and industrial policy area. Development will depend on how much other greenfield land has been developed in the previous five years in accordance with Core Strategy policy CS2. There are no other planning policy restrictions.</p> <p>There is no relevant planning history.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>This is a reasonably sized site that should be suitable for employment creating uses. However, due to the site's topography, consideration as to whether B2 / B8 is appropriate will need to be given or whether smaller scale B1 would be more appropriate.</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The Sheffield Local Plan Proposals Map designates the site for business or industrial uses. Notwithstanding the disadvantages of the topography of this site it will have an appeal to some users and is suitable for B1, B2 and sui generis processes (and to a lesser extent B8). It is suggested that the site's currently employment allocation is carried forward in the future.</p>		

## Site of Doncasters, between Rivers Loxley and Don (Ref: S03188)



**GROSS SITE AREA:**  
**1.50 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**1.2 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently partly-occupied providing both parking and open storage. It is brownfield land, with flat topography. It is bound by existing B2 and B8 uses. There are units to let in the vicinity of the site.	
Strategic Road Access	The site has direct access to the A61 Penistone Road to the west.	<b>Very Good</b>
Local Accessibility	Site access from A61 is via a narrow private road running between car dealerships and over a narrow bridge.	<b>Average / Poor</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located within an urban area with access to labour and services	<b>Good</b>
Compatibility of Adjoining Uses	Adjoining uses are car sales and manufacturing. A broad range of employment uses would be compatible with the adjoining uses.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zones 2 and 3 (medium to high risk of flooding). There is a Grade II listed building to the east of the site (The Cubicle Steel Furnace, ref. 1393879). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Average / Poor</b>
Market Conditions – Perception and Demand	The site is currently partly vacant, undeveloped land. During the site visit, there was little evidence of the site being marketed for development.	<b>Average</b>
Market Segment	The site is suitable for a variety of small to medium scale	<b>Good</b>

	employment generating uses which are compatible with the accessible and prominent location of the site.	
Market Attractiveness	<p>The site is located in close proximity to employment generating uses.</p> <p>Whilst the site has existing vehicle and pedestrian access, it is very narrow. The proposal map designates the site as siting within a business policy area with no required use.</p> <p>Stakeholder feedback suggested that this site would attract lower-end users due to the limited visibility and poor access from A61.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	Road infrastructure is relatively poor. Given the manufacturing uses at the adjacent site, there are adequate services to the site for most forms of development. Consideration would have to be given to the risk of flooding.	
Planning Factors	<p>The Core Strategy identifies the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>The City Policies and Sites DPD (2013) proposed to allocate the site with the following required uses: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8).</p> <p>There are no other planning policy restrictions.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>o8/00712/FUL   Provision of disabled access ramps to 3 No, portacabins and 1 No. to Forge building</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access, it is considered the site is suitable for B2/B8 use.</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
The Sheffield Local Plan Proposals Map designates the site for business or industrial uses. It is recommended that the site retains its current designation for employment uses.		



## Beeleywood, Claywheels Lane (Ref: S03189)



**GROSS SITE AREA:**  
**9.79 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**4.9 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently part occupied, developed land. It is partly used for industrial, B2/B8 use. It is rectangular in size with flat topography.	
Strategic Road Access	Just over 1.5km from the A61 Penistone Road	Good
Local Accessibility	Claywheels Lane from the site joins the A61; however it is compromised by narrow road access. Some residential houses in Middlewood to the west.	Average
Proximity to Urban Areas and Access to Labour and Services	At the edge of an industrialised area with green space to all sides with the exception of the south east, with good access to labour and services. There is a Supertram stop across the river to the west although with no direct access from site, and bus stops to the south east located on A61 end of Claywheels Lane.	Average
Compatibility of Adjoining Uses	The site is surrounded by woodland and farm land other than to the south east. The site is suitable for 'bad neighbour' B2 and B8 and other sui generis industrial operations and processes. The site is within 200m of housing on Middlewood Road.	Good
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). A grade II listed building is located to the west of the site (Milepost, ref. 1314537). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks). The site is within a SSSI Impact Risk Zone.	Good
Market Conditions – Perception and Demand	The site currently has planning permission for B2 / B8 and B1 uses that has been implemented. There is little market evidence that the use of the site is likely to change in the near future.	Good
Market Segment	An adjoining site is suitable for a variety of 'bad neighbour' B2/B8 uses which are compatible with the surrounding uses of the site.	Good

<p>Market Attractiveness</p>	<p>The site is currently partly occupied by industrial uses, with permission for B2/B8 uses.</p> <p>The site is relatively level, with good existing vehicle and pedestrian access. Parking provision on site has been established.</p> <p>There is a recent application for extending the office use on the site, which suggests it remains attractive to the market for the foreseeable future.</p> <p>It is therefore considered that the site is reasonably attractive to the industrial market.</p>	<p>Good</p>
<p>Barriers to Delivery and Mitigation</p>	<p>The site is currently partly occupied with B1/B2/B8/sui generis employment generating uses.</p>	
<p>Planning Factors</p>	<p>The site is designated in the Unitary Development Plan within a General Industry Area, with no restrictions on employment uses.</p> <p>The Core Strategy identifies the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>The City Policies and Sites DPD (2013) proposed to allocate the site as part of the Business and Industrial Area in recognition of the need to expand the range of preferred uses as opposed to an Industrial Area. It also proposed to allocate the site for business and industry uses including research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses/ storage (B8).</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>• 05/04613/OUT   Residential Development for 550 dwellinghouses and flats with private and communal gardens (as amended)   Refused 15<sup>th</sup> June 2006</li> <li>• 07/04221/LD2   Application for Certificate of Lawfulness for proposed use of buildings shown on the remaining buildings drawing submitted with DLP Planning's letter dated 07/12/2007 as amended 21/12/2007 for offices (Within Use Class B1), general industry (Within Use Class B2), composting (Within Use Class B2), and materials recovery excluding scrapyard, minerals recovery and the breaking of auto vehicles   Granted 21<sup>st</sup> December 2007</li> <li>• 18/01188/FUL   Application under Section 73 to vary condition 2 (approved plans) imposed by planning permission 16/04644/FUL to allow the existing staff and welfare cabins to be replaced with 3 new cabins (2 x two-storey, 1 x one-storey) to provide additional office space   Approved 8<sup>th</sup> June 2018</li> </ul>	
<p><b>OVERALL SITE RATING</b></p>	<p><b>Good</b></p>	
<p><b>Recommendation and Potential Future Uses</b></p>	<p>Given the site's established access and use for B2/B8, it is considered the site is suitable for continued B-Class employment use.</p> <p><b>Recommended to allocate for employment use.</b></p>	

**SITE SUMMARY:**

It is currently in occupation. It has good existing access links to the surrounding strategic road network. It is recommended that the site's protection for employment use remains going forward.

## Adjacent Former Hydra Tools, Nether Lane, Ecclesfield (Ref: S03190)



**GROSS SITE AREA:**  
**0.67 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.67 ha**

<b>CRITERIA</b>	<b>COMMENT</b>	<b>RATING</b>
Current Use, Land Type and Planning Status	The site is currently vacant, undeveloped land. There is dense vegetation on the site that would need to be cleared prior to development. The site is relatively flat and irregular in shape. The site sits within an established industrial park that is used for B1 / B2 / B8 employment.	
Strategic Road Access	The site has direct access off the B6087 (Nether Lane) and is approximately 1km from J35 of the M1.	<b>Very Good</b>
Local Accessibility	The site is accessed directly off the B6087 which is a free-flowing road with a low railway bridge being height restricted (4.4 metres (14ft 3in)).	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	On the fringe of the urban area, part of industrialised area with reasonable good access to labour and services. North bound buses (route 88) on the B6087 Nether Lane.	<b>Good</b>
Compatibility of Adjoining Uses	The site sits within the established Hydra Business Park along with B2/B8 and D1 uses. The site has views of open, undeveloped land to the north and west, with an active railway line to the west.	<b>Very Good</b>
Developmental and Environmental Constraints	The of site lies within flood zone 1 (low risk of flooding). There are no other designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Very Good</b>
Market Conditions – Perception and Demand	The site is currently vacant, undeveloped land. During the site visit, there was evidence of the site being marketed for development.	<b>Good</b>
Market Segment	The site is suitable for a variety of small-to-medium B1/B2/B8 uses which are compatible with the accessible and prominent location of the site.	<b>Very Good</b>
Market Attractiveness	The site sits within an existing industrial park for B2 /B8 employment use.	<b>Good</b>

	<p>The site is relatively level, with good existing vehicle and pedestrian access.</p> <p>It is therefore considered that the site has good market attractiveness.</p>	
<b>Barriers to Delivery and Mitigation</b>	The site is under a different land ownership compared to the surrounding industrial park.	
<b>Planning Factors</b>	<p>The site is designated in Unitary Development Plan within a Fringe Industry and Business Area, with no restrictions on employment uses.</p> <p>The Core Strategy allocates the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>The City Policies and Sites DPD proposed to allocate the site as siting within and business industrial area. The preferred uses include research and development, light industry, general industry and warehouses and storage.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>• 13/01335/FUL   Erection of industrial unit with associated office accommodation (Use Class B1 b), c), B2, and B8), access road and car parking accommodation   Approved 25<sup>th</sup> July 2013</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's location within the existing industrial park, established access and allocation for B1b/B1c/B2/B8, it is considered the site is suitable for continued employment use.</p> <p><b>The site should be allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The site is currently vacant and undeveloped. It is located within a prominent location, in close proximity to the urban area. It has good existing access links to the surrounding strategic road network. It is recommended that the site's designation for employment use is retained going forward.</p>		

