

STATEMENT OF COMMON GROUND
SHEFFIELD CITY COUNCIL
FITZWILLIAM WENTWORTH ESTATE
DATE: SEPTEMBER 2025

1. Introduction

- 1.1 This Statement of Common Ground (SoCG) has been produced in order to set out the areas of agreement between the Council and land promoter in respect of site allocation CH03, named as Land bordered by M1, Thorncliffe Road, Warren Lane and White Lane (Warren Lane) in the emerging Sheffield Local Plan. The SoCG is between the parties consisting of Sheffield City Council (SCC) and Fitzwilliam Wentworth Estate (the landowner/promotor with controlling interest of the proposed site allocation). A map showing the proposed allocation is attached in Appendix A.
- 1.2 Paragraph 36 of the National Planning Policy Framework, under which the plan is being examined¹, requires that the Sheffield Plan is found 'sound' through the examination process. Critically, evidence must be provided that the land to be allocated in the Sheffield Plan is suitable for the proposed use(s) and is available and deliverable/developable at the point envisaged during the plan period. This SoCG addresses these issues with respect to site allocation CH03 and ensures any potential constraints/issues are identified and dealt with where possible, rather than deferred.
- 1.3 The statement sets out the confirmed points of agreement and disagreement between the parties regarding any issues of suitability, availability and deliverability of site CH03. A summary is provided in section 12 at the end of this statement.

2. Background and Governance

- 2.1 SCC is the local planning authority responsible for preparing an up-to-date local plan for Sheffield City Council's administrative area outside the Peak District National Park.
- 2.2 JEH Planning (consultant) is advising Fitzwilliam Wentworth Estate (landowner/promoter) regarding the delivery of site CH03.
- 2.3 Site CH03 is identified as a proposed employment allocation within the Sheffield Plan: Proposed Additional Site Allocations document (2025). The site is located between the M1 and Warren Lane, adjacent to junction 35A of the M1 and roundabout on A616. The gross site area is 18.06 ha.

¹ NPPF (Sept 2023)

- 2.4 Fitzwilliam Wentworth Estate has formally submitted representations that promote this site during the 2014 call for sites and during the two subsequent consultations on the Sheffield Local Plan, with the most recent being in 2023, on the Regulation 19 submission draft plan. These responses have been considered by SCC and, where appropriate, have informed the development of the Sheffield Plan: Proposed Additional Site Allocations (2025). Fitzwilliam Wentworth Estate have supported the site's allocation within the Sheffield Plan: Proposed Additional Site Allocations (2025) consultation document.
- 2.5 This SoCG reflects the current position between SCC and Fitzwilliam Wentworth Estate. It will be updated as and when required.
- 2.6 SCC and Fitzwilliam Wentworth Estate will continue to meet to discuss the availability and deliverability of CH03 as the Sheffield Plan progresses through examination and beyond.

3 Site Ownership

- 3.1 Under the umbrella of the Fitzwilliam Wentworth Estates, the site is controlled by the Milton (Peterborough) Estate Company and the Olive Countess Fitzwilliam's Will Trust. The Olive Countess Fitzwilliam's Trust controls the north parcel of the site down to the railway tunnel crossing. The Milton (Peterborough) Estates controls the two parcels of land further to the south which are separated by White Lane.
- 3.2 Fitzwilliam Wentworth Estates are the active lead promoter and overall coordinator of the site, and they have an agreement from the other two parties to oversee matters on their behalf.
- 3.3 SCC and Fitzwilliam Wentworth Estates agree that the whole of CH03 as shown within the Sheffield Plan: Proposed Additional Sites Allocations (2025) consultation document and Appendix A is available.

4 Boundaries (allocation or other)

- 4.1 SCC and Fitzwilliam Wentworth Estates agree with the proposed boundary for CH03 and changes to the Green Belt boundary as shown within the Sheffield Plan: Proposed Additional Sites Allocations (2025) consultation document.

5 Strategic matters

5.1 Fitzwilliam Wentworth Estate and SCC recognise that, because of the vehicle trips generated by developments proposed in the Sheffield Plan mitigation measures are likely to be required at A616 Thorncliffe Road Roundabout (adjacent to the site), A616 Westwood Roundabout, and Junctions 35 and 35a on the M1 Motorway. Any contribution to these mitigation measures owing to increased vehicle movements associated with the development of CH03 will be investigated further at the planning application stage as part of the Transport Assessment. Appropriate funding mechanisms for the mitigation will be agreed between SCC/ National Highways and the developer at that stage.

