The Sheffield Plan

Assessment of Employment Land – Opportunities for Intensification within the Urban Area and Additional Sites

April 2025

Appendices

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Appendix 1: Office Permissions within the City Centre (2022 to 2025)

Table 1.1: Permissions affecting Office and Co-Working Supply between1st April 2022 and 18th March 2025

Planning Application Number	Proposal	Office Use or Co-Working Use?	Loss/Gain of Office Space (m2)
22/03265/OUT	Outline application (approval sought for access, layout, scale and appearance) for demolition of existing buildings & erection of 4/5 storey mixed use development building comprising 25 apartments (Use Class C3) with ancillary residents' homeworking area	Office	64.8
		Co-Working	99.3
22/01617/FUL	Demolition of existing buildings and erection of 6-storey office building (Use Class E) with ground floor commercial unit (flexible retail and/or other Use Class E), with associated cycle parking (Resubmission of 21/02206/FUL)	Office	1812
23/02175/FUL	Mixed-use redevelopment of former coal drops including the erection of two-storey infill units comprising office spaces, workshops, studios, shops, cafe (use class E) and gallery (use class F1), the erection of a two-storey rooftop level bar/restaurant (u	Office	219
23/03390/FUL	Use of office (Use Class E) as 5 x one-bedroom flats (Use Class C3) and associated external alterations including 2 x rear dormer windows, rooflights and alterations to rear elevation	Loss of Office	-250
23/04052/FUL	Change of use from Office use (Class E(g)i) to 80 residential units (Class C3) with associated external alterations	Loss of Office	-8307
24/00492/FUL	Change of use of fifth floor office (Use Class E) into educational facility (Use Class F1)	Loss of Office	-2016.8
24/00699/FUL	Conversion of offices (use class E) to create 18no. self-contained apartments (use class C3)	Loss of Office	-1452

Planning Application Number	Proposal	Office Use or Co-Working Use?	Loss/Gain of Office Space (m2)
	including new and altered windows to the south elevation		
24/00453/FUL	Change of use of ground floor level from trampoline park (Use Class E(d)) to offices (Use Class E(g)(i))	Office	285
24/02546/CHU	Use of office (Use Class E) as a launderette (Use Class Sui Generis) and indoor child's play area (Use Class E)	Loss of Office	-1211.4
24/02085/FUL	Change of use from office (Use Class B1) to commercial, business and service (Use Class E a,b,c,d,e, f and g(i)) (Amended Description)	Loss of Office	-383.6
24/01400/FUL	Change of use of upper floors to form 12 x self contained apartments (Use Class C3) and retention of ground floor for retail purposes (Use Class E) with associated external alterations including replacement windows	Loss of Office	-593
22/01621/FUL	Demolition of existing buildings and erection of a seven-storey building, comprising 100 co-living units, central courtyard amenity space and associated ancillary amenity space including bike store and co-working space (Use Class Sui Generis) and ground f	Co-Working	265
22/02791/CDPN	Change of use of second/third/fourth floor from offices (Use Class E) to 29x flats (Use Class C3)	Loss of Office	-1500
22/03699/CDPN	Conversion of first-floor offices (Use Class E) to use as 9x apartments (Use Class C3)	Loss of Office	-490
22/01367/CDPN	Change of use of third-floor from offices (use class E) to 1no. residential dwelling (use class C3)	Loss of Office	-83
23/01825/CDPN	Use of offices (Use Class E) as 1x 1-bed flat (Use Class C3)	Loss of Office	-52.2
23/02706/CDPN	Conversion of office block (Use Class E) to form 19 No. residential flats (Use Class C3) and associated works	Loss of Office	-1490

Planning Application Number	Proposal	Office Use or Co-Working Use?	Loss/Gain of Office Space (m2)
24/00526/CDPN	Use of offices (Use Class E) as 11x apartments (Use Class C3)	Loss of Office	-510
24/01970/CDPN	Use of 1 office on ground floor and 2 offices on first floor (Use Class E) as 3 residential apartments (Use Class C3)	Loss of Office	-158
24/02381/CDPN	Use of floors 1 to 7 of building (Use Class E) as 70 residential units (Use Class C3) - Revised Drawings and Fire Safety Information Received 19/11/2024	Loss of Office	-3735.2
23/03858/CDPN	Change of use of ground and second floor offices (Use Class E) to 19 no. residential apartments (Use Class C3)	Loss of Office	-1010
24/03202/CDPN	Use of building (Use Class E) as 173 residential units (Use Class C3)	Loss of Office	-17621.3
23/02955/CDPN	Alterations and conversion of offices (Use Class E) to form 2no residential apartments (Use Class C3)	Loss of Office	-158.6
24/00110/CDPN	Change of use of first and second floor of building from offices (use class E) to 10 self contained studios and apartments (use class C3)	Loss of Office	-529.6
23/03142/BSPN	Use of vacant 4th floor offices (block 5) (Use Class E) as teaching space with staff and student ancillary accommodation (Use Class F1(a))	Loss of Office	-343
24/02141/CHU	Change of use from office space (use class E (g)(i)) to convenience store (use class E (a))	Loss of Office	-303
24/01261/FUL	Erection of 7/10 storey building to form 100 (Use Class C3) 'build to rent' residential apartments including ancillary amenities (gym/co-working space/meeting room/recording studio/communal kitchen & dining area), cycle parking, bin store and associated works. (As amended plans and description).	Co-Working	224

Planning Application Number	Proposal	Office Use or Co-Working Use?	Loss/Gain of Office Space (m2)
23/01245/FUL	Erection of a mixed use building with a stepped form rising from 7 to 17 storeys high to accommodate 234 residential units (Use Class C3), comprising 34 x studio apartments, 130 x 1 bedroom apartments, and 70 x 2 bedroom apartments, together with ground floor communal amenity and co-working spaces, disabled car parking, servicing access, cycle parking and associated works	Co-Working	122
22/01213/RG3	External alterations, extension and conversion of building from retail to mixed use space including a live music venue/storage and support space for outdoor events/cafe/temporary exhibition space and co-working spaces (Application under Reg 3 - 1992)	Co-Working	335
	TOTAL	**Office**	**-39,816.9 m2**
		Co-Working	**1045.3 m2**

Appendix 2: Appraisal of Office Floorspace within Office Zones

1. Castlegate Office Zone

Figure 2.1.1: Map of office zone

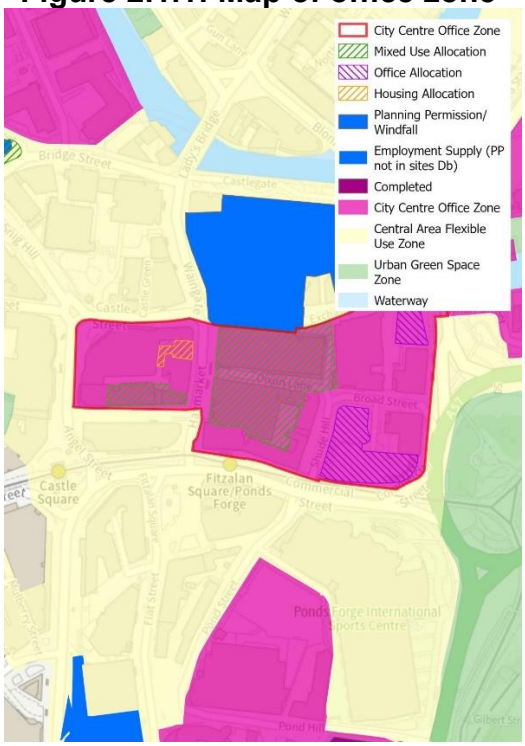
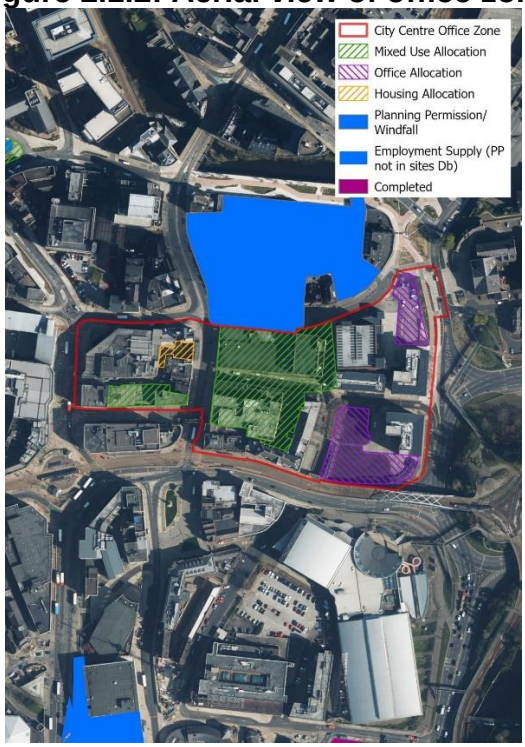


