

Draft Sheffield Plan

Green Belt Review – Appraisal of Proposed Additional Site Allocations and Consequential Deletions

1. Introduction

1. This note comprises an assessment of two proposed additional allocations within Green Belt against Green Belt purposes by Sheffield City Council. Following receipt of the Inspectors' Stage 3 and 4 Post Hearings Letter (EXAM 213), both allocations, proposed as main modifications to the Sheffield Plan, have been reduced in size. This note is provided at the request of the Inspectors for completeness.
2. These allocations are NES36 (Land to the south of the M1 Motorway Junction 35) and NES39 (Land at Wheel Lane and Middleton Lane).
3. Both sites were assessed within the original Green Belt Review (GB02), Green Belt Review Update (EXAM 95A) and Green Belt Review – Appraisal of Proposed Additional Site Allocations and Consequential Deletions (EXAM 136A).
4. As the promoted boundary for NES39 did not change through the plan making process and it broadly aligned with the assessed Green Belt parcel, a repeated detailed assessment was not required until the main modifications stage. NES36 was however reduced in size from the original site submission prior to consultation on the Proposed Additional Site Allocations and therefore was reassessed within EXAM136A.
5. The methodology of this assessment is set out within the Green Belt Review (GB02) and Green Belt Review Addendum (GB03).

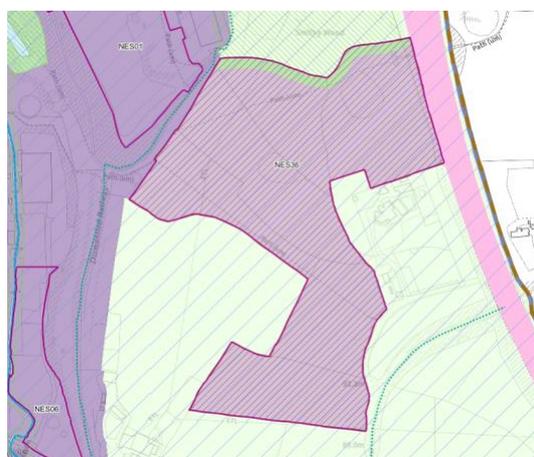
Green Belt Appraisal of Allocation NES36

SITE NAME	Land to the south of the M1 Motorway Junction 35, S35 1QP
HELAA REF	S04101
GB PARCEL REF:	S04101
LCA GBR REF:	S04101
WARD:	East Ecclesfield
ADDRESS:	Loicher Lane / Jumble Road
SIZE OF SITE (HECTARES):	10.72
REASON FOR REVIEW	Proposed allocation boundary has been amended during the examination process, and the proposed main modification site is smaller than the previously assessed Green Belt parcel within Green Belt Review – Appraisal of Proposed Additional Site Allocations (EXAM136A).
SURVEYED BY:	John King

Site Photo and Boundary



Photograph of NES36 looking west showing fence boundary between the site and the now removed land.



Map of Main Modification NES36

SITEASSESSMENT AGAINST GREEN BELT PURPOSES

Green Belt Purpose	Previous Score	Reviewed Score and Justification
To check the unrestricted sprawl of large built-up areas	3	4 – 11% of the site's boundary adjoins the urban area and the removal of the site would lead to an intrusion into the Green Belt between the edge of Sheffield, Jumble Lane and the M1 Motorway. As less of the site boundary adjoins the urban edge and the removed land (retained Green Belt) has created an area of Green Belt encircled by employment land, this has resulted in the site performing more strongly against this purpose. It is recognised that the M1 Motorway, Loicher Lane and Jumble Road do provide robust strategic boundaries within this wider area of Green Belt.