6 Employment matters

6.1 The Sheffield Plan: Proposed Additional Site Allocations identifies CH03 for 18.06ha of employment land for Class B2 (general industrial), B8 (storage and distribution) and E(g)(iii) (any industrial process suitable within a residential area) uses. Employment development and associated infrastructure will be delivered during the plan period.

6.2 Fitzwilliam Wentworth Estate and SCC agree with CH03's allocation for B2, B8 or Class E(g)(iii) uses. Employment development and associated infrastructure will be delivered during the plan period.

7 Green/Blue infrastructure and Environmental matters

7.1 The site is currently in agricultural use and the Fitzwilliam Wentworth Estate has commissioned the following technical work:

- A Phase 1 Ground Investigation
- Ecological and BNG Calculation
- Initial Cut and Fill feasibility Assessment
- Landscape and Visual Impact Assessment
- Masterplanning Work

7.2 Informed by the above, SCC will continue to work with Fitzwilliam Wentworth Estate to agree an appropriate landscape framework for the site and a long-term management strategy for the open space assets, including buffers. However, SCC advises that this does not involve the Council taking management responsibility for the open space.

- 7.3 Fitzwilliam Wentworth Estate and SCC agree that the first condition on development for CH03 incorrectly requires the development of this allocation should comply with the 'Golden Rules' and the need to provide new, or improvements to existing, green spaces that are accessible to the public. Paragraph 156 of the NPPF (2024) requires the 'Golden Rules' are applied to major development involving *housing*, not employment.
- 7.4 As set out within the second condition on development, and in accordance with paragraph 142 of the NPPF (2023), the environmental impact of removing the land (CH03) from the Green Belt will be offset through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land. The Fitzwilliam Wentworth Estate believes there are opportunities to create new or enhanced green infrastructure, woodland planting, landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal), improvements to biodiversity, habitat connectivity, as well as new or enhanced walking and cycle routes. Whilst Fitzwilliam Wentworth Estate owns a wider portfolio of land that may be considered for this purpose if required another possibility that has been agreed by both parties is to maintain the small triangular area of the proposed site allocation to the south east of the A6135 as Green Belt. This area of the allocation could then be improved as part of a compensatory package of environmental and Green Belt enhancements.
- 7.5 Regarding the sixth condition on development, which requires land directly above the Tankersley Railway Tunnel is kept free from development, Fitzwilliam Wentworth Estate has confirmed that they are working constructively with Network Rail to deal with the strip of land they own that lies directly above the Tankersley Railway Tunnel. Fitzwilliam Wentworth Estate believes that the condition should be worded with care and that a road link across Network Rail land is feasible and can be achieved across this strip of land. Therefore, whilst buildings would not be acceptable in this strip of land, there should be provision in the wording to allow supporting infrastructure development to be constructed.
- 7.6 SCC's agreement that the sixth condition on development should be worded to enable any supporting infrastructure (access road) above the tunnel is dependent on the formal agreement from Network Rail.
- 7.7 The revised wording of the Condition on Development is proposed as follows:

'Land directly above the Tankersley Railway Tunnel, which passes under the site, must be kept free from development other than (subject to the written agreement of Network Rail at the planning application(s) stage) essential infrastructure such as road, footpaths and cycle routes.'

7.8 If required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 an Environmental Impact Assessment will also be prepared. This will be confirmed following the submission of EIA Screening and Scoping Request.

7.9 Fitzwilliam Wentworth Estate has not raised objections concerning the conditions addressing the overhead powerlines, agricultural land surveys, provision of a landscape buffer, land contamination, and historic landfill.

8 Flood risk matters

8.1 Due consideration will be given to any impacts of flood risk identified in the Level 2 Strategic Flood Risk Assessment. All mitigation matters identified in the 'Recommendations, FRA requirements, and further work' section of the Level 2 SFRA site assessment will be addressed at or before planning application stage.

8.2 Both SCC and Fitzwilliam Wentworth Estate agree that the draft allocation is not constrained by fluvial flood risk issues and a surface water drainage strategy incorporated within the masterplan and layout would be suitable to manage the surface water runoff.