Figure 2.1.2: Aerial view of office zone



City Centre Office Zone Area Size	3.6 ha	
Allocations	1.37 ha	
Permissions	0 ha	
Allocated net Employment Area to Office Zone Area	9,400 /36,000 sqm (26%)	
Indicative Floorspace Area to Allocated net Employment Area	Min 2.0 (200%) (18,800m2/9,400m2)	Max: 4.0 (400%) (38,400 m2/9,400 m2)

Allocations

***** The lower end of the **indicative** floorspace is based on the 200% floorspace assumption methodology used in the Employment Land Review (2022), whilst the maximum floorspace assumptions are informed by discussions with design colleagues. As stated before, the figures and indicative and are subject to appropriate planning and design.

Site Ref	Site Name	Allocated net employment area	Indicative floorspace*	Opportunities to intensify employment floorspace
CW01	Castlegate (Exchange Place)	*800 sqm office use.*	*1600 sqm – 4000 sqm*	*Heights at maximum with no opportunity for additional storeys.*

Site Ref	Site Name	Allocated net employment area	Indicative floorspace*	Opportunities to intensify employment floorspace
			(assumed max. 5 floors)	
CW02	Castlegate (Shude Hill)	*2600 sqm office use.*	*5200 sqm – 10,400 sqm (assumed 4 max. floors)*	*Heights at maximum with no opportunity for additional storeys.*
CW04	Buildings at Dixon Lane and Haymarket, S2 5TS	*5300 sqm office use.*	*10,600 sqm – 21,200 sqm (assumed 4 max. floors)*	*Heights at maximum with no opportunity for additional storeys.*
CW06	29-57 King Street, S3 8LF	*700 sqm office use.*	*1400 sqm – 2800 sqm (assumed max. 4 floors)*	*Heights at maximum with no opportunity for additional storeys.*

Permissions

Site Ref	Site Name	Permitted floorspace	Opportunities to intensify employment floorspace
There are no permissions in this Zone.			

Review of land uses

The Castlegate Office Zone is located within the Castlegate Neighbourhood which is anticipated to become part of an Innovation District, providing a cultural destination and education hub for the City Centre. The area will also see mixed use schemes developed with varying uses on different floors such as ground floor retail and leisure (subject to the sequential test) and offices and residential on upper floors. There is a broad opportunity for creating a fully mixed-use neighbourhood, integrating a variety of complementary uses that are easily accessible by all methods of sustainable transport. A large movement network is within and surrounds the site, including; Commercial Street which accommodates public transport (including tram network, bus route and private vehicular movement).

The Castlegate Office Zone comprises of a mix of uses including commercial, leisure (Department food hall (formally Kommune), two IDY music venues in the form of the Delicious Clam and Plot 22) retail, office, museum (Video Game Museum), hotel (easyHotel) and some residential uses (mostly above the existing shops). There are a number of empty units apparent in the area including the former Wilkos shop, and Shoe Zone store as well as an empty unit underneath the Co-Op building which used to have a convenience store in it. There are four site allocations on this site including two (CW01 and CW02) which are office designations and two (CW04 and CW06) which are mixed-use designations.

Two buildings have recently received funding to enable regeneration of important heritage buildings for the use of cultural and creative endeavours, including the

Grade II* listed Canada House which is anticipated to become a Regional Music Hub and the S1 Artspace's new Grade II listed premises on Haymarket (formerly CW07) which is anticipated to become an art gallery as well as a creative space for Sheffield based artists. The Zone is also directed opposite the Castle Site's regeneration project currently under construction (23/00493/OUT - anticipated completion in 2026) which intends to create a new public space on the castle site, celebrating the area's rich heritage, re-establishing Castlegate as a vital part of the city centre and providing the necessary infrastructure to support future commercial development. There are very little undeveloped areas included in this Office Zone overall, with all remaining developable areas allocated or being occupied by a building.

The Castlegate area is also included in the Sheffield Innovation Spine which may result in increased numbers of projects that have dedicated work spaces and places for start-up and high-growth knowledge-led businesses. This includes Castle House (the Grade II listed former Co-op department store) which, whilst currently partly vacant, is still home to technology led businesses in upper floor offices. The Sheffield Innovation Spine hopes to attract investors and innovators, inspire and engage local communities and strengthen the case with real estate investors and occupiers to deliver dedicated spaces for knowledge-led businesses in this area.

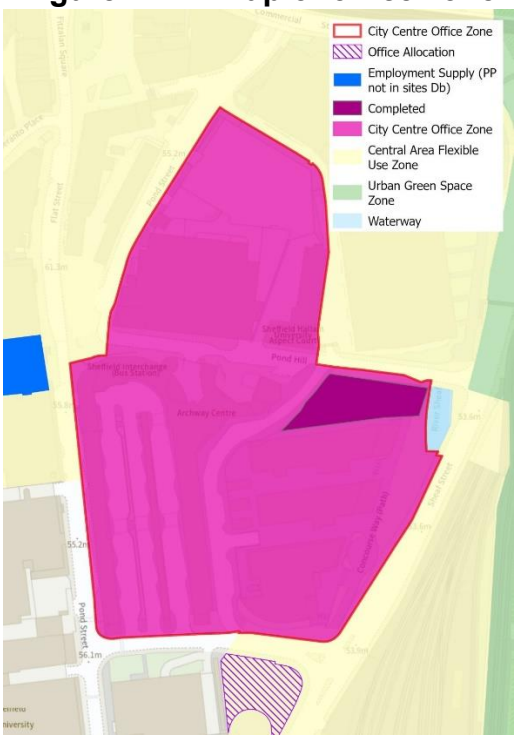
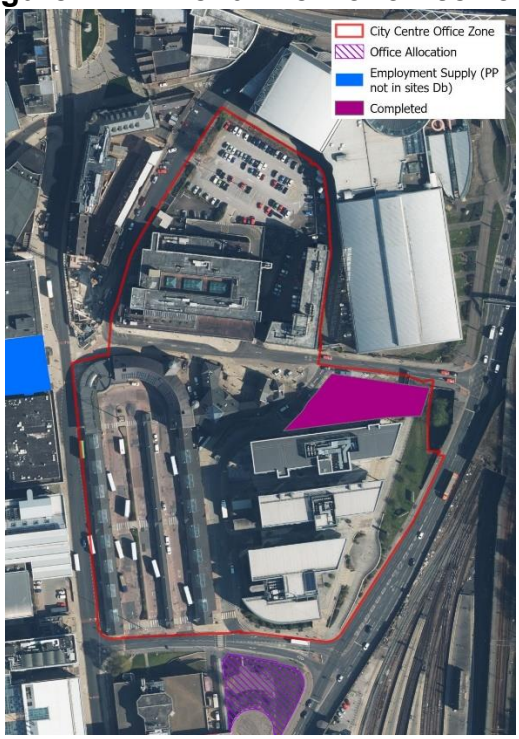
Opportunities for further allocations

There are no opportunities for further allocations in this area.

