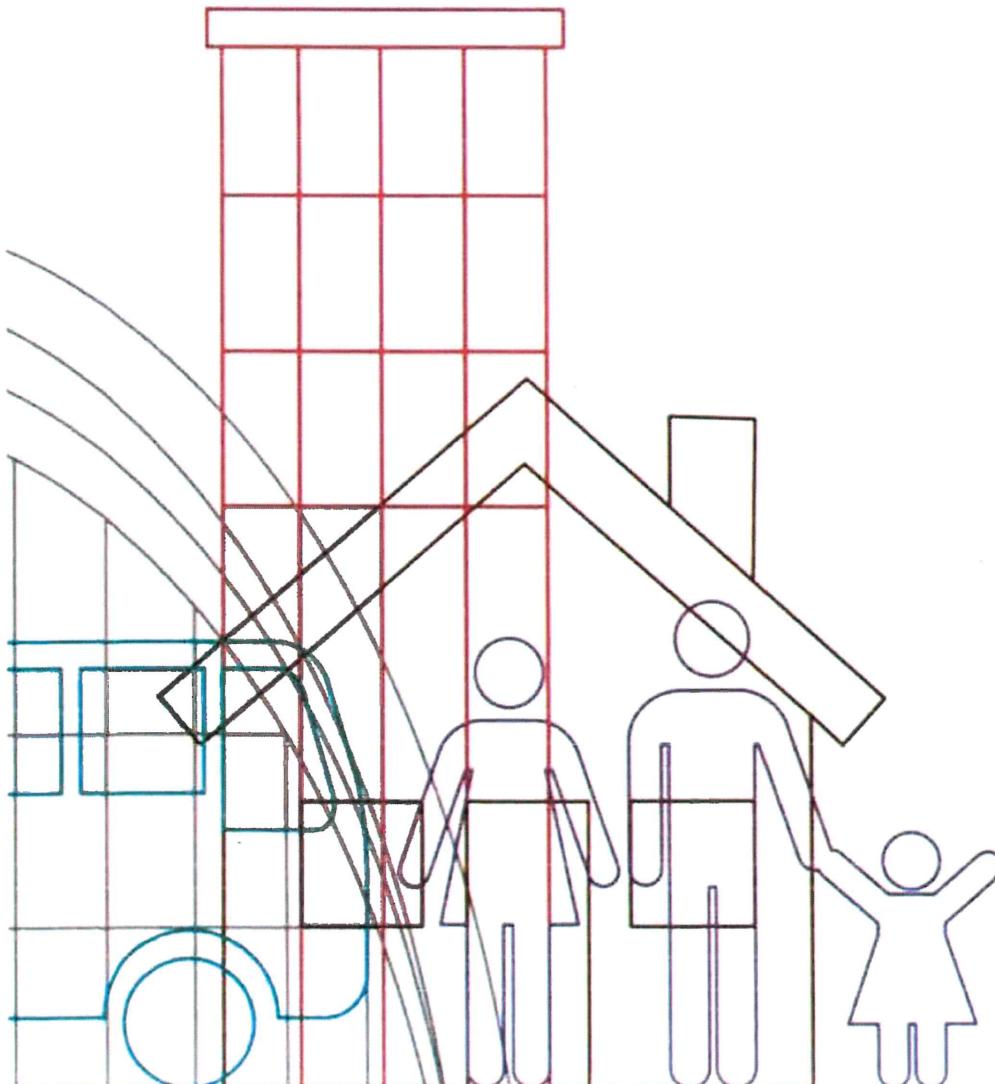


# THE SHEFFIELD PLAN

## Our City, Our Future

**Statement of Common Ground between  
Sheffield City Council and British Land  
Company plc (“British Land”) and Sheffield  
Forgemasters Engineering Limited (SFEL)  
January 2026**