**Next to Arthur Lee Works, Loicher Lane, Ecclesfield (Ref: S03194)**



**GROSS SITE AREA:  
0.91 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
0.40 ha**

<b>CRITERIA</b>	<b>COMMENT</b>	<b>RATING</b>
Current Use, Land Type and Planning Status	The south of the site is currently used for B2/B8 uses. The north of the site is vacant with existing vegetation on the site. The site is irregular in shape and is relatively flat. The site is surrounded by B2/B8 uses with the active railway line adjacent to its western boundary.	
Strategic Road Access	The site has good access to the wider strategic road network. Junction 35 of the M1 is approximately 2km from the site.	<b>Good</b>
Local Accessibility	Access is via A6135 The Common, Station Road and Loicher Lane which are constrained by a narrow bridge and a poorly maintained estate road.	<b>Average</b>
Proximity to Urban Areas and Access to Labour and Services	Urban industrial area with access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	Surrounding uses comprise B2/B8. It is therefore considered compatible.	<b>Very Good</b>
Developmental and Environmental Constraints	The site lies within to flood zone 1 (low risk of flooding). The east of the site lies adjacent to flood site 2 (medium risk of flooding) and provides access to the site. A grade II listed building (Ecclesfield Signal Box on Railway Lane, ref. 1240614) lies to the south west of the site. There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Good</b>
Market Conditions – Perception and Demand	The south of the site is currently occupied. There is limited evidence that the occupancy status will change in the near future.	<b>Good</b>
Market Segment	The site is suitable for a variety of small-to-medium	<b>Good</b>

	B2/B8 uses which are compatible with surrounding uses.	
Market Attractiveness	<p>The site is located within an General industrial Area in the UDP suitable for B2/B8 use.</p> <p>The site is relatively level, with existing vehicle and pedestrian access. The Core Strategy designates the Chapeltown/Ecclesfield Area as a location for manufacturing distribution, warehousing and other non-office businesses. There is precedent of B2 use on the site, given its current occupation.</p> <p>Given its current use, remediation may be necessary for future change of uses.</p>	Average
Barriers to Delivery and Mitigation	There may be a need for remediation on the site given its current use. There is constrained local access by the low bridge on Loicher Lane.	
Planning Factors	<p>The site is allocated in the UDP within a General Industry Area, with no restrictions on employment uses.</p> <p>The Core Strategy identifies the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>The draft Local Plan, City Policies and Sites DPD (2013) proposed to allocate the site for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>Although this site is in low flood risk zone 1, the only access into the site is completely within Zone 2 medium flood risk therefore some mitigation would be required subject to an assessment.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>11/01652/FUL   Erection of an industrial unit in two phases with associated car parking accommodation and landscaping works   Approved 23<sup>rd</sup> August 2011</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and use for B2/B8, it is considered the site is suitable for continued B2/B8 use.</p> <p><b>The site should be allocated for B2/B8 employment use.</b></p>	
<b>SITE SUMMARY:</b>		
The UDP Map identifies the site within a General Industry Area. The site is currently used for B2/B8 purposes. It is suggested that the site's current employment use is retained in the future.		

## Smithywood, Cowley Hill, Chapeltown (Ref: S03195)



**GROSS SITE AREA:  
13.32 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
11.32 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant, open undeveloped land. It is a large, irregularly-shaped site with slightly sloping topography. The site is in close proximity for existing industrial uses. The site is currently allocated for general storage and logistics.	
Strategic Road Access	The site is less than 1km to M1 J35.	<b>Very Good</b>
Local Accessibility	Good access to A629 onto M1 J35.	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	Site is on the fringe of the urban area and is a prominent motorway location. There is a bus stop (route 88) located at the north of the site.	<b>Good</b>
Compatibility of Adjoining Uses	The site is in close proximity to existing industrial uses.	<b>Very Good</b>
Developmental and Environmental Constraints	The site lies adjacent to flood zone 1 (low risk of flooding). The site lies adjacent to flood zone 2 (medium risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Very Good</b>
Market Conditions – Perception and Demand	The site is currently vacant and undeveloped. There is currently a live planning application for B1c / B2 / B8 use on part of the site.	<b>Good</b>



Market Segment	The site is suitable for a variety of large scale B2/B8 uses which are compatible with surrounding uses.	<b>Very Good</b>
Market Attractiveness	<p>The site is located within an area suitable for B2/B8 use.</p> <p>The site has slightly sloping topography, with existing vehicle and pedestrian access. The site has very good access to the wider strategic road network. The Core Strategy allocates the site as a location for general industry or warehouses/storage. There is a live application for B2/B8 /B1c on the main part of the site to the north/centre.</p>	<b>Very Good</b>
Barriers to Delivery and Mitigation	Stakeholder feedback has indicated that this site has highwalls from past mining use which may be a constraint to development, although the current live planning application suggests that this is not a complete barrier to development.	
Planning Factors	<p>The Unitary Development Plan allocates this site for General Industry without special industries, which outlines that Open storage (B8) and Scrapyards are not acceptable development under this policy and is a proposed business and industrial site.</p> <p>The Core Strategy identifies the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>The draft City Policies and Sites DPD (2013) proposed to allocate the site for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>19/01557/FUL   Erection of industrial warehouse unit with ancillary offices (Use Class B1c - light industrial, B2 - general industrial and B8 - storage &amp; distribution) erection of gatehouse and formation of site access, provision of car parking, service yard and landscaping works   <i>Approved September 2019</i></li> <li>16/03687/FUL Land Adjacent No 11 Cowley Way, Sheffield, S35 1QP. Erection of warehouse (Use Class B8) with ancillary office, auto shop and service yard and associated car and cycle parking and landscaping. <i>Approved, subject to conditions.</i></li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and allocation for B1c/B2/B8, it is considered the site is suitable for industrial use.</p> <p><b>It is recommended that the site is allocated for employment use.</b></p>	

## **SITE SUMMARY:**

The Sheffield Local Plan Proposals Map designates the site for business or industrial uses. The site has excellent accessibility to the strategic road network. There is a recent permission for B1c, B2 and B8 uses. It is recommended that the site retains its allocation for B-Class employment going forward

## Yarra Industrial Estate, Loicher Lane (Ref: S03196)



**GROSS SITE AREA:**  
**1.42 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**1.06 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently open, vacant, low quality undeveloped land. This rectangular site is relatively flat. However, there is dense vegetation that would need to be cleared before development. There was evidence of site marketing during the site visit.	
Strategic Road Access	The site has good access to the wider strategic road network. Junction 35 of the M1 is approximately 2km from the site	<b>Good</b>
Local Accessibility	Access may be an issue for the site. It lies adjacent to Loicher Lane, a narrow road with a height restricted bridge. There is limited public transport in close proximity to the site.	<b>Poor</b>
Proximity to Urban Areas and Access to Labour and Services	Urban industrial area with access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	Surrounding uses are B2/B8 and warehousing/industry. It is therefore considered compatible.	<b>Very Good</b>
Developmental and Environmental Constraints	The site lies within flood zone 2 (medium risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Average</b>
Market Conditions – Perception and Demand	The site would be suitable for medium to large B2 and B8 uses. From the site visit, there was evidence that the site was up for sale.	<b>Average</b>
Market Segment	The site is suitable for a variety of B2/B8 uses which are compatible with the surrounding uses.	<b>Good</b>

Market Attractiveness	<p>The site is currently vacant, undeveloped land. The site is designated for general industry. There is dense vegetation on site that would need to be cleared. It currently has limited local access. It has access to the strategic road network. It is in close proximity to existing established sites with B2 and B8 uses.</p> <p>It is therefore considered that the site has moderate market attractiveness.</p>	Average
Barriers to Delivery and Mitigation	<p>The site has poor local access via a height restricted railway bridge. There is dense vegetation that would need to be cleared prior to development. There may be need for a remediation strategy as the land was generally of low quality and in close proximity to B2 and B8 uses</p>	
Planning Factors	<p>The Sheffield Local Plan Proposals Map designates the site as suitable for general industry (B2 or other, unclassified industrial/processing uses) or warehouses/storage (B8).</p> <p>There is no relevant recent planning history.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and use for B2/B8, it is considered the site is suitable for B2/B8 use.</p> <p><b>It is considered that the site should be allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The Sheffield Local Plan Proposals Map designates the site for general industry. It is considered that the site is allocated for employment use.</p>		

## New Street, Longacre Way (Ref: S03212)



**GROSS SITE AREA:  
0.54 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
0.51 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is vacant, greenfield land. The site has no relevant planning history over the past 5 years.	
Strategic Road Access	Eckington Way (B6053) provides the main strategic link to the site. However, the site is approximately 2km away from the A57.	<b>Good / Average</b>
Local Accessibility	The site can be accessed by either New Street or Longacre Way. Longacre Way links up with Owlthorpe Greenway to the north of the site, which has direct access to Eckington Way – the road is lined with parked cars and is narrow.	<b>Good / Average</b>
Proximity to Urban Areas and Access to Labour and Services	The site is situated within an urban, industrial area and is located in the Holbrook area of Sheffield. It is considered that the site would have good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is compatible with B1/2/8 uses.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is relatively flat and there have been no environmental or developmental constraints identified for this site.	<b>Very Good</b>
Market Conditions – Perception and Demand	The site is situated within Holbrook Industrial Estate, which appeared busy when visiting. The adjacent site to the west appeared operational, however units that acted as the frontage to this site along New Street were vacant and of a poor quality.	<b>Average</b>
Market Segment	The site would be suitable for B1/2/8 uses.	<b>Very Good</b>
Market Attractiveness	The site is vacant and situated within an industrial park; therefore, the compatibility of adjoining uses could attract new businesses to the area. The vacant units fronting New Street detract from the site's attractiveness. There is also evidence of new businesses relocating to the area (see Meadowbrook Park ref. S03213).	<b>Good</b>

Barriers to Delivery and Mitigation	It is considered that there are no major barriers to the delivery of employment and business uses on this site.
Planning Factors	<p>The site is allocated in the Unitary Development Plan within a General Industry Area, with no restrictions on employment uses.</p> <p>The draft City Policies and Sites document (2013) proposed to allocate the site for industrial uses (ref. P00370) including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area. This is in line with meeting the policy requirements set out by Policy CS13 of the Core Strategy.</p> <p>There is no relevant planning history for the site available for the last 5 years.</p> <p>The site is Greenfield; however there are no other planning policy restrictions or landscape designations.</p>
<b>OVERALL SITE RATING</b>	<b>Good</b>
<b>Recommendation and Potential Future Uses</b>	<p>The site is suitable for all forms of industrial and office employment uses.</p> <p><b>Recommended that the site is allocated for employment use</b></p>
<b>SITE SUMMARY:</b>	
<p>The site is a relatively flat, well proportioned parcel of land with a good opportunity for future development. Although strategic access links could be better, it is considered that in-line with the surrounding uses, the site could come forward as all forms of industrial and office-based employment and should be designated as such in the emerging Plan.</p>	