Opportunities for further intensification of floorspace

There are no further opportunities to intensify floorspace in this area as all available floorspace has been allocated with maximum building heights reached.

2. Sheaf Street/Pond Street Office Zone

Figure 2.2.1: Map of office zone  	**Figure 2.2.2: Aerial view of office zone**  	
City Centre Office Zone Area Size	4.31 ha	
Allocations	0 ha	
Permissions	0 ha	
Allocated net Employment Area to Office Zone Area	0 sqm	
Indicative Floorspace to Allocated net Employment Area	Min: 0	Max: 0

Allocations

Site Ref	Site Name	Allocated net employment area	Indicative floorspace	Opportunities to intensify employment floorspace
There are no allocations in this Zone.				

Permissions

Site Ref	Site Name	Permitted floorspace	Opportunities to intensify employment floorspace

There are no permissions in this Zone.

Review of land uses

The City Arrival Neighbourhood in which the Sheaf Street/Pond Street Office Zone is located is notable for being in close proximity to multiple cultural and sports institutions, including Sheffield Hallam University. Sheffield Railway Station and bus interchange make this area key in connecting the city with its surroundings. The ring road (A61) 'enters' the City Centre at this point and, as well as Arundel Gate, dissects this area with these intense traffic corridors. The Neighbourhood has notable potential for new residential opportunities alongside what will be a predominantly commercial area with a particular focus on office uses. It also contains a large part of Sheffield Hallam University's campus so there could also be a focus on education uses. The area would also be suitable for retail and leisure uses (subject to the sequential tests).

The Zone includes the Sheffield Digital Campus and is in close proximity to Sheffield Hallam University's City Campus (as mentioned before), both of which are also included in the Sheffield Innovation Spine. The purpose of the Sheffield Innovation Spine is to encourage an increased numbers of projects that are dedicated spaces and places for start-up and high-growth knowledge-led businesses. The Sheffield Innovation Spine hopes to attract investors and innovators, inspire and engage local communities and strengthen the case with real estate investors and occupiers to deliver dedicated spaces for knowledge-led businesses in this area.

The Sheaf Street/Pond Street Office Zone comprises of mostly office buildings (including the Sheffield Digital Campus made of four office blocks and the Royal Mail City Delivery Office), a surfaced car park for the Royal Mail Delivery Office adjacent a leisure centre called Ponds Forge, a transport hub in the form of the Sheffield Bus Station and minimal leisure uses in the forms of the Penny Black and Old Queen's Head Pubs. The office blocks range from five to eight storeys in general, whilst other uses are generally kept to the ground floors.

The overall Digital Campus site was masterplanned in 2001, with the first phase buildings 1 and 2 completed in 2008. Building 3, is known as Acero was constructed after. This prime development offered the potential to create landmark buildings that informs the urban environment and defines not only the future phases of the Digital Campus but further developments within the area. Building 4 called the Endeavour completed the Digital Campus masterplan which was completed in 2023 and provides 7618 sqm of speculative office accommodation over eight floors. The Zone does not include a site allocation. There are very little undeveloped areas included in this Office Zone overall with all buildings being utilised to its full potential. Depending on availability, land can be better utilised around the Bus Station

Opportunities for further allocations

Due to the density of development and their relatively recent construction, opportunities for further allocations in this area are limited. However, the Sheffield

Bus Station alongside the Royal Mail City Delivery Office surface car park and office buildings, could provide long-term regeneration sites within the Zone. Subject to availability, there could be opportunities to deliver multiple schemes around four to five storeys subject to appropriate site layout, connectivity, design etc.

Opportunities for further intensification of floorspace

There are no further opportunities to intensify floorspace in this area due to buildings having been recently completed on the Digital Campus site. All buildings at this stage have reached their optimum heights.

3. Heart of the City Office Zone

Figure 2.3.1: Map of office zone

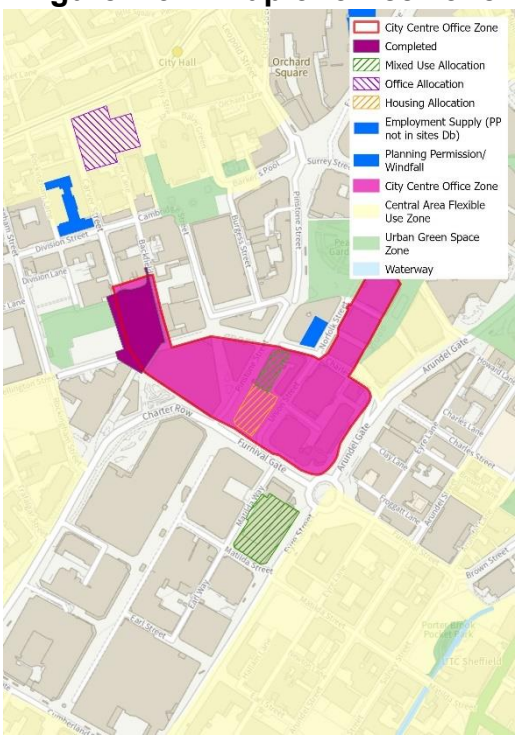
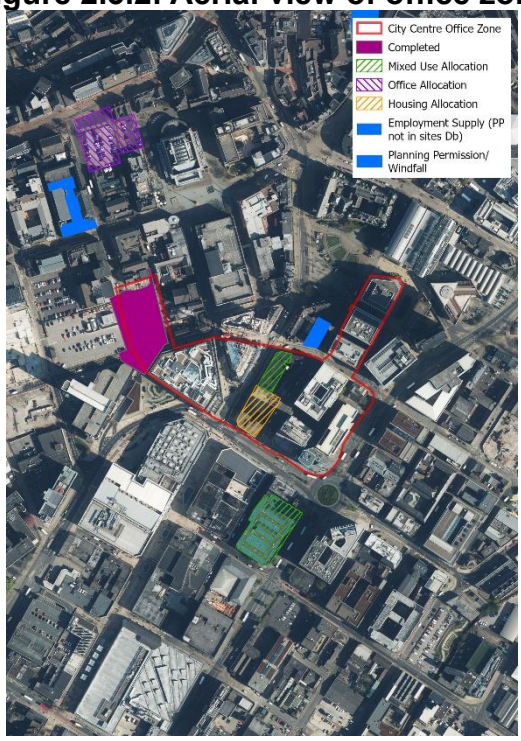


Figure 2.3.2: Aerial view of office zone



City Centre Office Zone Area Size	3.23 ha	
Allocations	0.09 ha	
Permissions	0.35 ha	
Allocated net Employment Area to Office Zone Area	500 sqm /32,300 sqm (1.5%)	
Indicative Floorspace to Allocated net Employment Area	Min: 8.0 (800%) (4000sqm/500sqm)	Max: 54.0* (5400%) (27,000sqm/500sqm)

*Within the Heart of the City, the ratio of 5400:1 (5400%) reflects the potential opportunity to deliver a 7-floor office development on H12 (which includes no allocated office space) should the permitted housing scheme not be implemented.