To prevent neighbouring towns from merging into one another	2	2 – Thorpe Hesley is within 1km and 2km of Rotherham's Main Urban Area, due to the presence of the M1 between the site and these areas there is less perception that they are merging.
To assist in safeguarding the countryside from encroachment	5	5 – Over 80% of area is used for agriculture which is a beneficial/appropriate countryside use. It performs a very strong role in assisting in safeguarding the countryside from encroachment.
To assist in urban regeneration by encouraging the recycling of derelict and other urban land	5	5 – The proposed allocation does not contain derelict land.
Total Score (n.b. scored against criteria set out on separate sheet)	15	16
Strength of Boundary (compared to current boundary)		
	Previous Score	Reviewed Score and Justification
Type of boundary (e.g. road, stone wall, public footpath/bridleway, fence)	3	2 – Currently, the Green Belt boundary follows the route of an existing track/footpath, which forms a strong, defensible boundary. The release of NES36 from the Green Belt will result in a weaker boundary to the south that takes the form of fencing, hedgerows and limited physical features. Boundaries to the north and east are, however, more robust.
Other key features/issues		
Power cables cross the site both east/west and north/south. These connect to the substation nearby on Loicher Lane.		

Conclusions (Overall Green Belt performance and any fundamental Green Belt constraints)

The Green Belt land identified as Allocation NES36 still scores slightly lower than the larger parcel which was assessed in the Green Belt Review (2020). However, the removal of land which is no longer available, from the site that was assessed in EXAM136A has resulted in the land performing more strongly against purpose 1. This is a result of less of the boundary adjoining the urban area (as a percentage) than the previous proposed allocation. Overall, whilst the M1, Jumble Lane and Loicher Lane provide strong strategic boundaries and the merging of towns is not a concern, the Green Belt land itself performs well against Green Belt purposes.

Green Belt Appraisal of Allocation NES39

SITE NAME	Land at Wheel Lane and Middleton Lane, S35 8PU
HELAA REF	S03035
GB PARCEL REF:	EC-3-b
LCA GBR REF:	S03035
WARD:	West Ecclesfield
ADDRESS:	Wheel Lane, Grenoside, Sheffield
SIZE OF SITE (HECTARES):	2.10
REASON FOR REVIEW	Proposed allocation boundary has been amended during the examination process, and the proposed main modification site is significantly smaller than the site previously assessed in the Green Belt Review (2020) (GB02), Green Belt Review Addendum Update (October 2024) (EXAM 95A), and Green Belt Review – Appraisal of Proposed Additional Site Allocations (August 2025) (EXAM 136A). The proposed allocation no longer includes the two fields to the east.
SURVEYED BY:	John King

Site Photo and Boundary



Photograph of NES39 looking north from Wheel Lane



Map of Main Modification Allocation NES39

SITEASSESSMENT AGAINST GREEN BELT PURPOSES

Green Belt Purpose	Previous Score	Reviewed Score and Justification
To check the unrestricted sprawl of large built-up areas	2	2 – 61% of the site's boundary borders the main urban area and the site is contained by woodland to the north. Within the western area of the site there are some opportunities to round off the existing pattern of development.
To prevent neighbouring towns from merging into one another	2	2 – Whilst the site is located on the north side of The Wheel within the gap between the main urban area (Grenoside) and Burncross/Chapelton (approximately 2km north east), its removal from the Green Belt would not result in any impacts on the essential gap between them. It performs a

		relatively weak role in preventing settlements from merging.
To assist in safeguarding the countryside from encroachment	5	5 – The site comprises three agricultural fields (pasture), all of which are used for the stabling and grazing of horses. It performs a very strong role in assisting in safeguarding the countryside from encroachment.
To assist in urban regeneration by encouraging the recycling of derelict and other urban land	5	5 – There is no derelict land within this site.
Total Score (n.b. scored against criteria set out on separate sheet)	14	14
Strength of Boundary (compared to current boundary)		
	Previous Score	Reviewed Score and Justification
Type of boundary (e.g. road, stone wall, public footpath/bridleway, fence)	3	3 – The current boundary comprises The Wheel and Middleton Lane, both roads are robust linear boundaries. Once removed the boundary would comprise the edge of the woodland to the north and a hedgerow. These are weaker Green Belt boundaries.
Other key features/issues		

Conclusions (Overall Green Belt performance and any fundamental Green Belt constraints)

The performance of the reduced allocation NES39 against Green Belt purposes is very similar to the larger parcel assessed within the original Green Belt Review (2020). The site offers some opportunities to round off the urban edge, and it is contained by woodland to the north. There would be no perception of merging between the main urban area and Chapeltown/Burncross to the north. Overall, it performs moderately well against Green Belt purposes.