8.3 Fitzwilliam Wentworth Estate has commissioned a Flood Risk Assessment Drainage Strategy (Surface/Foul).

9 Heritage matters

9.1 No constraints have been identified, and both SCC and Fitzwilliam Wentworth Estate agree that heritage issues will not prevent the allocation and delivery of this site.

10 Transport matters

10.1 Fitzwilliam Wentworth Estate and SCC consider that, subject to further technical assessments, access design and discussions with National Highways (which consider implications for the nearby A616/Thornccliffe Road roundabout), the site is

accessible off Thorncliffe Road. This will be confirmed at the planning application stage.

- 10.2 As set out in section 5, Fitzwilliam Wentworth Estate and SCC recognise that mitigation measures are likely to be required at the A616 Thorncliffe Road Roundabout (adjacent to the site), A616 Westwood Roundabout, and Junctions 35 and 35a on the M1 Motorway, but this will be investigated further at the planning application stage as part of the Transport Assessment. Appropriate funding mechanisms for the mitigation will be agreed between SCC/ National Highways and the developer at that stage.

11 Delivery timescales(s)

- 11.1 At the time of writing the site currently does not have planning consent for the proposed uses identified within the Sheffield Plan: Proposed Additional Site Allocations (2025).
- 11.2 Fitzwilliam Wentworth Estate has commissioned a range of technical assessments as part of due diligence and support the marketing of the site, including:
- Topographical Survey
 - A Phase 1 Ground Investigation
 - Ecological and BNG Calculation
 - Transport Statement,
 - Flood Risk Assessment Drainage Strategy (Surface/Foul)
 - Utilities Capacity Study
 - Initial Cut and Fill feasibility Assessment
 - Landscape and Visual Impact Assessment
 - Commercial agent's view of the future employment market
 - Masterplanning Work
- 11.3 Once the Sheffield Plan is adopted and the allocation is secured, Fitzwilliam Wentworth Estates intends to immediately market the site to developers who are experienced in developing strategic employment sites. Given the size of the site it is envisaged that the lead developer will take on the responsibility of preparing a planning application for the whole site and the likely delivery strategy would be to choose a master developer to oversee the investments required to create serviced employment platforms as well as the strategic infrastructure such as the access road, earthworks and surface water drainage, landscaping and BNG requirements.

It is anticipated that a hybrid/outline planning application could be approved within the next five years (by 2031). This will provide the framework for individual reserved matters applications by specific businesses/occupiers on serviced employment parcels. It is expected that delivery on site would start to occur by 2033.

12 Areas of Agreement and Disagreement

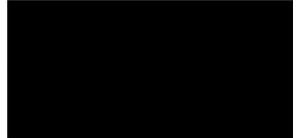
12.1 Table 1 below sets out a summary of the areas of agreement and disagreement between the Client and Sheffield City.

Table 1: Areas of Agreement and Disagreement

Areas of Agreement	
Boundary]	No disagreements on the allocations boundary as identified within the Sheffield Plan: Additional Site Allocations.
Availability	Agreement has been reached with the landowner to promote and deliver employment within this draft allocation.
Capacity/size	18.06 Ha is the agreed area although net area would be less due to tunnel constraints and the loss of triangular area (see below).
Types of Employment Uses	Class B2, B8 or Class E(g)(iii) uses.
Transport/ Highways	Both SCC and FWE agree that, subject to further technical assessments, access design and discussions with Highways England, the site can be accessed off Thorncliffe Road.
Access across Network Rail Tunnel	An agreement to the rewording of a Condition on Development to allow the principle of essential infrastructure to be developed over the tunnel subject to the approval of Network Rail.
Other Technical Matters	No areas of disagreement regarding flood risk or heritage matters.
'Golden Rules'	Both parties agree that the Green Belt Golden Rules do not apply to this site.
Environmental Matters	The agreed strategy of removing the small triangular land in the south eastern corner of the proposed allocation and retaining it in Green Belt would assist in providing appropriate Green Belt compensatory improvements to this designation.
Delivery Timescales	Estimate 2033
Areas of Disagreement	

No main areas of disagreement	
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Signatories to the Statement of Common Ground

Name	Role	Organisation	Signature & Date
Mike Johnson	Head of Planning	Sheffield City Council	 25/09/2025
James Hobson	Managing Director	JEH Planning Ltd	25/09/2025 

Appendix A: Green Belt, Allocation and Policy Zone Boundaries Proposed by Sheffield City Council

Recommended change to Policies Map