Allocations

Site Ref	Site Name	Allocated net employment area	Indicative floorspace*	Opportunities to intensify employment floorspace

HC06	113-125, Pinstone Street, S1 2HL	*500 sqm office use.*	*1000 sqm – 3000 sqm (assumed max. 6 floors)*	*Subject to appropriate planning and design, site has the opportunity to increase height in storeys to 5 to 6 storeys.*
HC12	Midcity House 17, 23 Furnival Gate, 127-155 Pinstone Street And 44 Union Street, Sheffield, S1 4QR	*No allocations for office use.*	*3000sqm – 10,500 sqm (assumed max. 7 floors) (if permitted housing scheme is not implemented)*	*Subject to the site not coming forward as the permitted housing scheme. There are opportunities to provide an office block or mixed-use development on this site.*

Permissions

Site Ref	Site Name	Permitted floorspace	Opportunities to intensify employment floorspace
HC12	Midcity House 17, 23 Furnival Gate, 127-155 Pinstone Street And 44 Union Street, Sheffield, S1 4QR (21/02441/FUL, 19/04532/REM & 18/02967/OUT)	*No allocations for office use in planning permission*	*Subject to the site not coming forward as the permitted housing scheme. There are opportunities to provide an office block on site. (see allocation HC12 above)*

Review of land uses

The Heart of the City Office Zone is located within the Heart of the City Neighbourhood which currently functions as the civic core of the city. Although expected to diversify uses on the main shopping streets, it is expected that it will retain its character as the centre of the city where people come to meet. Uses such as cafés and bars, an indoor food hall (Cambridge Street Collective), shopping, entertainment, two hotels and 1-3 bed apartments have been recently delivered in the neighbourhood as part of the Heart of the City II Masterplan. The area remains the main commercial focus for the City Centre. It is anticipated it will have a particular focus for 'main town centre uses', especially retail, leisure and offices. It is also the focus for cultural uses such as theatres, galleries and museums. Food and drink leisure uses will support these leisure and cultural uses.

The Heart of the City Office Zone comprises of a mix of uses including office buildings such as the recently constructed Grosvenor House and Elshaw House in the Heart of the City II regeneration scheme, St Paul's Place on Norfolk Street and Howden House on Union Street. There are a mix of retail and leisure uses on the ground floors of most buildings due to the close proximity of the Primary Shopping Area as well as a Purpose-Built Student Accommodation scheme in the form of Redvers Tower. The general height of building ranges from four to five storeys in the area. The Zone also benefits from being in close proximity to the previously mentioned Heart of the City II Regeneration project which catalysed the area with a mixed-use led scheme.

The Zone includes two site allocations, one of which has planning permission for a tall residential block (HC12) and a mixed-use allocation in the form of HC06. There are very little undeveloped areas included in this Office Zone overall with all buildings being utilised to its full potential and height. It is also anticipated that some additional office and or co-working provision will come forward as windfall on the Cole Brothers building just adjacent to the Zone boundary. As well as the potential office building titled 'Stirrings Place' just adjacent Pounds Park which is anticipated to come forward as a long-term regeneration site as part of the Heart of the City II masterplan.

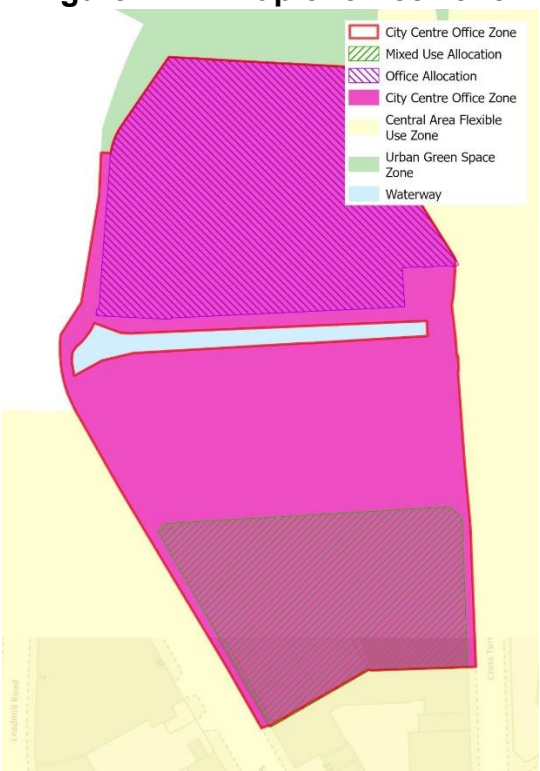
Opportunities for further allocations

There are no short to medium opportunities for further allocations in this area. In the long term, there could be an opportunity for land adjacent to HC06, directly opposite the council's offices on Union Street to come forward as long-term windfall.

Opportunities for further intensification of floorspace

There are no further opportunities to intensify floorspace in this area apart from ensuring that the allocation sites reach the indicated four to five storeys apparent across the Office Zone.

4. Sheaf Street/Suffolk Road Office Zone

Figure 2.4.1: Map of office zone	Figure 2.4.2: Aerial view of office zone
	

City Centre Office Zone Area Size	1.46 ha	
Allocations	0.88 ha	
Permissions	0 ha	
Allocated net Employment Area to Office Zone Area	5900 sqm /14,600 sqm	
Indicative Floorspace to Allocated net Employment Area	Min: 1.69 (169%) (10,000/ 5900)	Max: N/A*

*All allocations form part of an emerging masterplan and their heights have been determined.

Allocations

Site Ref	Site Name	Allocated net employment area	Indicative floorspace*	Opportunities to intensify employment floorspace
SV02	Land at Midland Station, Cross Turner	*3800 sqm office use.*	*Approximately 10,000 sqm according to the latest*	*The site is being masterplanned currently which should result in the*

Site Ref	Site Name	Allocated net employment area	Indicative floorspace*	Opportunities to intensify employment floorspace
	Street, S1 2BP		*masterplanning information.*	*optimum regeneration of the site. Intensification of employment floorspace is considered as part of the process.*
SV05	K.T Precision Engineering and land adjacent, Turner Street, S2 4AB	*2100 sqm office use.*	*Approximately 0 sqm according to the latest masterplanning information.*	*The site is being masterplanned currently which should result in the optimum regeneration of the site. Office development likely to be focused on site SV02 rather than this site..*

Permissions

Site Ref	Site Name	Permitted floorspace	Opportunities to intensify employment floorspace
There are no permissions in this Zone.			

Review of land uses

The City Arrival Neighbourhood in which the Sheaf Street/Suffolk Road Office Zone is located is notable for being in close proximity to multiple cultural and sports institutions, including Sheffield Hallam University. Sheffield Railway Station and bus interchange make this area key in connecting the city with its surroundings. The ring road (A61) 'enters' the City Centre at this point and, as well as Arundel Gate, dissects this area with these intense traffic corridors. The Neighbourhood has notable potential for new residential opportunities alongside what will be a predominantly commercial area with a particular focus on office uses. It also contains a large part of Sheffield Hallam University's campus so there could also be a focus on education uses. The area would also be suitable for retail and leisure uses (subject to the sequential tests).

The Zone is in close proximity to the Sheffield Digital Campus and Sheffield Hallam University's City Campus, both of which are also included in the Sheffield Innovation

Spine alongside the office element of the emerging Station Campus Masterplan. The purpose of the Sheffield Innovation Spine is to encourage an increased numbers of projects that are dedicated spaces and places for start-up and high-growth knowledge-led businesses. The Sheffield Innovation Spine hopes to attract investors and innovators, inspire and engage local communities and strengthen the case with real estate investors and occupiers to deliver dedicated spaces for knowledge-led businesses in this area.

The Sheaf Street/Suffolk Road Office Zone comprises of some derelict land, a multistorey car park, the train drivers parking lot and small ground floor warehouses. The only part of the Zone not at ground level is the multistorey car park. The Zone is included in the broader regeneration neighbourhood of the area called the Sheffield Station Campus Masterplan. It is expected that the master plan will be centred upon Sheffield Railway Station and will create a new gateway to the city. It is expected to deliver approximately 900 new homes and 20,000 sqm of commercial floorspace.

The Zone includes three site allocations, one of which (SV05) is a mixed-use allocation, whilst the other two are allocated for office use (SV01 and SV02).