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## 1. Introduction

- 1.1 This Statement of Common Ground (“SoCG”) has been prepared jointly, between British Land Company plc (“British Land”), Sheffield Forgemasters Engineering Limited (SFEL), and Sheffield City Council (“SCC”). It supplements and updates that previously agreed between the parties.
- 1.2 As part of the Matter 12 (East Sheffield Sub-Area) examination hearings into the Sheffield Plan (Tuesday 8<sup>th</sup> October 2024), it was agreed that SCC, British Land and SFEL would continue to work to agree an updated Statement of Common Ground on the site boundaries, range of uses and development conditions on site allocations ES01, ES02, ES03 and ES04.
- 1.3 This SoCG refers to Site ES01 only and reflects those continued discussions between SCC, SFEL and BL and replaces previously published SoCGs on Site ES01 (EXAM 82).
- 1.4 A separate SoCG has been prepared between British Land and Sheffield City Council with regard to sites ES02, ES03 and ES04.



## 2. Allocation ES01 (Land to the south of Meadowhall Way, S9 2FU)

2.1 SCC, British Land and SFEL agree to a revision of the site boundary. This change includes land in the ownership of SFEL that is bounded by Weedon Street/Carbrook Street. The revised boundary should exclude the Local Wildlife Site and development land to the north. SCC and British Land agree that the development land bounded by Meadowhall Way/ Vulcan Road/ Sheffield Road is not appropriate to be included in the ES01 allocation. SCC consider it is suitable for a separate, new site allocation, ES55 (See Section 5 of separate SoCG between British Land and Sheffield City Council for more details on this matter). British Land do not consider it necessary for that land to be allocated as the site benefits from a recent planning permission<sup>1</sup>, which is shortly to be implemented.

**Figure 1 – Revised boundary for site allocation ES01**



<sup>1</sup> The site is consented (20/03766/OUT) for a broad range of uses, including retail, catering, car showroom, police station and/or EV charging station.



2.2 SCC, British Land and SFEL agree to the revisions of the site allocation policy, as listed below.

<b>Site Reference:</b> ES01	<b>Address:</b> Land to the south of Meadowhall Way, S9 2FU	
<b>Allocated use:</b> General Employment		<b>Site area:</b> 15.72 Hectares
<b>Net housing area:</b> 0.00 Hectares		<b>Total housing capacity:</b> 0 Homes
<b>Net employment (Class E(g)(i &amp; ii)) area:</b> 0.00 hectares	<b>Net employment (Class B2, B8 &amp; E(g)(iii)) area:</b> 15.72 hectares	<b>Net (Other employment uses) area:</b> 0.00 hectares
<p><b>Conditions on development:</b></p> <ul style="list-style-type: none"> <li>• This site already has planning permission. The following conditions on development would apply if any further or amended developments were to be proposed on the site.</li> <li>• In addition to General Employment uses, this site could also be considered suitable for a range of other uses as established under planning permission 18/03796/OUT, including car showroom, hotel, retail, leisure and food and beverage. Development of other uses on the site should be consistent with the scale and nature of the approved scheme and would also be subject to satisfying other policies of the Local Plan.</li> <li>• The site is within 250m of a historic landfill site. An assessment of the impact (including identifying any necessary mitigation/remediation works) the landfill may have on development will be required at planning application stage.</li> <li>• The site has been identified as having potentially contaminated land. A detailed assessment of the extent of land contamination and identifying sufficient mitigation/remediation will be required at planning application stage.</li> <li>• No development should take place over Car Brook culvert</li> <li>• Due consideration should be given to any impacts of flood risk identified in the Level 2 Strategic Flood Risk Assessment. All mitigation matters identified in the "LPA conclusions" section of the Level 2 SFRA site assessment should be addressed at the planning application stage.</li> <li>• Connective ecological corridors/areas (including buffers) shown on the Local Nature Recovery Strategy and combined natural capital opportunity maps are to be maintained on site and removed from the developable area. Biodiversity Net Gain should be delivered on site, where that is feasible and does not undermine the effective and efficient redevelopment of the site.</li> </ul>		