## Meadowbrook Park (Ref: S03213)



**GROSS SITE AREA:**  
**0.57 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is now occupied. A Travis Perkins builders merchants warehouse with associated retail facility has been constructed and opened in early 2017.	
Strategic Road Access	The site is situated on Station Road (B6058). However, the site is approximately 2.8km away from the A57.	<b>Average</b>
Local Accessibility	The site has good local access links via Station Road (B5058) which leads directly to Eckington Way (B6053).	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is situated within an urban, industrial area and is located in the Holbrook area of Sheffield. It is considered that the site would have good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is compatible with B1/2/8/Sui Generis uses.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is now fully occupied.	<b>Very Good</b>
Market Conditions – Perception and Demand	The site is situated within Holbrook Industrial Estate, which appeared busy when visiting. The Meadowbrook Park Trading Estate, adjacent to the west, has three vacant units on site; however, all other units are occupied and operational.	<b>Good</b>
Market Segment	The site is now occupied by a Sui Generis builders merchant facility.	<b>Good</b>
Market Attractiveness	It is evident from the construction of the Travis Perkins facility that the site was attractive as a business opportunity.	<b>Very Good</b>
Barriers to Delivery and Mitigation	The site has been fully built out.	
Planning Factors	The site is designated in the UDP within a General Industry Area, with no restrictions on employment uses. According to the UDP Proposals Map for	

	<p>the area, the site is situated adjacent to areas of natural history interest.</p> <p>The draft City Policies and Sites document (2013) allocates the site for industrial uses (ref. P00373) including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area. This is in line with meeting the policy requirements set out by policy CS13 of the Core Strategy.</p> <p>Relevant Planning history is listed below:</p> <ul style="list-style-type: none"> <li>• 15/04325/FUL - Erection of building with two units for use as builders merchants for the display, sales and storage of building materials, timber and plumbing supplies, plant and tool hire including outside display and storage (unit 1 - Use Class Sui Generis) and building with trade counter and ancillary showroom (unit 2 - Use Class B8) including access, car parking and landscaping works (Granted February 2016).</li> </ul> <p>There are no other landscape or policy restrictions on the site</p>
<b>OVERALL SITE RATING</b>	<b>Good</b>
<b>Recommendation and Potential Future Uses</b>	<p>The site is now occupied by a Sui Generis/B8 builder merchants facility and is not available for further employment uses.</p> <p><b>It is recommended that the site retains the designation for employment use.</b></p>
<b>SITE SUMMARY:</b>	
<p>The site gained planning permission for a Sui Generis facility in 2016, which has since been built out by Travis Perkins.</p>	



## Rotherham Road, Beighton (Ref: S03215)



**GROSS SITE AREA:  
1.10 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.82 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently vacant. However, a planning application to erect a light industrial/storage unit was approved in September 2019 which covers the majority of the site (application reference 19/01058/FUL). The site is well connected to the A57 and sits to the east of a residential estate in Beighton, separated by rail tracks.	
Strategic Road Access	The site has direct access to the A57 via Rotherham Road.	<b>Very Good</b>
Local Accessibility	The site is accessed via Rotherham Road, which directly links the A57 to the east of Beighton.	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located on the eastern edge of Beighton, occupying a small parcel of land which is separated from residential areas by rail tracks. With excellent links to the A57 and ease of local access, it is considered that the site has good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The River Rother separates the site from a small employment complex, comprised of a waste management company, vehicle businesses and a Low Carbon Combustion Centre. Approximately 120 metres west of the site, separated by train tracks, is the nearest residential estate. Due to the separation it is considered that any future employment-based development is unlikely to compromise local residential amenity with suitable mitigation.	<b>Good</b>
Developmental and Environmental Constraints	<p>The site is flat; however, it is located in flood zone 2 and 3, hence this is a consideration for the deliverability of this site. The site is also in close proximity to the National Grid's Transmission assets.</p> <p>In its response to the consultation on the recent application for industrial/storage on the site (19/01058/FUL), Cadent has commented that the following apparatus has been identified as being in the vicinity of the proposed works:</p>	<b>Poor</b>

	<ul style="list-style-type: none"> <li>• Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity)</li> <li>• Electricity Transmission overhead lines</li> <li>• Above ground electricity sites and installations</li> </ul> <p>Footpaths also appear to be present on the site.</p>	
Market Conditions – Perception and Demand	The current application (19/01058/FUL) indicates that there is demand for employment uses on-site. The facilities occupying the adjacent employment facility appeared busy and operational.	<b>Good</b>
Market Segment	B1 would be most suitable. B8 would also be suitable however, this is only in the case of light storage.	<b>Good</b>
Market Attractiveness	There are barriers to overcome with this site, for example flood risk and access and the aforementioned gas and electricity installations. However, the site has good strategic road links and topography is not an issue. The current application on-site demonstrates that the site is attractive for future employment uses.	<b>Average</b>
Barriers to Delivery and Mitigation	<p>The main barriers to delivery include flood risk, access and the proximity of National Grid and other Utilities assets.</p> <p>To mitigate flood risk, an in-depth flood risk assessment would have to demonstrate how the site could be occupied safely and how flood risk would be minimalised by future employment businesses on-site. In their response to the current application, the Environment Agency has raised the issue of flood risk and commented that “<i>Finished floor levels shall be set no lower than 300mm above the predicted flood level</i>”.</p>	
Planning Factors	<p>The site is situated in a Business Area as part of the Unitary Development Plan. In dedicated business areas, the preferred use is Business (B1), with other acceptable uses including A1/2/3, B8 (excluding open storage), C1/3 and D1/2. General Industrial (B2) is unacceptable for this site.</p> <p>The site is allocated (ref. PO0386) in the draft City Policies and Sites document (2013) as suitable for business or industrial development (B1/2/8). This is to support Core Strategy Policy CS13, which aims to provide new jobs on the east side of Mosborough and the edge of Crystal Peaks.</p> <p>The site is partly owned by Sheffield City Council and a private landowner.</p> <p>The relevant planning history is noted below:</p> <p>19/01058/FUL - Erection of a light industrial/storage unit (submitted March 2019). (<i>Awaiting decision</i>)</p> <p>There are no other landscape designations or policy restrictions for this site.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and</b>	B-Class employment uses would be an appropriate use for this site.	

**Potential Future Uses**

**It is recommended that the site is allocated for employment use.**

**SITE SUMMARY:**

The site has excellent strategic access links and is located within a policy area that supports the development of business-based B1/B8 units. There is currently a planning application under consideration on this site, for the erection of light industrial/storage units, which would be an appropriate use for this sites. There are however a number of potential constraints that would need to be overcome however, including flood risk and utilities.

## Europa Link (Ref: S03218)



**GROSS SITE AREA:  
6.82 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.8 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is predominantly occupied, developed land. From the site visit, there appeared to be limited, if any vacancy on the site. The site is flat and is broadly square in shape. It is located within the established Sheffield City Region [SCR] Enterprise Zone for Advanced Manufacturing.</p> <p>The masterplan for the Sheffield Business Park within which it sits identifies the most northern part of the site as being suitable for business units, with around 0.8 ha remaining for development.  <a href="https://www.sheffieldbusinesspark.co.uk/uploads/Brochures/SBP_MasterPlan_2018-v6.pdf">https://www.sheffieldbusinesspark.co.uk/uploads/Brochures/SBP_MasterPlan_2018-v6.pdf</a></p>	
Strategic Road Access	The site is just over 1km from M1 J34 South or J33.	Very Good
Local Accessibility	The site has very good access via Europa Link or A631 Shepcote Lane.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in an urban area with good access to labour and services.	Good
Compatibility of Adjoining Uses	The site is located within an established EZ for B1c/B2 and B8 development.	Very Good
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	Very Good
Market Conditions – Perception and Demand	The site has been predominantly built out and is currently occupied. There is little evidence that the occupancy will change in the near future.	Very Good
Market Segment	The site is suitable for a variety of large scale B1c/B2/B8	Very Good

	uses which are compatible with surrounding uses. As set out above, the masterplan for the wider Sheffield Business park earmarks the site for 0.8 ha of Business Units.	
Market Attractiveness	<p>The site is located within an area suitable for B1c/B2/B8 use.</p> <p>The site is predominantly built out and occupied. It has existing vehicle and pedestrian access.</p>	Very Good
Barriers to Delivery and Mitigation	There does not appear to be any barriers to delivery. The site has been constructed and is currently occupied.	
Planning Factors	<p>The City Policies and Sites DPD (2013) proposed to allocate the site for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>The site sits within the SCREZ which focuses on Advanced Manufacturing. There are no other planning policy restrictions or landscape designations.</p> <p>There are a number of planning applications relating to the current development on site.</p>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to the rest of the Sheffield Business Park in the SCREZ (specifically existing industrial and manufacturing uses), excellent access and proximity to the wider road network, it is considered the site is suitable for continued B1c/B2/B8 use.</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	

**SITE SUMMARY:**

The Sheffield Local Plan Proposals Map designates the site for industrial uses. It is located within the SCREZ which facilitates Advanced Manufacturing. The site has excellent existing access, is located within the urban area, in close proximity to B2/B8 development and has direct access to the strategic road network. It is currently used for B2/B8 development. Around 0.8 ha remains developable. It is suggested that the site retains its protection for B-Class employment use, with the northern part of the site (0.8 ha) allocated for that purpose.