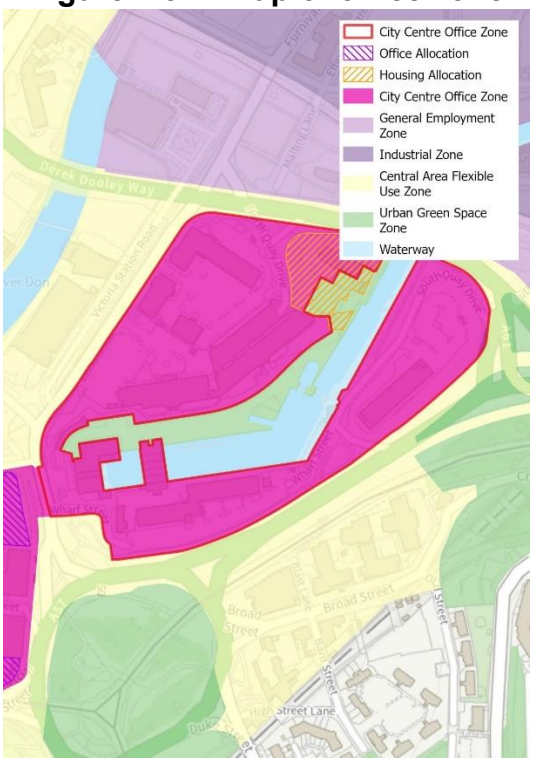
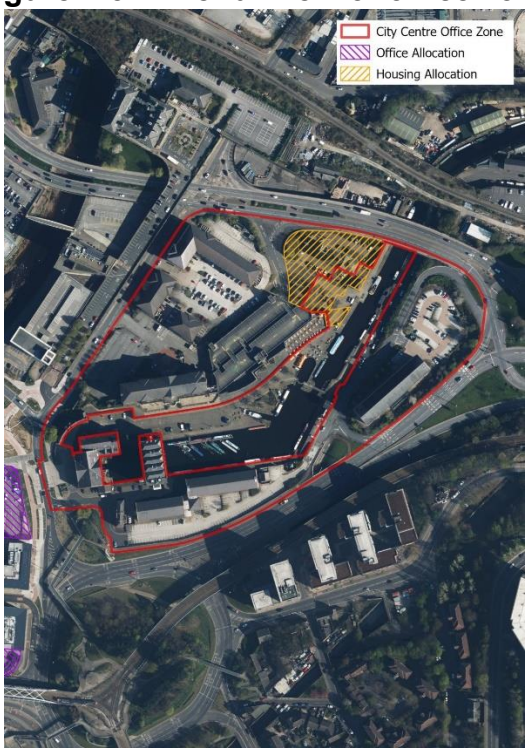
Opportunities for further allocations

There are no opportunities for further allocations in this area as the masterplanning activity done under the Station Campus Masterplan will have considered the comprehensive development of the Zone as part of the masterplan.

Opportunities for further intensification of floorspace

There are no further opportunities to intensify floorspace, as the masterplanning activity done under the Station Campus project will have considered this.

5. Victoria Quays Office Zone

Figure 2.5.1: Map of office zone  	**Figure 2.5.2: Aerial view of office zone** 

City Centre Office Zone Area Size	5.33 ha	
Allocations	0 ha	
Permissions	0 ha	
Allocated net Employment Area to Office Zone Area	0 sqm	
Indicative Floorspace to Allocated net Employment Area	Min: 0	Max: 0

Allocations

Site Ref	Site Name	Allocated net employment area	Indicative floorspace*	Opportunities to intensify employment floorspace
There are no allocations in this Zone.				

Permissions

Site Ref	Site Name	Permitted floorspace	Opportunities to intensify employment floorspace
There are no permissions in this Zone.			

Review of land uses

The Victoria Neighbourhood in which the Victoria Quays Office Zone is located is expected to remain a predominantly employment area with a specific focus on office uses in the area around Victoria Quays. There is also some scope for new residential opportunities alongside other employment uses such as light industrial, which would be appropriate in the area to the north east of Victoria Quays. The neighbourhood is expected to cater for predominantly employment / industrial uses with commercial and residential uses located south of the railway. There will be the opportunity to develop a new neighbourhood centre in Victoria in the longer term with a growing residential community.

The Victoria Quays Office Zone includes Victoria Quays (formerly Sheffield Canal Basin) which is a large canal basin in Sheffield constructed in the 1810s. The basin ceased operation as a cargo port in the 1970 and was redeveloped in the 1990s, providing new office and business space and leisure facilities as well as berths for leisure canal boats. There are a number of Grade II listed buildings on the site which operate as office buildings, such as the Terminal Warehouse, the Straddle Warehouse, a grain warehouse and a curved terrace of coal merchant's offices. The area includes multiple uses but the majority are offices ranging from three to four storeys, leisure uses alongside the water front such as cafes, restaurants and pubs. The site also has multiple surfaced car parking spots as well as a multistorey car park which is adjacent the Quays Hotel.

This area includes an Urban Green Space Zone designation which runs alongside the River basin on the Northern side and encompasses the existing civic/public space there. There are no existing site allocations in this area. There are very little undeveloped areas included in this Office Zone overall, with all buildings being utilised.

Opportunities for further allocations

There are no short to medium opportunities for further allocations in this area. In the long term, there could be an opportunity to expand some of the existing offices onto adjoining car parks (subject to financial viability) which could become long-term windfall. This could enable the redevelopment of the two small pavilion type office buildings on Furnival Road. All opportunities are subject to availability.

Opportunities for further intensification of floorspace

There are limited opportunities for intensification of the office blocks around Quayside House, potentially adding one to two storeys extra on top of the buildings subject to appropriate design and heritage considerations. The site could benefit

from reconfiguration of buildings which potentially could result in additional floorspace as well.

6. West Bar/Riverside Exchange Office Zone

Figure 2.6.1: Map of office zone

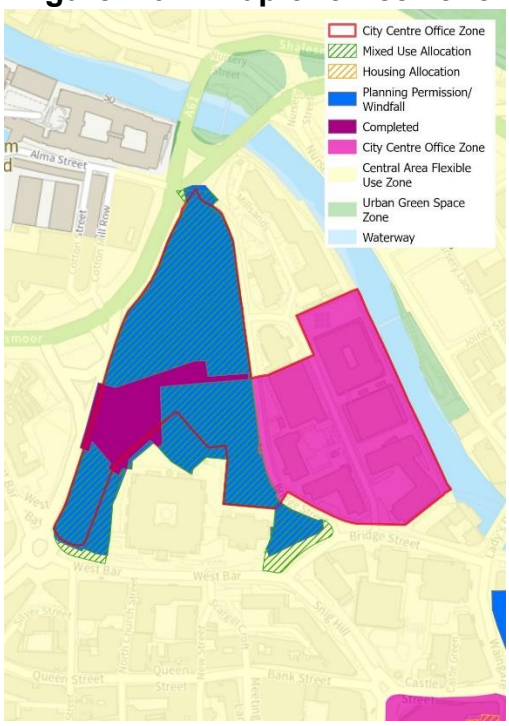
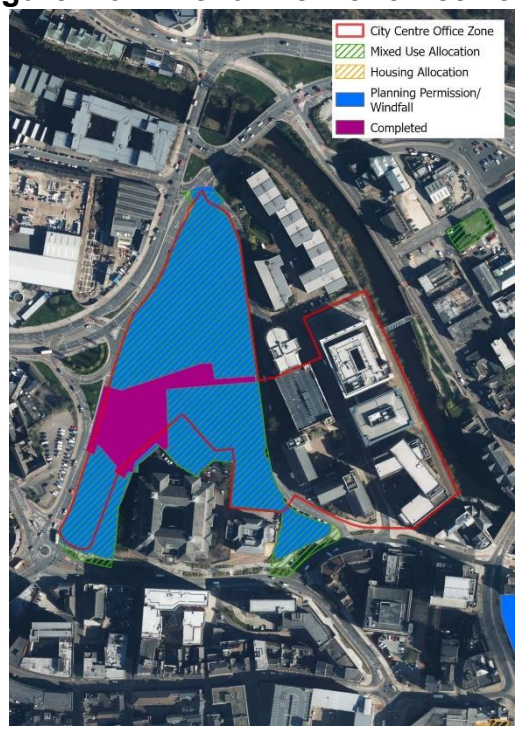


Figure 2.6.2: Aerial view of office zone



City Centre Office Zone Area Size	5.11 ha	
Allocations	2.53 ha	
Permissions	2.53 ha	
Allocated net Employment Area to Office Zone Area	10,000 sqm /51,100 sqm (19.6%)	
Indicative Floorspace to Allocated net Employment Area	Min: 7.5 (750%) (75,000m2/ 10,000m2)	Max: N/A*

*All allocations form part of an emerging masterplan and their heights have been determined.