- 2.3 SCC and British Land<sup>2</sup> could not reach agreement on the inclusion of "Safeguarded Route for the Innovation Corridor" on the Policies Map.
- 2.4 SCC's position on this matter is set out below, under paragraphs 2.5 – 2.7.
- 2.5 SCC maintain that the designation is required to be safeguarded to protect the alignment for future connectivity improvements to enhance access to this important economic area. The Innovation Corridor project has been developed in response to the need to both address longstanding constraints on the transport network in the Lower Don Valley area and to support the potential for improved capacity for growth and connectivity for sustainable transport across the Innovation District. Whilst the project is not referred to specifically on the Infrastructure Delivery Plan (IDP), it would be covered as part of Scheme Reference TR48 listed in EXAM 43:

*'Provision of cycling, walking and public transport infrastructure to support key growth locations at Darnall, Attercliffe, the Advanced Manufacturing Innovation District (AMID), as well as other important employment and leisure areas across the Lower Don Valley.'*

- 2.6 It is identified as a strategic priority for improving access to the Innovation District, in the Sheffield Transport Vision (2024) and Transport Strategy (2019), both of which form part of the evidence base that supports the Sheffield Plan. SCC has worked with partners including South Yorkshire Mayoral Combined Authority, Rotherham Metropolitan Borough Council and National Highways to identify the project which has been supported by Transport for the North as a priority for submission to the Department for Transport's Major Road Network (MRN) Programme. The MRN programme was formerly known as the Large Local Major Schemes programme due to the acknowledgement for the DfT of the very significant scale of the infrastructure projects included within it.
- 2.7 The current scheme proposal has been supported with DfT funding awarded to SCC to Outline Business Case stage. Given the current challenging financial climate, the Council is working with SYMCA and other partners to look at funding options for the scheme. Safeguarding of a route within a Local Plan does not need to be supported by a fully costed or funded delivery scheme.
- 2.8 British Land's position on this matter is set out below, under paragraphs 2.9 – 2.14.
- 2.9 British Land maintain their position, made at the Hearing Session into Matter 12, on 8 October, that the proposed designated safeguarding of land for the

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<sup>2</sup> 'SFEL do not have an ownership interest in the land identified as being safeguarded for the Innovation Corridor therefore are not party to Paragraphs 2.3-2.14 of this agreement.'



Innovation Corridor is unsound being neither “*justified*” nor “*effective*” and, therefore, not “*consistent with national policy*”. The current scheme proposal has not been supported with DfT funding. Partial funding was awarded to an earlier and different road scheme to Outline Business Case stage almost 10 years ago.

2.10 The effect of regulation 5 and 9 of the Town & Country (Local Plan) England Regulations is that where a policy refers to areas of land, those areas should be identified on the Policies Map. In this instance there is no evidence base to justify the safeguarding of this land to accommodate growth in the plan period and there is no published technical case, scheme or funding which justify blighting land in this way. So the purpose of the safeguarding is not apparent. There is no text in the Local Plan to support Policy SA4(j) to evidence the need for a route- let alone what kind of route- to be safeguarded for an unspecified “Innovation Corridor”. Nor is there any policy to support the funding of this from developer contributions. We therefore invite the Inspectors to recommend main modifications to remove part (j) of Policy SA4.

2.11 No part of the evidence base suggests that land needs to be safeguarded to support the identified growth underpinning the Sheffield plan. On the contrary, the transport mitigation infrastructure is identified in tables 6 & 7 of the Infrastructure Plan and it does not include a transport scheme on the land indicated as safeguarded on the Policies Map. See EXAM 57 which is wholly silent on the need for a new transport route along the alignment of the land shown as safeguarded. Thus, identification of land as safeguarded is wholly unjustified and unsound. Worse still, it will contradict and undermine other policies which seek to allocate the wider parcel of land ES01 for economic development. Safeguarding land on a Policies Map for unevidenced and unjustified infrastructure blights the land and has the potential to invoke blight provisions in the Town & Country Planning Act 1990.