## Sheffield Interchange, Pond Street (Ref: S03223)



**GROSS SITE AREA:**  
**1.31 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site comprises the Sheffield SYPT Public Transport Interchange located on Harmer Lane. The site is bound by Pond Hill north of the site and Pond Street to the west and pedestrian access is taken from both Harmer and Pond Hill into the interchange.	
Strategic Road Access	Sheaf Street (A61) is located to the east of the site.	Very Good
Local Accessibility	The site is accessed off Harmer Lane which links directly to Sheaf Street.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located within Sheffield City Centre, close to Sheffield Railway Station, and has good access to a range of services and labour.	Very Good
Compatibility of Adjoining Uses	The site is surrounded by a range of compatible uses including Sheffield Hallam buildings west and south of the site and offices to the east and north.	Good
Developmental and Environmental Constraints	The entire site is currently occupied by the Sheffield SYPT Public Transport Interchange and ancillary uses. There is currently no vacant land for additional development and there is no indication of the site becoming vacant in the near future.	Poor
Market Conditions – Perception and Demand	There is no evidence of marketing activity for the site or the site to become vacant in the future.	Poor
Market Segment	Should the site become vacant, the site would be suitable for a range of uses including B1 office space and ancillary retail/leisure uses.	Good

Market Attractiveness	The site is large, linear site in a prominent city centre location with good access to the site. There are a range of compatible uses including Sheffield Hallam university buildings and offices neighbouring the site and it would likely have very good market attractiveness should it ever become available, however this is unlikely for the foreseeable future.	Good
Barriers to Delivery and Mitigation	The whole site is currently occupied and therefore is currently unavailable for development.	
Planning Factors	The site is allocated within a business, intuition and leisure area within the UDP map. Saved UDP Policy LR3 outlines that the following uses in these areas are acceptable: small shops (A1), Food and drink outlets (A3) Business (B1), Hotels (C1), Residential institutions (C2), Community facilities and institutions (D1), Leisure and recreation facilities (D2), Hostels and Open Space.	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is a reasonably sized, linear site which would be compatible for B1 office uses. Should the site become available in the future, the site would be suitable for B1 office use. However, given that the whole site is in use as the Sheffield Interchange it is not currently available and unlikely to become so for the foreseeable future. Should it become available in the future it is considered that the site would be suitable for mixed sue including an element of B1 employment use.</p> <p><b>It is recommended not to allocate the site for employment.</b></p>	

**SITE SUMMARY:**

The site is currently occupied as the Sheffield Public Transport Interchange located on Harmer Lane. The site is accessed from Harmer Lane and pedestrian access is taken from both Harmer Lane and Pond Hill into the interchange. The site is in a central location with neighbouring uses including offices and university buildings. Although suitable for office space, it is unlikely to become available for the foreseeable future, however, it should be monitored going forward if these circumstances change.

## Upwell Street/Colliery Road (South) (Ref: S03227)



**GROSS SITE AREA:**  
**2.47 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently occupied, brownfield land. The boundary only comprises around half of the occupied unit, including a sizeable area of the service yard. The site is occupied by Amazon. It is used for B8 logistics. The site is relatively flat and rectangular in shape. The unit is modern, high quality, large in size with customer and staff parking provided on site.	
Strategic Road Access	The site has access to the strategic road network. It is 1km from the M1 J34 North.	<b>Good</b>
Local Accessibility	The site can be accessed from A6109 Brightside Lane.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site within an urban area with good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	There is existing warehousing to the south and north of the site, used for B8. To the north of the existing warehouses lies residential dwellings.	<b>Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 2 (medium risk of flooding). There is a Grade II Listed Building (Greentop Circus Training Centre, ref. 1255153) to the south of the site. There are no other designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Average</b>
Market Conditions – Perception and Demand	The site is currently occupied. There is limited evidence that the occupancy status will change in the near future	<b>Good</b>
Market Segment	The site is suitable for large scale B8 logistics uses which	<b>Very Good</b>



	are compatible with the accessible and prominent location of the site.	
Market Attractiveness	<p>The site is located within an area suitable for B2/B8 uses.</p> <p>The site is relatively level, with good existing vehicle and pedestrian access. Parking provision on site has been established. The site is currently occupied by Amazon.</p> <p>It is therefore considered that the site has very good market attractiveness.</p>	<b>Very Good</b>
Barriers to Delivery and Mitigation	The site has been built out and is occupied. Therefore, there does not appear to be any barriers to the delivery.	
Planning Factors	<p>The site is designated in the Unitary Development Plan within a General Industry Area, with no restrictions on employment uses. The draft City Policies and Sites DPD (2013) proposed to allocate the site for business or industrial uses (B1b, B1c, B2 and B8) within a Business and Industrial policy area.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>16/00088/FUL   Extensions to industrial unit for Class B2 and B8 use with ancillary B1 use and associated access and parking   Approved 22<sup>nd</sup> February 2016</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's location, the established access and use for B8 logistics by an internationally important occupier, the site should be protected for ongoing employment use.</p> <p><b>Recommended that the site is retained for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The emerging Local Plan allocates the site for employment use. It is currently occupied by Amazon. It is located in close proximity to the urban area. It has good existing access links to the surrounding strategic road network. It is recommended that the site is retained for B-Class employment use going forward.</p>		

## Mowbray Street/ Pitsmoor Road (Ref: S03238)



**GROSS SITE AREA:  
0.66 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.16 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is located on the corner of Mowbray Street and Pitsmoor Road. The site is currently partly in use as an informal car park in the northern corner of the site which is accessed off Pitsmoor Road. The remainder of the site comprises vacant, brownfield land adjacent to a heavily vegetated area and public footpath located along the southern boundary.	
Strategic Road Access	The site is located very close to the A61 Inner Ring Road	Very Good
Local Accessibility	Directly accessed off Mowbray Street and Pitsmoor Road which provide direct links to the A61.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The area is located close to a range of facilities and services within the city centre, which is approximately a 15-minute walk from the site.	Good
Compatibility of Adjoining Uses	There are a mixture of uses within the area including B2 employment use adjacent to the site, B1 offices and residential which would be compatible with a range of employment use. Residential development is currently under construction adjacent to the site on Chatham Street.	Average
Developmental and Environmental Constraints	The site is uneven and there is a steep drop in levels through the centre of the site which isolates part of the site to the north.  There is also a public footpath and a number of trees running along the southern boundary.	Average
Market Conditions – Perception and Demand	The site is in a prominent location. Due to the steep drop in levels from the north of the site and heavily vegetated area to the east, it is likely that any marketing would be focused on the western parcel of land which comprises a level parcel of brownfield land located access from	Average

	Mowbray Street.	
Market Segment	The site would be suitable for a variety of B-Class uses.	Good
Market Attractiveness	The site is a central location, close to the River Don where there are a variety of uses including B1 office space, B2 and C3 residential. As outlined in the market conditions, due to constraints in levels to the north and the public footpath to the east, any potential development is likely to be focused to the west of the site. This is conveniently accessed from Mowbray Street which directs links up the A61	Average
Barriers to Delivery and Mitigation	The steep drop in levels and uneven, irregular shape of land to the north restricts any substantial development at this area of the site.  A public footpath runs along the southern boundary and any development would need to ensure access and safety isn't compromised.	
Planning Factors	The site is allocated within a General Industry Area without Special Industries within the UDP.  There is no relevant planning history for the site. A development for residential apartments is currently under construction adjacent to the site on Pitsmoor Road.	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	It is considered that the western part of the site, adjacent to Jewsons, would be suitable for small - medium B2 or B8 employment use. The site is a level parcel of Brownfield land which is easily accessible from Mowbray Street.  Due to the uneven levels and steep drop, the north and east parts of the land are considered unsuitable for development.  <b>Recommended allocate the western parcel of land for employment use.</b>	
<b>SITE SUMMARY:</b>		
The site is located on the corner of Mowbray Street and Pitsmoor Road. The site is currently in use as an informal car park to the north of the site which is accessed off Pitsmoor Road. The remainder of the site is vacant, brownfield land adjacent to the number of trees and public footpath are located along the southern boundary. The site can be accessed from Mowbray Street which provides good access to the A61 whilst the northern part of the site is accessed from Pitsmoor Road. The site would be suitable for B-Class employment generating use and should be allocated as such.		

## Harvest Lane, S3 8EQ (Ref: S03239)



**GROSS SITE AREA:  
0.91 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	A large, level site located off Mowbray Street to the north of the city centre and currently occupied as a Sui Generis Jewson Builders Merchants with a storage yard to the east.	
Strategic Road Access	The site has very good access to the A61 Inner Ring Road.	Very Good
Local Accessibility	The site is accessed on Mowbray Street which links directly to the A61.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is in a prominent location with good access to services and labour.	Good
Compatibility of Adjoining Uses	Compatible uses surrounding the site include B1, B2 and B8, retail and Sui Generis (Climbing Centre and Tattoo Studio).	Very Good
Developmental and Environmental Constraints	The site is broadly flat and rectangular in shape. The site is in Flood Zone 2. No other developmental/environmental constraints were observed.	Good
Market Conditions – Perception and Demand	There is no recent marketing activity for the site due to the site currently being fully occupied by Jewson.	Average
Market Segment	The site is currently in Sui Generis use as a builders' merchants. Such uses are likely to best serve the site in the future.	Good
Market Attractiveness	The site is located in a medium-profile area, close to central facilities in the city centre and directly off the A61. The quality of the area is mixed with fairly low-quality buildings adjacent and west of the site. The immediate	Good

	<p>area is predominantly industrial; however, there are a number of high quality office and residential blocks located a short distance away along the river front.</p> <p>It's likely that if Jewson were to relocate from this site, then the site would be attractive to Sui Generis/B2/B8 occupiers due to the surrounding uses.</p>	
<b>Barriers to Delivery and Mitigation</b>	<p>The site is currently fully occupied as a Jewson Depot with no indication of the site becoming vacant in the near future. There do not appear to be any barriers for re-development should the site become vacant in the future.</p>	
<b>Planning Factors</b>	<p>The site is located within a General Industry Area without Special Industries with preferred uses identified as general industry (B2) and warehouses (B8 excluding open storage). Acceptable uses include Small shops (A1), Offices used by the public (A2), Food and drink outlets (A3), Business (B1), Hotels (C1), Community facilities and institutions (D1), Leisure and recreation facilities (D2), Hostels and Lorry parks.</p> <p>There is no relevant planning history for the site.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is currently in use by Jewsons and there is no indication of the site becoming vacant in the short – medium term for additional uses. It's considered that the site should be protected for employment use in the future; however, there is currently no capacity for additional employment at this stage.</p> <p><b>The site should be retained for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>Harvest Lane is in use as B2/B8 and currently occupied by Jewson. The site is in an accessible location to the north of the city centre and direct links to the A61 Inner Ring Road. The surrounding area is predominantly industrial and is likely to be attractive for B2/B8 should the site become vacant in the future.</p>		