Allocations

Site Ref	**Site Name**	**Allocated employment net area**	**Indicative floorspace***	**Opportunities to intensify employment floorspace**
CW03	West Bar Square	*10,000 sqm office use*	*There is potential to deliver 75,000 sqm of office space as per the outline planning permission.*	*As the site has been masterplanned and has not been completed fully there are no known opportunities to intensify employment floorspace at this stage. There is potential to deliver 75,000 sqm of office space.*

Permissions

Site Ref	Site Name and Application Number	Permitted floorspace	Opportunities to intensify employment floorspace
CW03	West Bar Square (16/02518/OUT)	*9,290 sqm after completion of first office block. Potential to deliver an additional 75,000 sqm of office space as per the outline permission.*	*As the site has been masterplanned and has not been completed fully there are no known opportunities to intensify employment floorspace beyond the outline permission at this stage.*

Review of land uses

The West Bar Neighbourhood in which the West Bar/Riverside Exchange Office Zone is located, is expected to become an employment area with a specific focus on offices. While offices will be the dominant use, other uses such as residential will form part of mixed developments. The recently completed first phase of the scheme at West Bar includes residential as well as offices. This area also forms part of the Sheffield Innovation Spine. The purpose of the Sheffield Innovation Spine is to encourage an increased numbers of projects that are dedicated spaces and places for start-up and high-growth knowledge-led businesses. The Sheffield Innovation Spine hopes to attract investors and innovators, inspire and engage local

communities and strengthen the case with real estate investors and occupiers to deliver dedicated spaces for knowledge-led businesses in this area.

Looking at the Office Zone Area in greater detail, the area can be separated between the well-established frontages of Millsands and the emerging development of West Bar fronting Bride Street. Uses along Millsands comprise of a mix of mostly office buildings ranging from four to seven storeys (Vulcan House, Riverside East, Riverside West and Foundry House), residential blocks at Millsands ranging from five to ten storeys, and a multistorey car parking facility all of which have been built in the early 2000s to early 2010s. The Bridge Street side includes two temporary surface car parks and the under-construction West Bar development which commenced in 2022.

The area only contains one Strategic Mixed-Use Site (CW03) which is currently under construction in phases. The project is a private sector led mixed use regeneration scheme (largest in northern England) with an investment value of over £300m. It is being brought forward as a mixed use live-work scheme with new homes provided alongside high-quality workspace. New cycle spaces will be delivered alongside a multi-storey car park and hotel, all set within a high-quality public realm surrounded by ground floor cafes and bars. The redevelopment is expected to become Sheffield's premier opportunity for large-scale office occupiers. Site clearance and ground preparations have commenced early in 2022 for the two apartment blocks and the first office building (9,290 sqm); all having been completed in Late 2024. Additional to this, the scheme has the potential to deliver an extra 50,167 sqm of office space as the site continues to be delivered. There are very little undeveloped areas included in this Office Zone overall with all buildings being utilised.

Opportunities for further allocations

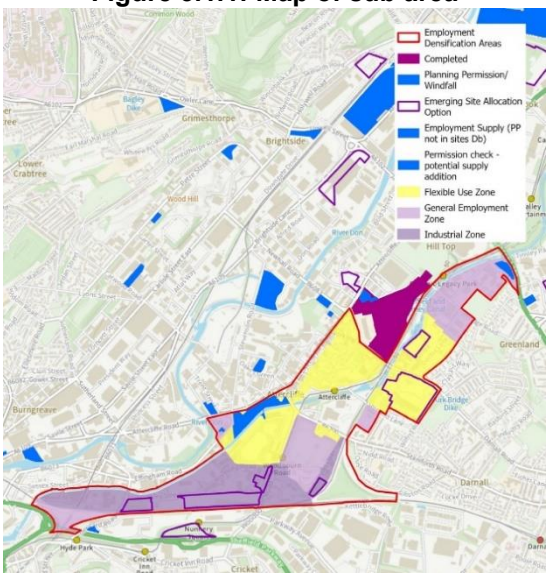
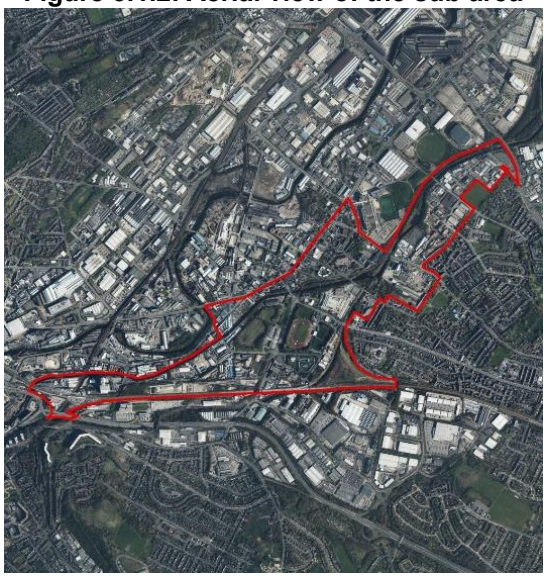
There are no opportunities for further allocations in this area.

Opportunities for further intensification of floorspace

Riverside West and Foundry House could have opportunities to intensify use by adding an additional one to two storeys on top of the existing buildings subject to good design. There are no further opportunities to intensify floorspace in this area.

Appendix 3: Appraisal of Employment and Flexible Use Zones

1. Attercliffe

Figure 3.1.1: Map of sub area	Figure 3.1.2: Aerial view of the sub area
	
Sub Area Size	119.0
Total Employment/Flexible Use policy area	92.4
Built footprint*	15.04
Allocations	11.8
Permissions	2.9
Recent completions	0.0
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	30.0
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	62.4
Indicative percentage of land available	67%

*Buildings within allocated sites, or with permissions for redevelopment have been removed to avoid double counting.

Review of land uses

Within this sub area 62.4 ha of land (67%) is theoretically suitable for intensification within the employment and flexible use zone areas. This is the ninth highest percentage of land that is potentially suitable and four percentage points more than

Sheffield as a whole (all sub areas combined). This indicates that there are less opportunities within this sub area to increase employment floorspace than in other areas.

The area comprises land between Attercliffe's high street on the A6178 and the Canal, and the eastern side of the canal towards Darnall. It extends considerable distance along the east side of the canal from the Canal Basin in the City Centre to the A6102 (Boughton Lane) near the Sheffield Arena.

The emerging Attercliffe Regeneration Framework identifies significant areas either side of the Canal within and around the centre of Attercliffe as locations for regeneration and provision of housing and employment development. To enable the transition of this area and complement the regeneration framework, the draft Sheffield Plan identifies much of the area as a Flexible Use Zone.

Within the northern area, east of the canal there is concentration of smaller manufacturing and commercial buildings, either side of Tinsley Park Road. These range from between 1,000 to 3,000sqm.