2.12 The allocated land also benefits from extant planning permissions which no longer prevent the developer from building out their schemes including on parts of the land SCC now wish to safeguard. These extant permissions offer no justification for the purported safeguarding. At the Hearing Session into Matter 12, representatives of British Land outlined the following key matters relevant to this issue:

- The Innovation Corridor has no planning status, nor is there any certainty of delivery. There are no specific plans for the Innovation Corridor, nor is there any funding in place for delivering the Innovation Corridor.
- There are no planning consents for this infrastructure.
- The Innovation Corridor does not form part of the Strategic Transport Plans of Sheffield City Council, nor is it demonstrated as necessary for the delivery of the Local Plan.
- The transport modelling which underpins the Local Plan does not model the Innovation Corridor.



- Under the planning permission 18/03796/OUT, the safeguarding of land which is shown running in a north:south axis across the eastern part of ES01 was temporarily safeguarded via a planning condition<sup>3</sup>, which prevented development on that safeguarded land, without the agreement of Sheffield City Council. This temporary control ran for 3 years (July 2023).
- Notably, the conditionality of the outline planning permission required the Council to provide formal notification if they were to take forward a scheme for the construction of the Innovation Corridor link road. SCC did not exercise their rights under the condition and, therefore, the safeguarding has subsequently fallen away (in Summer 2023).
- Similarly, the planning permission relating to the land identified in by SCC as potential Site Allocation ES55) benefits from a planning permission that sought to safeguard the land for a potential Innovation Corridor up to July 2023, with a pre-emption in favour of the Council who could serve notice on British Land, if they were proposing to take forward an Innovation Corridor on part of that land. No pre-emption notification was issued, and that planning consent is now unencumbered by any requirements to safeguard the site.
- Both of the above planning permissions can, therefore, be brought forward without the need to safeguard any land for the Innovation Corridor.
- An Innovation Corridor has not been assessed as part of the Local Plan process, either in transport modelling or site capacity terms.
- The infrastructure delivery plan is silent on an Innovation Corridor and if it was deemed to be a necessary piece of infrastructure as part of the Local Plan process, it should have been identified as such in the IDP.
- There are no design proposals that have been published, and it is unclear how the Innovation Corridor would be constructed. It is unclear whether any alternative options have been considered, which would be necessary as part of the local plan process, especially given that Innovation Corridor is shown to run through a highly sensitive ecological area in the vicinity of British Land's ownership (ie, it will run along a designated Local Wildlife Site).
- There has been a policy shift in favour of public and active travel models of transport since the initial concept was devised. Therefore, we would assume that a link for all traffic is now no longer a favoured option and the amount of infrastructure required to deliver such a corridor would need to be reconsidered and retested.
- It is clear that the Innovation Corridor is not likely to come forward, and does not form an integral part of the Local Plan. The land should, therefore, not be “safeguarded”.

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<sup>3</sup> Condition 53 of the outline planning permission reference 18/03796/OUT.



2.13 As set out in paragraph 2.5 of this document, the land through ES01 is no longer safeguarded for a route or corridor to accommodate a road<sup>4</sup>, as was the case at the hearing into this matter and earlier, when funding was unsuccessfully sought. The intention now – as TR48 evidences- is for a cycle or pedestrian provision or unspecified public transport to be provided to support key growth locations including at the Lower Don District. No other area identified in TR48 is to be safeguarded for this purpose, The safeguarding remains unjustified, unnecessary and it will blight the delivery of the allocation.

2.14 A route through the safeguarded land shown on the Policy Map for these purposes has not been shown to be necessary. Securing adequate walking and cycling infrastructure can be provided and secured through the application of development management policy in the usual way as part planning application process. BL has submitted a planning application, currently under consideration by SCC, which makes provision for an east to west cycle and pedestrian route on the southern part of the site (planning application reference 25/03667/OUT). The safeguarding is therefore not justified or necessary for this new reason.

**Signed by Sheffield City Council**

Name: Michael Johnson  
Position: Head of Planning

Dated:

**Signed by Sheffield Forgemasters Engineering Limited**

Name: *Craig Fisher* -

Position:

Dated: 28/01/2016.

<sup>4</sup> As the Sheffield Transport Strategy 2019 made clear when referring to the Innovation Corridor at p 58 & 67



**Signed by The British Land Company**

**Name:** Paul Case

**Position:** Development Director



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**Dated:** 29.01.2026