## Former Hartwells Site (Ref: S03494)



**GROSS SITE AREA:**  
**0.51 ha**



**ESTIMATED NET DEVELOPABLE AREA:**  
**0.46 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is located on the junction of Spital Hill and Savile Street. The site is currently vacant and was formerly part of the Hartwell Car Dealership. Tesco Extra is located to the north of the site; offices are located to the east, whilst derelict vacant buildings are positioned to the west of the site. This site formed part of the Tesco Extra planning application and has extant planning permission for office development (11/00888/FUL - Application under section 73 to vary condition no. 59 (to allow for external alterations due to relocation of cafe) of planning permission 10/02052/FUL	
Strategic Road Access	The site is located on the A6135 which directly links to the A61 inner ring road.	Very Good
Local Accessibility	The site is bound by Spital Hill (A6135) and Savile Street (A6109); however there is no direct access into the site. The extant planning permission for the office development had its vehicular access from the Tesco Extra car park. Alternative access arrangements to the site would need to be assessed.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located to the north of the City Centre approximately 20-minute walk or 10-minute car journey. Whilst there is a Tesco Extra adjacent to the site, access to other services and labour are fairly limited in the local area with a small number of local services located further up Spital Hill.	Good
Compatibility of Adjoining Uses	Surrounding uses including B1 offices and retail and would be compatible for a range of uses including B1, B2 and A1/A2/A3/A4/A5 use.	Good
Developmental and Environmental Constraints	The site is a good sized, flat site. The site is bound by two busy roads and there is a steep drop in levels from the	Average

	<p>Tesco Extra access point which would make it difficult to provide any access to the site from this point.</p> <p>The site is located within Flood Zone 2 within a small area to the north west in Flood Zone 3.</p>	
Market Conditions – Perception and Demand	<p>The site was previously in use as a Hartwell Car Dealership together with the site to the north which has now been built out as a Tesco Extra, petrol station and associated car parking with only the southern parcel of land remaining. The site has stood vacant for a number of years since Hartwells vacated the site, despite it being part of the Tesco Extra development scheme with an extant planning permission for office development. This may indicate that demand to redevelop the site is weak.</p> <p>There are also Grade A offices located to the east with a large amount of floorspace currently to let.</p>	Average
Market Segment	The site would be suitable for a range of uses including B1, B2.	Good
Market Attractiveness	The site is slightly further out of the City Centre with less access to services and labour and is likely to be less attractive for office development as a result. The site has been available for development for some time without anything coming forward.	Average
Barriers to Delivery and Mitigation	There is currently no access into the site and significant improvements would be required before any development would be deemed acceptable. Access would have to be taken from Spital Hill or Savile Street which are both busy roads linking to the A61 and it is likely that suitable mitigation measures would be required.	
Planning Factors	The site is designated within a Fringe Industry and Business Area within the UDP Map (insert 4).	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is slightly out of centre but with good access to the A61. There is currently no access to the site and significant improvements would be required before any development. The site has remained vacant for a number of years despite its prominent frontage and its extant planning permission for office use.</p> <p><b>It is considered that the site should be allocated for B-Class employment uses.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The site is located on the corner of Spital Hill and Savile Street to the north of Sheffield city centre and was formerly in use at Hartwells Car Dealership. Tesco Extra is located to the north of the site and as part of that development scheme this site has an extant planning permission for office development, there are offices to the east and derelict vacant buildings to the west of the site. Subject to appropriate access and highway mitigation it is considered to be suitable for allocation for B-Class uses.</p>		

## Land at Club Mill Road / River Don A (Ref: S03496)



**GROSS SITE AREA:**  
**0.62 ha**



**ESTIMATED NET DEVELOPABLE AREA:**  
**0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently occupied, brownfield land. It is irregular in shape. The site is currently used for B2 industrial. The site is occupied by Chapmans Riverdale Forger, a crate manufacturing company. The site is relatively flat, with existing parking provision.	
Strategic Road Access	Just under 1km from A61 Penistone Road both directions, however the access points to the A road are somewhat constrained.	<b>Very Good</b>
Local Accessibility	Hillfoot Bridge and Club Mill Road are narrow, congested roads.	<b>Poor</b>
Proximity to Urban Areas and Access to Labour and Services	Urban area with access to labour. However the elongated nature of Club Mill Road makes some services harder to access.	<b>Average</b>
Compatibility of Adjoining Uses	Surrounding uses are B2/B8 and warehousing/industry. It is therefore considered to be compatible.	<b>Very Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 2 and 3 (medium to high risk of flooding). A grade II listed building is located to the west of the site (The Crucible Steel Furnace, ref. 1393879). There are no other designated heritage assets within or in close proximity to the site (conservation areas, designated battlefields or parks). The site is within a SSSI Impact Risk Zone.	<b>Average / Poor</b>
Market Conditions – Perception and Demand	The site is currently occupied. There is limited evidence that the occupancy status will change in the near future.	<b>Good</b>
Market Segment	The site is suitable for a variety of small-to-medium B2/B8 uses which are compatible with surrounding uses.	<b>Good</b>



Market Attractiveness	<p>The site is located within an area suitable for manufacturing use, within an established business/ industrial park.</p> <p>The site is relatively level, with good existing vehicle and pedestrian access. The Core Strategy allocates the site as a location for manufacturing distribution, warehousing and other non-office businesses. There is precedent of B8 use on the site, given its current occupation.</p> <p>It is therefore considered that the site has reasonable market attractiveness.</p>	<b>Average</b>
Barriers to Delivery and Mitigation	The site has permission for B2/B8 use and is currently occupied by a crate manufacturing company.	
Planning Factors	<p>The site is designated in the Unitary Development Plan within a General Industry Area, with no restrictions on employment uses.</p> <p>The Core Strategy allocates the site as a location for manufacturing distribution, warehousing and other non-office businesses.</p> <p>The City Policies and Sites DPD (2013) proposed to allocate the site for business or industrial uses. These required uses includes: research and development (B1b) or light industry (B1c) or general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8), as appropriate within a business and industrial area. There are no other planning policy restrictions</p> <p>Relevant Planning History includes:</p> <ul style="list-style-type: none"> <li>• 11/02596/FUL   Erection of a single-storey industrial unit to house a forging hammer for the manufacture of steel components  Approved 17<sup>th</sup> October 2011</li> <li>• 12/03416/FUL   Revised drawings to include two-storey attached office building instead of single-storey (Application under Section 73 to vary condition 2 (Approved plans) as imposed by planning permission 11/02596/FUL   Approved 28<sup>th</sup> December 2012</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site’s proximity to existing industrial and manufacturing uses, established access and use for B2/B8, it is considered the site is suitable for continued B2 industrial use.</p> <p><b>Recommended that the site is allocated for employment.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The Sheffield Local Plan Proposals Map designates the site for business or industrial uses. Notwithstanding the disadvantages of the accessibility of this site it will have an appeal to some users and is suitable for B1c (industrial) and B2 industrial processes. It is recommended that the site’s current employment use is protected.</p>		

## Curtilage Of BOC Ltd, Rother Valley Way (Ref: S03646)



**GROSS SITE AREA:  
1.46 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
1.31 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site comprises of vacant and brownfield land located within the Holbrook Industrial Estate. The site is currently being marketed by Knight Frank and is under offer – the site boundary also included the office facilities of BOC.</p> <p>Nitrogen warning signs were evident along the perimeter; this could be related to the site’s previous use and may no longer be relevant.</p>	
Strategic Road Access	<p>The nearest strategic link is Eckington Way (B6053), However the site is located approximately 2.7km from the A57 to the north-west.</p>	<b>Average</b>
Local Accessibility	<p>The site is accessed via Rother Valley Way, which is a wide and good quality road. Rother Valley Way has a direct link to Owlthorpe Greenway, which then connects with Eckington Way further west of the site. There are bus stops along Rother Valley Road.</p>	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	<p>The site is situated within an urban, industrial area and is located in the Holbrook area of Sheffield. It is considered that the site has good access to labour and services.</p>	<b>Good</b>
Compatibility of Adjoining Uses	<p>The site is compatible with B1/2/8 uses.</p>	<b>Very Good</b>
Developmental and Environmental Constraints	<p>The site is flat; however, it comprises of brownfield land hence ground contamination may be present. “Warning for Nitrogen on-site” signs were present but may be associated with the previous use of land.</p> <p>Flood Zone 2 is located just outside the site’s boundary to the south and east.</p> <p>Great Crested Newts are associated with the ponds of Holbrook Marsh, which is located immediately to the south of the site.</p>	<b>Average</b>
Market Conditions – Perception and Demand	<p>The site is situated within Holbrook Industrial Estate, which appeared busy during our site visit. Advertisement marketing the site was evident and it is believed that the site is currently under offer.</p>	<b>Good</b>

Market Segment	The site would be suitable for B1/2/8 uses.	<b>Very Good</b>
Market Attractiveness	<p>The site is vacant and situated within an industrial park; therefore, the compatibility of adjoining uses could attract new businesses to the area. The site is large and has good, existing local access fronting onto Rother Valley Way.</p> <p>With the site currently under offer, it is evident that the site provides an attractive prospect for future industrial or business uses.</p>	<b>Good</b>
Barriers to Delivery and Mitigation	The main barriers to delivery relate to potential contamination of the site. Due to the brownfield nature of the site, coupled with evident nitrogen warnings along the perimeter, research and potential mitigation measures for the site is important.	
Planning Factors	<p>The site is designated in the UDP within a General Industry Area, with no restrictions on employment uses. According to the UDP Proposals Map for the area, the site is situated adjacent to areas of natural history interest.</p> <p>The Draft City Policies and Sites document (2013) proposed to allocate the site within an industrial area with preferred uses of general industry (B2) or Warehouses and Storage (B8) (excluding open storage) – B1 use is also classified as acceptable.</p> <p>Relevant Planning History is noted below:</p> <ul style="list-style-type: none"> <li>18/02439/FUL - Erection of manufacturing facility (Use Class B2) with integral offices and showroom and provision of parking (<i>Approved May 2019</i>). The application has acknowledged that Great Crested Newts have a breeding population associated with the with the ponds of Holbrook Marsh, which is located immediately to the south of the site.</li> </ul> <p>There are no other landscape designations or policy restrictions.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site has recently been granted planning permission for the erection of a manufacturing facility (B2) with integral offices and showroom. It is considered that the site is suitable for B1/2/8.</p> <p><b>It is recommended that the site is allocated for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The site comprises of flat, brownfield land with a good opportunity for future development. Although strategic access links could be better, it is considered that in-line with the surrounding uses, the site is suitable for a range of industrial and employment uses. This is reflected in the recent planning permission being granted in May 2019 for a manufacturing facility on the site.</p>		