To the south around Doctor Lane, the landuse is dominated by waste management companies, including building waste recycling operators. Consequently, building densities are low. This area forms part of the Attercliffe Regeneration Framework where 10,500sqm of employment floorspace is proposed. There is a 1h hectare employment allocation (ES05) adjacent to the Canal.

Between Darnall Road and Worthing Road, on the east side of the Canal, opposite the 'centre' of Attercliffe (Attercliffe Tran Stop) are three large draft allocations (ES20 (mixed use including employment) ES31 (residential) and ES22/ES33 (residential)), plus the City Athletics Stadium, consequently opportunities for further development in this area is limited.

Further, either side of Worthing Road and Lumley Street, the majority landuse is employment, comprising manufacturing and commercial companies within pre 2000 buildings and with many older pre 1970s and 1940s properties.

On the west side of the Canal, the sub-area covers the 'centre' of Attercliffe, including the Attercliffe Tran Stop. This area is a focus for early regeneration within the Attercliffe Regeneration Framework and is designated a flexible use zone. It extend from the edge of the recently developed Sheffield Hallam Health Innovation Campus, Oasis Academy School, and Canon Medical Arena in the north (that is within the Meadowhall and Carbrook sub area) to Beacon Lane in the south.

Within the northern part of this area, behind the buildings that front onto the Attercliffe 'high street' (A6178), there is a collection of houses, built after 1970. And several pre 2000 office and commercial buildings. Building density is low, with car parking and amenity green space comprising a noticeable landuse.

Between Staniforth Road and Beacon Lane, this area will be transformed following the Waterside redevelopment. The remaining land comprises smaller commercial units, car breakers, repair companies and waste recycling.

Review of existing allocations

Within the sub area there are five employment allocations and one mixed use allocations. These are ES05, ES08, ES13, ES17, ES19 and ES20 (mixed use).

Both ES05 and ES20 are located within a flexible use area and are within a location that is proposed for significant change during the plan period within the emerging Attercliffe Regeneration Framework. This identifies a mix of employment and residential development. Extending these allocations for employment use could restrict flexibility, reduce attractiveness to the market and regeneration objectives. Critically neighbouring land has not been submitted for employment development. No planning applications have been submitted that would result in amendments to the allocation.

ES08 and ES17 reflect extant and expired permissions. Neighbouring land has not been submitted for employment development and no planning applications have been submitted that would change the allocation.

ES13 is constrained by an operation railway line to the south, Veolia Depot to the east and the river to the north. Neighbouring land has not been promoted for allocation and no planning applications have been submitted that would change the boundary of the site.

ES19 was partially submitted during call for sites. Neighbouring land has not been submitted for development and no planning applications have submitted that would amend the site boundary. No clear opportunity to extend allocation.

In summary there are no clear opportunities to extend existing allocations within the draft Sheffield Plan.

Opportunities for further allocations

Sites, where there are clear opportunities for redevelopment, have been identified as draft allocations. There are no additional allocations that are clearly identifiable.

Opportunities for further intensification of floorspace

There are areas within this sub area where the built footprint and employment floorspace can be intensified. For example, around Doctor Lane, where the landuse is dominated by waste recycling operations. This area is however identified as a location for residential development within the emerging Attercliffe Regeneration Framework. Whilst there are also opportunities on the west side of the canal, this area is also proposed for mixed use regeneration, including significant housing development.

Landuses within the southern part of the sub area (outside the Attercliffe Regeneration Framework), are similar to those in the north, with small and medium sized manufacturing and recycling operations. Given their age and condition there are opportunities to redevelop sites, increase floorspace and provide more modern employment spaces.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (62.4 ha), could be intensified, this could theoretically deliver 0.62 ha of employment land (2,480 sqm of floorspace (assuming a built footprint of 40%)).

This cautious assumption reflects the extent of land that will be regenerated for housing, through the Attercliffe Regeneration Framework, and reduced opportunities to increase employment floorspace in this sub area. However, if 2.5% were intensified, this would deliver 1.56 ha.

2. Blackbrook & Butterthwaite Industrial Estates

Figure 3.2.1: Map of sub area

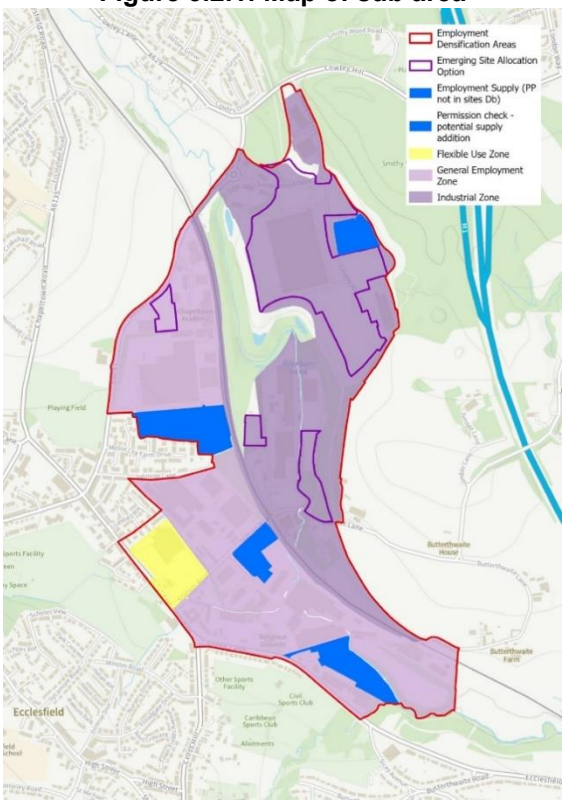
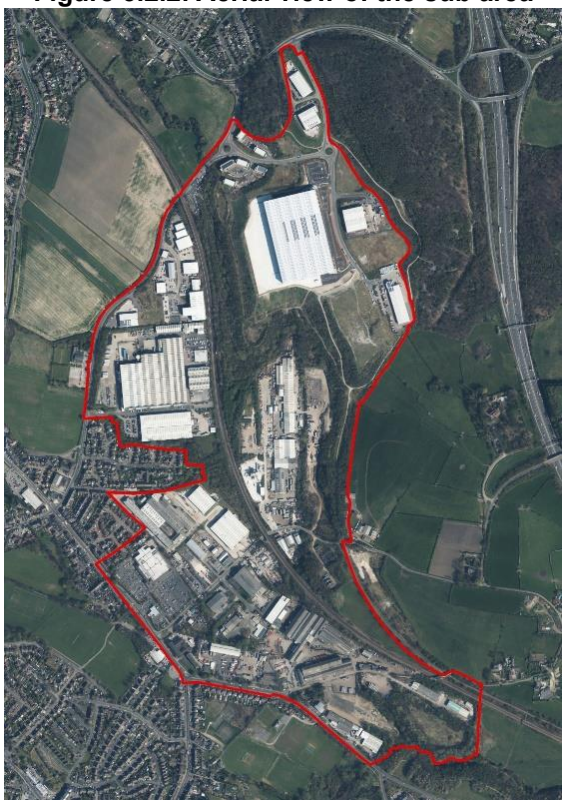


Figure 3.2.2: Aerial view of the sub area



Sub Area Size	101.8
Total Employment/Flexible Use policy area	90.4
Built footprint*	14.7
Allocations	15.9
Permissions	7.3
Recent completions	0.0
Total land unavailable for intensification (within employment/flexible use zones)	37.9
Total land potentially available for intensification (within employment/flexible use zones)	52.5
Indicative percentage of land available	58%

*Buildings within allocated sites, or with permissions for redevelopment have been removed to avoid double counting.

Review of land uses

Within this sub area 52.5 ha of land (58%) is theatrically suitable for intensification within the employment areas. This is the fifteenth highest percentage of land that is potentially suitable and five percentage points less than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are less opportunities within this sub area to increase employment floorspace than in other areas.

