



11<sup>th</sup> August 2026

Michael Johnson  
Head of Planning  
Sheffield City Council  
Howden House  
1 Union Street  
Sheffield  
S1 2SH

**Adam Key**

E: akey@savills.com  
DL: 0113 220 1278  
M: 07870 999449

3 Wellington Place  
Leeds LS1 4AP  
savills.com

**By Email Only - John.King@sheffield.gov.uk**

Dear Mr Johnson

**Sheffield EIP – Norfolk Estates  
Proposed Site Allocation SES29 – Orgreave Lane**

We write further to the Planning Inspectorate letter dated 27 July 2026 in respect of proposed mixed use land allocation SES29, in particular the proposed point(s) of access.

We understand an additional query has arisen following the possible listing of the old Highfield Lane railway bridge. At the time of writing, the outcome of this process(es) is not known.

Nevertheless, appended to this letter is the proposed access for the site, produced by Pell Frischmann, which is in the form of a new four-arm ICD roundabout coming from Orgreave Lane. This has been informed by detailed analysis including traffic surveys and forms the basis of our masterplanning work. This access arrangement was submitted to Sheffield City Council, as our optimum highways solution, as part of pre-application advice request and was discussed on the 22<sup>nd</sup> June 2026. The proposed access arrangements were produced in January 2026 by Pell Frischmann, before we were made aware of a potential listing of the old Highfield Lane bridge, and therefore has not been influenced by any potential heritage considerations. SCC Highways have reviewed the access proposals and have confirmed that they are acceptable in principle subject to detailed design works, any further modelling required, and the required Road Safety Audit process.

In addition, we intend to maximise pedestrian and cyclist connectivity from a number of points across the site. It is currently considered that pedestrian and cycle access could be provided to Highfield Lane, even in the circumstances where the old bridge structure had some degree of heritage status.

As you are fully aware, for the Local Plan making process, access details are only required to demonstrate that, in principle, the proposed development is capable of being accessed and therefore delivered. The detailed design and technical approval stages are not usually considered as part of the Local Plan process. We are currently working towards an access arrangement which is sufficiently detailed to obtain full planning permission and ultimately S278 approval. You will therefore understand our reluctance to submit further information into the public domain when it remains work in progress and therefore subject to change.

It is also important to restate that this is an entirely consistent position on access matters. We have always stated that a number of technical solutions are possible utilising Orgreave Lane and / or Highfield Lane. There is no material change in this position. It is also consistent with the 'condition on development' which is flexibly worded to allow alternative access arrangements off Orgreave Lane and / or Highfield Lane. In this regard, we are not sure why reconsultation is required on this particular element.

We trust that this information provides you with sufficient information for your purposes. Please let us know if you need anything further.





Yours sincerely

*Adam Key*

**Adam Key**  
Director

Enc.

cc John King / Laura Stephens, Sheffield City Council



### General Notes

- Do not scale this drawing.
- Any dimensional discrepancies should be notified to the engineer immediately.
- All dimensions are in millimetres - (mm) all levels are in metres - (m) and are above ordnance datum at Newlyn, Cornwall unless noted otherwise.
- North shown indicative only.
- This drawing is to be read in conjunction with all relevant; specifications; drawings; details and other design information.
- All drawings and written material contained within, constitute original and unpublished work of the engineer and may not be duplicated, used, reproduced or disclosed without written consent or express permission from the engineer.
- All information contained in this document is copyright ©.
- Where the contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the contractor will take full responsibility and liability for all design aspects, including a design risk assessment. The contractor shall inform Pell Frischmann of any proposed variances to the design.

### Key

- Stopping Sight Distance (SSD) Visibility Envelope
- Development Boundary
- 2.4m x 43m Visibility Splay

|     |                 |     |     |     |          |
|-----|-----------------|-----|-----|-----|----------|
| P01 | FOR INFORMATION | DO  | SP  | LDH | 26.01.26 |
| REV | DESCRIPTION     | DRN | CHK | APP | DATE     |

## Pell Frischmann

4th FLOOR, THE POYNT, WOLLATON STREET, NOTTINGHAM NG1 5FW  
Telephone +44 (0)115 784 8960  
Email: pfnottingham@pellfrischmann.com  
www.pellfrischmann.com

Architect/Client/Contractor

SAVILLS

Project

ORGREAVE PARK,  
HANDSWORTH

Drawing Title

INDICATIVE ROUNDABOUT  
ACCESS

Drawing Status

FOR INFORMATION

|          |         |          |             |
|----------|---------|----------|-------------|
| Drawn    | Name    | Date     | Status Code |
| Designed | S.Paoli | Jan 2026 | Scale       |
| Eng Chk  | S.Paoli | Jan 2026 | Revision    |
| Approved | L.Hulka | Jan 2026 | P01         |

Drawing No.

110798 - PEF - ZZ - XX - SK - C - 0001

© Pell Frischmann Consultants (A1 841x594)