**Conquest/Waverley House, Joiner Street & Wicker Lane (Ref: S03757)**



**GROSS SITE AREA:  
0.14 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0.14 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site comprises two vacant buildings, Waverley House and Conquest House, located off Stanley Street to the south of the River Don on the outskirts of Sheffield City Centre. Waverley House is currently to let for offices/workshop space whilst marketing for Conquest House located on site has been focused on showroom/warehouse premises.</p> <p>The majority of the buildings within the vicinity of the site are of low value or disused/vacant with some high value offices located close to the River Don to the south.</p>	
Strategic Road Access	The site is located just off the A61 to the north of the site.	Very Good
Local Accessibility	The site can be accessed from Stanley Street located off Wicker, which provides direct access to the A61.	Average
Proximity to Urban Areas and Access to Labour and Services	The site is located in the north of the City Centre with access to local services and labour. It is approximately a 10-minute walk into the main City Centre.	Good
Compatibility of Adjoining Uses	The majority of uses in the vicinity of the site are of low value and disused/vacant. There are a number of local retail units located on Wicker and high value offices further south.	Average
Developmental and Environmental Constraints	<p>One of the buildings on site (which borders Nursery Lane/Joiner Street) is derelict and would require significant redevelopment/demolition.</p> <p>The site is located within Flood Zone 3 and 3a(i).</p>	Poor
Market Conditions – Perception and Demand	Waverley House is currently to let for office/workshop space.	Average / Poor

	<p>Marketing for the site on the Campbell and Co website indicates that Conquest House, located on the corner of Stanley Street and Wicker Street has been sold.</p> <p>The building was marketed as a substantial showroom/warehouse premises with potential for alternative uses.</p> <p>Any future marketing for the remainder of the site is likely to focus on B1/B2/B8.</p>	
Market Segment	The site would be suitable for B1/B2/B8.	Average
Market Attractiveness	<p>The site located in the north of the City Centre and still easily accessible to the majority of services and labour. The main building on site is run down and likely to need significant refurbishment works / demolition.</p> <p>The local area itself is quite run down with the majority of buildings disused or vacant. It is likely that the site would not be attractive for high value employment offices. It is considered that the site would be better suited for B1 or B2 industrial use.</p>	Average / Poor
Barriers to Delivery and Mitigation	<p>The majority of buildings within the site are run down and substantial redevelopment to the existing buildings is likely to be required.</p> <p>The streets off Stanley Street are narrow and consideration of access arrangement and traffic implications would need to be made.</p>	
Planning Factors	<p>The site is designated within a General Industry Area without special industries within the UDP where the preferred uses are general industry (B2) and warehouses (B8 excluding open storage).</p> <p>Policy CS17 identified Wicker/Riverside as a City Centre quarter and a gateway location on the Inner Relief Road and key business area with new housing taking full advantage of the opportunities presented by the river.</p> <p>There are no recent planning applications for this site.</p>	
<b>OVERALL SITE RATING</b>	<b>Average</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is located in a relatively low value area with a number of vacant and disused building and is likely to be unsuitable for office development. The site is allocated within an industrial area and it is considered most appropriate for B1/2/8 employment uses.</p> <p><b>It is recommended that the site is allocated for employment use.</b></p>	

**SITE SUMMARY:**

The site is located off Stanley Street to the north of the city centre and comprises two vacant units and associated car parking. The site is easily accessible from A61 to the north of site as well as the central facilities and services within the city centre. The majority of the buildings are of low value and vacant within the area with a small number of higher value offices to the south. The site should be allocated for B-Class uses.

## Olympic Legacy Park, Lower Don Valley (Ref: S03764)



**GROSS SITE AREA:  
9.34 ha**



**ESTIMATED NET DEVELOPABLE AREA:  
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is located within a general employment area. It comprises the Don Valley Olympic Legacy sports park and a number of buildings to be used for research. The Advanced Wellbeing Research Centre (3,800 sqm) and National Centre of Excellence (1,600 sqm) has recently been completed. These are both located to the west of the site. The remainder of the site forms a sports park. It has uneven topography and is irregular in shape.	
Strategic Road Access	The site has access to the A6178. This provides access to the wider strategic road network. The site is 2km from the M1.	<b>Good</b>
Local Accessibility	The site has established vehicular and pedestrian access from the A6178 and Coleridge Road.	<b>Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located within the urban area with good access to services and labour.	<b>Good</b>
Compatibility of Adjoining Uses	The site is situated in close proximity to existing employment uses, the sports park, warehousing and storage. It is therefore compatible with the existing surrounding uses.	<b>Good</b>
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are 5 grade II listed buildings approximately 200m to west of the site. There are no other designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	<b>Good</b>
Market Conditions – Perception and Demand	The site is currently occupied. There is limited evidence that the occupancy status will change in the near future.	<b>Good</b>

Market Segment	The site is suitable for a variety of large-scale employment uses.	<b>Good</b>
Market Attractiveness	<p>The site is located within an open space area on the UDP (site of the former Don Valley Stadium and East End Park.)</p> <p>The site is large in size, with existing vehicle and pedestrian access. The Core Strategy identifies the site as a location for general employment. There is precedent of employment and research centres linked to the sports park.</p>	<b>Good</b>
Barriers to Delivery and Mitigation	The site is currently occupied and built out.	
Planning Factors	<p>The City Policies and Sites DPD (2013) allocates the site as sitting within a general employment area (mix of employment and other non-housing uses with no preferences (Core Strategy policies CS5 and CS15).</p> <p>There are a number of planning applications for the construction of the legacy park and research centre, including:</p> <ul style="list-style-type: none"> <li>15/02142/FUL: Hybrid planning application comprising full permission for the erection of a 3,000 capacity indoor arena (Use Class D2), provision of access points and car parking and outline planning permission (with all matters except access reserved) for the redevelopment of the site to provide a mixed-use development (including landscaping and infrastructure) comprising: up to 5,000 spectator outdoor stadium (Use Class D2) with ancillary facilities including cafe (Use Class A3), gym and changing facilities; a Hotel (Use Class C1) with up to 100 bedrooms; Advanced Wellbeing Research Centre (Use Class B1(b)) with up to 4,000 sqm floorspace and up to 3,000 sqm ancillary office (Use Class B1) floorspace and additional office building (Use Class B1) with up to 7,000 sqm business floorspace (Amended Environmental Statement received 12 February 2016). Approved.</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is in close proximity to existing recreational, leisure and employment uses with established access. It is considered the site is suitable for continued employment, with a specific focus on research and development linked to the sports park.</p> <p><b>It is recommended that the site is retained for mixed use with an element of B-Class employment.</b></p>	
<b>SITE SUMMARY:</b>		
The site is currently used as a sport legacy park and associated B1b research and development. It is recommended that the site's current designation for mixed use, including a substantial component of B1b R&D, be retained in the future.		

## AMRC Campus, Land to the north west of Europa Link (Ref: S03765)



**GROSS SITE AREA:  
18.49 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
10 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	<p>The site is currently partly occupied, developed land. Existing occupiers include the University of Sheffield's "Factory 2050" at the heart of the University of Sheffield's Advanced Manufacturing Campus.</p> <p>This forms part of the Advanced Manufacturing Park (AMP) Enterprise Zone, which forms the nucleus of the UK's Advanced Manufacturing Innovation District. According to the site masterplan, this is the UK's first fully reconfigurable collaborative research facility at the heart of the University of Sheffield's Advanced Manufacturing Campus, home to three new engineering research centres designed to accelerate the region's advanced manufacturing capabilities.</p> <p>From the site visit, there appeared to be few, if any vacant units on the site. The site is flat and is broadly square in shape. It is located within an established area for B2 and B8 development.</p>	
Strategic Road Access	The site is just over 1km from M1 J34 South or J33.	Very Good
Local Accessibility	The site has very good access via Europa Link or A631 Shepcote Lane.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is located in an urban area with good access to labour and services.	Good
Compatibility of Adjoining Uses	The site is located within an established area for B2 and B8 development.	Very Good
Developmental and Environmental Constraints	The site is located within Flood Zone 1 (low risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	Very Good



Market Conditions – Perception and Demand	<p>The site has been built out and is currently occupied. There is little evidence that the occupancy level will change in the near future.</p> <p>Stakeholder feedback has however indicated that the Local Development Order which covers this site has now expired, and there has been a loss of potential occupiers to overseas uses as the funding has not been in place for advanced uses – particularly in atomic/magnetic uses. That said, further stakeholder discussions made it clear that this is seen as one of the most important sites in the SCR.</p>	Good
Market Segment	The site is suitable for a variety of large-scale B2/B8 uses which are compatible with surrounding uses.	Very Good
Market Attractiveness	<p>The site is located within an area suitable for industrial uses.</p> <p>The site is currently partly built out and occupied. It has existing vehicle and pedestrian access. The local plan designates the site with an industrial area, with B2 and B8 development being the preferred land uses.</p>	Very Good
Barriers to Delivery and Mitigation	There do not appear to be any barriers to delivery. The site has been built out and is currently occupied.	
Planning Factors	<p>The City Policies and Sites DPD (2013) allocates the site for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>There are a number of planning applications relating to the current development on site.</p>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and proximity to the wider road network, it is considered the site is suitable for continued B2/B8 use.</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	

**SITE SUMMARY:**

The site contains the University of Sheffield's Factory 2050, within the SCR Enterprise Zone. The Sheffield Local Plan Proposals Map designates the site for industrial uses. The site has excellent existing access, is located within the urban area, in close proximity to B2/B8 development and has direct access to the strategic road network. It is currently partly used for B2/B8 development. It is recommended that the site retains its protection for B-Class uses going forward.

## Ferraris Piston Services Ltd, 5 Parkway Rise (Ref: S03766)



**GROSS SITE AREA:  
2.04 ha**

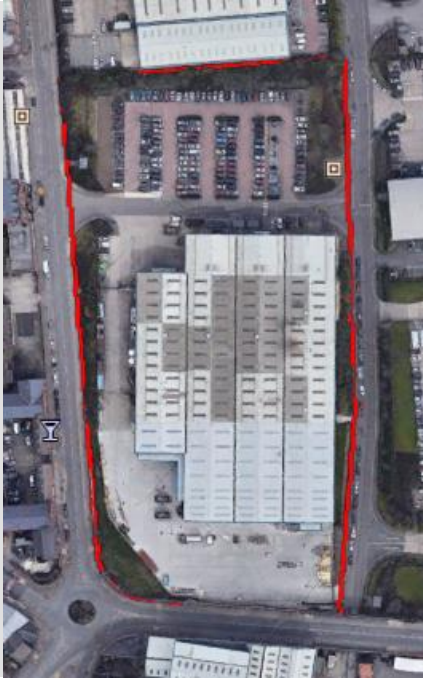


**ESTIMATED NET DEVELOPABLE AREA:  
0.0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently occupied by Ferraris Piston Services Ltd (FPS), which is a large distribution company. The site is well-connected to the Sheffield Parkway (A57) and is set within a large business / industrial area north-west of Sheffield City Centre. Surrounding businesses include Jewson, car showrooms (Vauxhall and Kia) and Hertz (Car Hire Company).	
Strategic Road Access	The site has direct access to the Sheffield Parkway (A57) via Parkway Drive.	<b>Very Good</b>
Local Accessibility	The site is accessed from Parkway Rise, via Parkway Drive. The site has good road links to all main nearby strategic roads (Staniforth Road B6200, Effingham Road A1678, Sheffield Parkway A57).	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 120m away from the nearest residential area, which is separated by Parkway Drive, and is roughly 3.12km north-west of Sheffield City Centre. It is considered that the site has good access to Labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is located within the eastern edge of a business / industrial district, which comprises of a mixture of B class uses and Sui Generis uses. Residential areas are located approximately 120m to the south-east (separated by Parkway Drive) and 460m north (separated by other businesses in the industrial district).	<b>Good</b>
Developmental and Environmental Constraints	The site is in full operation and has been fully developed.	<b>Good</b>
Market Conditions – Perception and Demand	The site is situated within a busy, functional industrial / industrial estate with well recognised businesses neighbouring. With the excellent transport links, the site is expected that the site is situated within a very high demand area across the B class use range.	<b>Good</b>
Market Segment	The site is currently occupied by a large distribution company; if the site was to become available in the future, a similar use would be best suited.	<b>Good</b>

Market Attractiveness	The business on-site (FPS) has branches across the UK which highlights the attractiveness of the site for large businesses. The site has excellent access and compatibility of surrounding uses. Residential areas nearby are capable of providing the labour and workforce required.	<b>Very Good</b>
Barriers to Delivery and Mitigation	The site is fully developed and appears to be busy and functioning well.	
Planning Factors	<p>The UDP allocates the majority of the site as a General Industrial Area without special industries, which prefers general industrial uses (B2) and warehouses (B8 excluding open storage). The policy area also accepts small shops (A1), offices used by the public (A2), food and drink outlets (A3), business (B1), hotels (C1), community facilities and institutions (D1), Leisure and recreation facilities (D2), hostels, lorry parks and open space. However, in the UDP proposals map for the site, the northern section is allocated as open space in the UDP, which has since been built on.</p> <p>The Draft City Policies and Sites document (2013) highlights that the site is situated within a business and industrial area, with preferred uses including research and development (B1b), light industry (B1c), general industrial (B2) and warehouses and storage (B8 excluding open storage).</p> <p>There are no other planning policy restrictions or landscape designations.</p> <p>FPS gained planning permission for the site in 2006.</p>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is currently occupied and is unlikely to become vacant in the near future. If the site does become available, B2 or B8 uses would be best suited, however B1 uses could also be considered.</p> <p><b>It is recommended that the site is retained for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
The site is occupied by FPS, a distribution company with offices and warehouses across the UK. The site has been able to attract such a large company due to easy access, the compatibility with the surrounding area and access to workforce.		

## Ancon Building Products, 9 President Way (Ref: S03767)



**GROSS SITE AREA:  
2.47 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
0 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is a large industrial site which is currently fully occupied by Ancon. The site is located off Carlisle Street East in a prominent industrial area on the outskirts of Sheffield City Centre. The site is bound by industrial units to the north, east and south and small low value office spaces and studio located to the west.	
Strategic Road Access	The A61 inner ring road is situated to the south of the site within a 5-minute journey by car.	Good
Local Accessibility	The site is accessed from Carlisle Street which leads directly onto Spital Hill towards the A61.	Good
Proximity to Urban Areas and Access to Labour and Services	The site is located approximately 10 minutes from the City Centre and also located close to a District Shopping Centre on Spital Hill.	Good
Compatibility of Adjoining Uses	The site is within a prominent industrial area and would be compatible with a range of B2/B8 uses as well as ancillary B1 office space.	Very Good
Developmental and Environmental Constraints	The whole site is level and within Flood Zone 1 and it is not considered there are any significant constraints on site.	Very Good
Market Conditions – Perception and Demand	The site is fully occupied by Ancon. Ancon has recently built out an extension on site and there is no evidence of them vacating in the near future.	Very Good
Market Segment	The area currently provides accommodation for a variety of large scale B2/B8 uses which are compatible with the location.	Very Good

Market Attractiveness	<p>The site is located in a reasonably high-profile industrial area with very high occupancy levels in a good, accessible location.</p> <p>There are some low-quality buildings located on Carlisle Street E adjacent to the site which appear to be in use as small office spaces and studios and are slightly run down.</p> <p>The site looks well maintained and has signs of recent investment including an extension to some of the buildings on site.</p>	Good
Barriers to Delivery and Mitigation	<p>The site is currently fully occupied and it is unlikely to become vacant in the short – medium term. There do not appear to be any barriers for the re-development of the site should it become available in the future.</p>	
Planning Factors	<p>The site is allocated within a Fringe Industry and Business Area within the UDP.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>• 16/01107/FUL - Single storey extension to existing manufacturing building for B2 and/or B8 use, internal alterations to extend ancillary offices for B1 use, extension to existing service yard and car park and provision of a vehicle egress junction onto existing highway</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Very Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site benefits from a good strategic location with a key industrial area which is currently occupied by a range of B2/B8 uses. The site is currently fully occupied by Ancon and there is no indication of any units becoming available.</p> <p><b>Recommended that the site is retained for employment use.</b></p>	
<b>SITE SUMMARY:</b>		
<p>The site is within a good strategic location within a prominent industrial area and appears to be well maintained with recent investment over the past few years. The site is currently in use as B2/B8 with ancillary B1 office space and fully occupied by Ancon Ltd. The site should be protected for employment going forward.</p>		

## Newhall Road Business Park (Ref: S03768)



**GROSS SITE AREA:  
4.68 ha**

**ESTIMATED NET DEVELOPABLE AREA:  
2.34 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is partly occupied. However, the majority of the site is undeveloped and vacant. The part of the site which has been developed is used for B2/B8 employment, albeit there are a number of vacancies within the warehouses in particular. The site is irregular in shape and has generally flat topography.	
Strategic Road Access	The site is accessed off Newhall Road. This provides a direct link to the A6102 and to the wider strategic road network.	Good
Local Accessibility	The site benefits from an existing access off Newhall Road.	Very Good
Proximity to Urban Areas and Access to Labour and Services	The site is within an urban area with access to services and labour.	Good
Compatibility of Adjoining Uses	The site is bound by existing B2 and B8 employment to the east, south and north. B2 and B8 employment would therefore be compatible with these uses.	Very Good
Developmental and Environmental Constraints	The site is located within Flood Zone 2 and 3 (medium to high risk of flooding). There are no designated heritage assets within or in close proximity to the site (listed buildings, conservation areas, designated or registered battlefields or parks).	Average /Poor
Market Conditions – Perception and Demand	The east of the site has been built out and is currently partly occupied, although a number of units were vacant at the time of the site visit. There is limited evidence that the occupancy status will change in the near future.	Average

Market Segment	The site is suitable for a variety of small-to-medium B2/B8 uses which are compatible with surrounding uses.	Good
Market Attractiveness	<p>The site is located within an area suitable for B2/B8 use.</p> <p>The site is relatively level, with existing vehicle and pedestrian access. The Core Strategy identifies the site as a location for general industry, warehousing and storage. There is precedent of B2 use on the site, given its current use.</p>	Good
Barriers to Delivery and Mitigation	There may be a need for remediation on the site. Consideration will need to be given to flood risk for more sensitive uses.	
Planning Factors	<p>The City Policies and Sites DPD (2013) proposed to allocate the site for industrial uses including general industry (B2 or other, unclassified industrial/ processing uses) or warehouses and open storage (B8) within an industrial policy area.</p> <p>Relevant planning history includes:</p> <ul style="list-style-type: none"> <li>16/00038/FUL   Hybrid planning application comprising full planning permission for erection of new building (NH2) for Use Class B1/B2/B8 purposes (including trade counter use); changes to existing building (NH1A) for Use Class A1/A3/A5/B1 purposes; changes to existing building (NH4) for Use Class B1/B2/B8 purposes (including trade counter use) and erection of internal mezzanine level; extension to existing building (NH3) and changes for Use Class B1(b)/B1(c)/B2/B8 purposes (including trade counter use); erection of new screening wall, remodelling of site entrance and retention of existing buildings (NH1 and NH5). Outline planning permission (including layout and scale) for the erection of new building (NH6) with up to 14,000 square metres of flexible floorspace for industrial, warehouse, distribution (Use Class B1(b)/B1(c)/B2/B8 including trade counter use)   Approved 3<sup>rd</sup> June 2016</li> </ul>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>Given the site's proximity to existing industrial and manufacturing uses, established access and current use for B2/B8.</p> <p><b>It is considered the site is should be allocated for employment use for continued industrial/warehousing uses.</b></p>	
<b>SITE SUMMARY:</b>		
The Sheffield Local Plan Proposals Map designates the site for business or industrial uses. The site is currently used for B2/B8 purposes. It is recommended that the site should be allocated and current employment use is protected going forward.		

## Pennine Foods Ltd, Drake House Crescent (Ref: S03769)



**GROSS SITE AREA:**  
**1.48 ha**

**ESTIMATED NET DEVELOPABLE AREA:**  
**0.25 ha**

CRITERIA	COMMENT	RATING
Current Use, Land Type and Planning Status	The site is currently occupied by Pennine Foods Ltd and is c.8.2km south-east from Sheffield City Centre in Waterhope. The site is easily accessible from strategic road links (A57) and is located just north of the Crystal Peaks Shopping Mall and Retail Park.	
Strategic Road Access	The site has easy access to the A57, either from Moss Way or Eckington Way (B6053).	<b>Very Good</b>
Local Accessibility	The site is locally accessed from Drake House Crescent. The road is of good quality and links up to the A57 via the routes mentioned above.	<b>Very Good</b>
Proximity to Urban Areas and Access to Labour and Services	The site is located in northern Waterhope, with residential estates located to the east and west, and Crystal Peaks shopping mall to the south. It is considered that the site has good access to labour and services.	<b>Good</b>
Compatibility of Adjoining Uses	The site is situated adjacent to a large retail complex (Crystal Peaks) which appeared to be very busy when the site was visited.	<b>Average</b>
Developmental and Environmental Constraints	<p>The site is built and operational. The only parcel of land that is vacant is located in the south-east section of the site.</p> <p>The potential for increased traffic could be an issue if the site was developed further, as both Moss Way and Eckington Way are single lanes. The roads are congested at peak times.</p>	<b>Average</b>
Market Conditions – Perception and Demand	The locality is in demand for retail development. The Crystal Peaks Complex is expanding, with a new retail and restaurant/café scheme adjacent to the site permitted in December 2015, which has since been completed (ref. 15/00277/OUT).	<b>Average</b>
Market Segment	The site is currently occupied by a food preparation and distribution business. If the site was to become vacant, the site's good access links could attract similar businesses,	<b>Average</b>



	especially distribution based. There is the possibility, however, that the site could form a retail extension to the Crystal Peaks shopping complex.	
Market Attractiveness	<p>The site benefits from excellent strategic road access links, of which large scale distribution businesses would benefit from the most.</p> <p>The area's main identity as a retail location could detract from the site's attractiveness, as the busy nature of the area could have traffic implications. In this sense, there is potential that the site could attract retail applications if the site became vacant.</p>	<b>Good</b>
Barriers to Delivery and Mitigation	The site is currently occupied, with limited room for further development. Due to the retail nature of the locality, B1 and B8 uses would be best suited for future development.	
Planning Factors	<p>The UDP designates the site as a General Industrial Area without special industries, which prefers general industrial uses (B2) and warehouses (B8 excluding open storage). The policy area also accepts small shops (A1), offices used by the public (A2), food and drink outlets (A3), business (B1), hotels (C1), community facilities and institutions (D1), Leisure and recreation facilities (D2), hostels, lorry parks and open space.</p> <p>The draft City Policies and Sites Document (2013) proposed that the site is allocated within a General Employment Area, where a mix of employment and other non-housing uses are suitable with no preferences given. Acceptable use classes within this area include office (B1a), research and development (B1b), light industry (B1c), general industry (B2) and warehouses and storage (B8).</p> <p>Relevant planning history is listed below:</p> <p>15/01645/FUL - Extensions to form intake and despatch areas and plant room, erection of 2 single storey extensions, erection of a canopy and reconfiguration of site including provision of additional car parking accommodation (Granted in August 2015). This application could include the remaining parcel of land which has been discussed briefly in the pro forma, most possibly for the provisional addition of parking on-site.</p> <p>There are no other no other landscape designations or policy restrictions.</p>	
<b>OVERALL SITE RATING</b>	<b>Good</b>	
<b>Recommendation and Potential Future Uses</b>	<p>The site is currently occupied. Given the policy designations and good access, the site is suited for a mixture of employment uses (B1/2/8).</p> <p><b>Recommended that the site is allocated for employment use.</b></p>	

**SITE SUMMARY:**

The site is very easily accessible from the A57 and has good access to labour and services. The area to the south is retail, with residential areas to the east and west. The site has been occupied by a large food preparation and distribution facility for the last couple of decades, and if the site was to become vacant in the future, there is a broad range of employment based uses that would be interested in the site –which would also be policy compliant with the current Local Plan designation.

# **Appendix 2 Standard Plot Adjustment Assumptions**

### GROSS TO NET ADJUSTMENTS IN EMPLOYMENT LAND ASSESSMENTS

Take-up of employment land is typically recorded on a plot by plot basis, which equates to a net developable area. To be consistent, availability should be measured on the same basis. So for some sites, gross to net adjustments may be appropriate.

We have considered each site and estimated the proportion of land likely to be lost to servicing and landscaping, having regard to gross to net ratios achieved on industrial estates and business parks elsewhere in the region. Research by storeys:ssp has shown that ratios range from 100% where a site is in single occupation, to 56% for a business park on a sloping site with large areas set aside for landscaping and sloping banks between development plots.

Adjustments appropriate in different circumstances are set out below.

#### GROSS TO NET RATIOS ADJUSTMENTS FOR EMPLOYMENT LAND

Type	Ratio	Comment
Serviced plot on industrial estate fronting road.	100%	
Area of land that could easily subdivide into serviced plots with road frontage.	100%	
Large area of land on industrial estate too big for single scheme, having regard to other buildings on estate.	95%	Provision for spur road.
Major undeveloped part of industrial estate or extension to industrial estate.	90%	Provision for roads and landscaping to one or more sides.
Small local allocation, requiring infrastructure.	90%	Provision for spur road, but landscaping likely to be minimal.
Level site allocated for industrial estate.	85%	Provision for spur road and landscaping.
Site allocated for industrial estate where terracing or bunding required.	80%	Provision for spur road and landscaping.
Land allocated for business park with high landscape quality.	75%	Provision for spur road extensive landscaping, balancing ponds etc.
Land allocated for employment use where a single end user could be in the market.	100%	All land to be taken by single user, surplus areas to be kept for its expansion.

# **Appendix 3 Criteria used to Appraise Sites**

## **SHEFFIELD EMPLOYMENT LAND REVIEW – SITE ASSESSMENT CRITERIA**

The criteria for assessing potential new employment sites are set out below. These criteria mainly relate to the inherent value of a site rather than current conditions on it, although such characteristics would also be noted where applicable. Ownership and availability information may not be possible to obtain in many cases and a judgement may need to be made on these criteria.

Each site would be given a score of between 1 and 5 against each criterion (1 = poor, 5 = very good). No individual weightings would be attached to different criteria.

**Current Use:** Commentary on existing land uses at the site, based on site observation.

### **1. Access to strategic road network:**

5 = **very good:** within 1 km of strategic road junction/ via good unconstrained roads

1 = **poor:** over 5 km from junction/access, and/or through constrained/local roads, and/or through town centre or residential areas etc

### **2. Local road access including congestion and quality of roads;**

5= **very good local access:** via free moving good roads avoiding residential areas/difficult junctions;

1 = **poor:** difficult/narrow road access, via residential roads, difficult junction, congested roads;

### **3. Proximity to urban areas and ease of access to labour & services;**

5 = **very good:** near City, district centre (i.e. within 1km); good pedestrian access to residential areas and public transport connections (i.e. on a regular bus route to residential areas and in close proximity to a bus/rail stop);

1 = **poor:** remote site, no services or residential areas nearby (i.e. over 5km away);

### **4. Compatibility of adjoining uses:**

5 = within larger employment area/ no incompatible surrounding land use;

2-4 = B1 use adjoining residential/other sensitive uses;

1 = B2/B8 adjoining residential/other sensitive uses;

### **5. Site characteristics and development constraints (including topography, size, profile, development constraints etc):**

5 = **very good:** generally level site, regular shape, over 3 ha in size; no significant other constraints on development,

1 = **poor:** sloping/uneven site; under 0.5 ha, irregular/narrow shape, other severe constraints (i.e. within HSE exclusion zone, flood zone 3b etc);

### **6. Market Attractiveness (rated by both settlement and specific location)**

5= **very good:** viewed as attractive by agents/occupiers; area of strong demand for intended use; high profile location (i.e. visually adjoining a trunk road/key junction/beside a successful existing business park or industrial estate),

1 = **poor:** area of low demand, difficult to attract occupiers, low profile location.

---

## 7. Planning / Sustainability factors

5= **very good:** development would be located and be of a scale and form compliant with NPPF/RS and emerging Local Plan policies and objectives/strong relationship with settlement boundary; extant planning permissions; brownfield site; no identified heritage constraints; no known ecological constraints etc;

1= **poor:** weak alignment with emerging Local Plan/NPPF/RS objectives; restrictive designations; greenfield site; heritage constraints; ecological constraints etc.

Note: Heritage and ecological constraints identified following a review of the adopted Sheffield Core Strategy, GIS mapping provided by Sheffield City Council and information obtained through site visits.

## 8. Infrastructure

5= **very good:** Well served by good quality site infrastructure: roads, lighting, landscaping, mains utilities. etc;

1= **poor:** Four or more constraints.

### Other comments: [Where available]

Ownership factors noted where available e.g. all in single ownership or many small separate ownerships with risk of ransom strips. Other Barriers to Development where available e.g. requires adjoining land to be developed first, abnormal infrastructure requirements contamination constraints, electricity pylons etc.

---

## **OTHER FACTORS TO BE NOTED FOR SITES WITH EXISTING DEVELOPMENT**

### **Type of Use**

- B1/B2/B8, other

### **Vacancy Levels**

- Estimate of proportion of vacant floorspace

### **Age of Premises**

- Pre-1970
- 1970-1990
- 1990-2000
- Post 2000

### **Condition of Premises**

- Good
- Average
- Poor
- Derelict/no longer in use

### **Amount of Development Land Available**

- Under 10% of site undeveloped
- Over 50% of site undeveloped

### **Potential for Alternative Employment Use**

- Good for bad neighbour or niche uses
  - Potential to sub-divide for starter units
  - Scope to upgrade for employment use
  - Remove undesirable use.
-





**Birmingham**  
0121 713 1530  
birmingham@lichfields.uk

**Edinburgh**  
0131 285 0670  
edinburgh@lichfields.uk

**Manchester**  
0161 837 6130  
manchester@lichfields.uk

**Bristol**  
0117 403 1980  
bristol@lichfields.uk

**Leeds**  
0113 397 1397  
leeds@lichfields.uk

**Newcastle**  
0191 261 5685  
newcastle@lichfields.uk

**Cardiff**  
029 2043 5880  
cardiff@lichfields.uk

**London**  
020 7837 4477  
london@lichfields.uk

**Thames Valley**  
0118 334 1920  
thamesvalley@lichfields.uk