Looking at the Blackbrook Industrial area in more detail, it comprises a mix of commercial, manufacturing, engineering and storage and distribution operations. It also includes a Morrisons superstore. Given this there is a range of buildings sizes and these change alongside the age of buildings with more recently constructed larger warehouses being located further north, closer to junction 35 of the M1.

The engineering businesses are located mostly within the older building stock (pre and post 1970's) within the southern part of the sub area within the Butterthwaite Industrial Estate.

More modern buildings, occupied by commercial businesses are located of Station Road, including garages and builders' merchants. There is also a Council Depot. Given the quantity of outdoor storage, the density of built footprint is lower here than at Butterthwaite Industrial Estate.

On the other side of the railway line is the Yarra Park Industrial Estate, off Loicher Lane. Within this area there are numerous areas used for the storage of vehicles, containers and other materials.

Further north, the more modern employment developments comprise multi storey office space and two strategic scale warehousing buildings, including one at Provincial Park and a recently constructed Advance building at Smithywood. Further land is available for employment development within the draft Smithywood employment allocation.

Occupancy rates within this sub area are healthy, particularly within the more modern buildings that are closer to the M1.

Review of existing allocations

Within the sub area there are four employment allocations. These are NES01, NES02, NES06 and NES08.

NES01 is a large strategic allocation that includes recently completed employment developments. Land adjacent to the allocation (outside the sub area) is proposed as Green Belt release site NES36 within the *Proposed Additional Site Allocations 2025* consultation document and no further opportunities to extend the allocation are identified.

NES02 is the last remaining area of undeveloped land that was granted planning permission in 2002 and 2013. Neighbouring uses comprise an academy school, new

employment development and Green Belt. There are no clear opportunities to extend the allocation.

NES06 and NES08 are constrained by neighbouring landuses. There are no clear opportunities to extend the allocation, and no planning applications have been submitted or approved that would change the site boundary.

With the exception of NES01, no opportunities to extend allocations in this sub area have been identified.

Opportunities for further allocations

Given the extant and recently completed development at Smithywood there are limited opportunities to allocate land within the northern area.

However, vacant land free from permissions and existing allocations can be found within the Yarra and Butterthwaite Industrial Estates, this includes a site on Loicher Lane at the entrance to the Yarra Park Industrial Estate.

Opportunities for further intensification of floorspace

As with allocations, the extent of older buildings and presence of storage operations and builders' merchants may offer opportunities to intensify employment floorspace within the Station Road, Yarra Park and Butterthwaite Industrial estates.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (52.5 ha), could be intensified, this could theoretically deliver 0.52 ha of utilised employment land (2,080 sqm of floorspace (assuming a footprint of 40%)). If 2.5% were intensified this could deliver 1.31 ha of employment land.

Opportunity sites

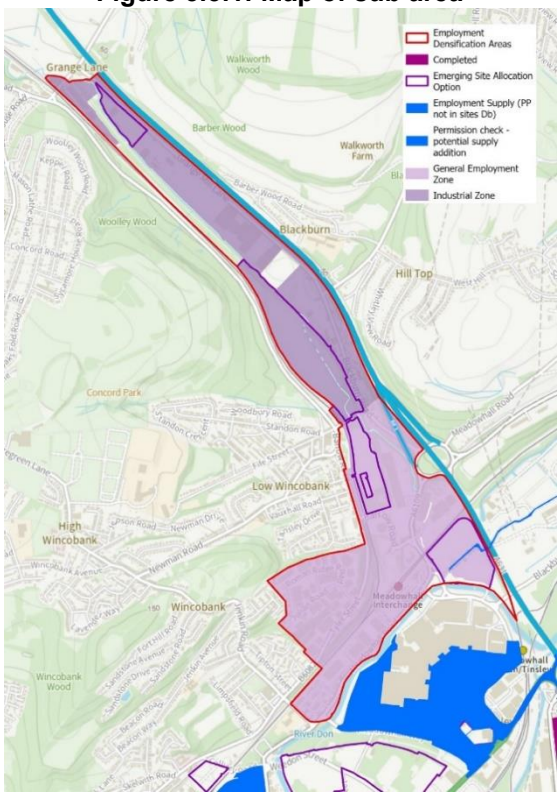
<u>Loicher Lane</u>

Figure 3.2.3: Aerial view of the Loicher Lane opportunity site

This site covers 0.6 ha, and the Employment Land Review (2020) recommends that Loicher Lane (site ref: S00795) should be allocated. This land is currently used for car parking and storage of construction machinery. It does not have any extant planning permissions or undetermined planning applications and has not been proposed as an allocation in the draft Sheffield Plan.

Whilst the site does meet needs for open storage within the local area, it provides an opportunity to provide modern employment floorspace in a suitable and sustainable location.

3. Blackburn Brook

Figure 3.3.1: Map of sub area	Figure 3.3.2: Aerial view of sub area
	
Sub Area Size	109.7
Total Employment/Flexible Use policy area	99.8
Built footprint*	8.4
Allocations	23.2
Permissions*	0.4
Recent completions	0.0
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	32.0
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	67.8
Indicative percentage of land available	68%

*Buildings and permissions have been reduced to avoid double counting.

Review of land uses

Within this sub area 67.8 ha of land (68%) is theoretically suitable for intensification within the employment areas. This is the eighth highest percentage of land that is potentially suitable and five percentage points more than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are potentially more opportunities within this sub area to increase employment floorspace than in other areas.

A significant proportion of the site is within the Innovation District, which extends up the Blackburn Brook to the former sports pitches on Grange Mill Lane.

This sub area comprises two different employment areas. The area closest to Meadowhall comprises pre 2000 commercial properties which are occupied by a range of businesses. They are located within the Julian Road industrial estate and north of Meadowhall Road. Around Meadowhall Road there are larger commercial units to the east and smaller office blocks to the west.

The second area is, except for the Meadowhall Staff Car Park, north of the mainline railway and includes larger commercial and manufacturing employment space. It also includes the Meadowhall Interchange, car park and Travelodge. There are several waste recycling facilities and further north, adjacent to the M1, there are two prominent crane storage operations. There are also three large employment allocations. This area is less densely developed than the area closer to Meadowhall, including larger underutilised brownfield sites.

This area includes green infrastructure that complements the Blackburn Valley Trail which runs north through the sub area.

Review of existing allocations

Within the sub area there are four employment allocations. These are ES02, NES03, NES04, NES05 and NES06.

ES02 is constrained by the River Don, M1 and main line railway.

NES03 is covered by extant planning permissions that permit enabling works and a recent planning application, not yet determined, has been submitted regarding the phasing of these works (25/00735/FUL). Both applications include land on the opposite side of the Blackburn Trail and culverted Blackburn Brook. This additional land covers approximately 3 hectares and the current application identifies this area as a location for a separate employment unit accessed of Grange Mill Lane. Given the extant permissions, this area should be included as part of NES03 allocation.

NES04 comprises demolished gasholders, without planning permission, and NES05 is constrained by neighbouring landuses. In both cases an extension is not appropriate or justified.

Opportunities for further allocations

In addition to the three allocations, there may be opportunities to allocate further land within the area adjacent to the M1. Notably the Bifrangi UK site, which was partially demolished but has no extant permissions or undetermined applications.

Opportunities for further intensification of floorspace

Alongside these existing allocations, there appears to be opportunities to intensify floorspace within the area adjacent to the M1. This area is predominantly used for storage and waste recycling.

Given the age of some units, opportunities to modernise and increase floorspace do exist across the sub-area.

Taking a cautious approach, if only 1% of the land, that may be suitable for intensification (67.8 ha), could be intensified, this could theoretically deliver 0.67 ha of utilised employment land (2,680 sqm of floorspace (assuming a footprint of 40%)). If 2.5% were intensified this could deliver 1.7 ha of employment land.

Opportunity Sites

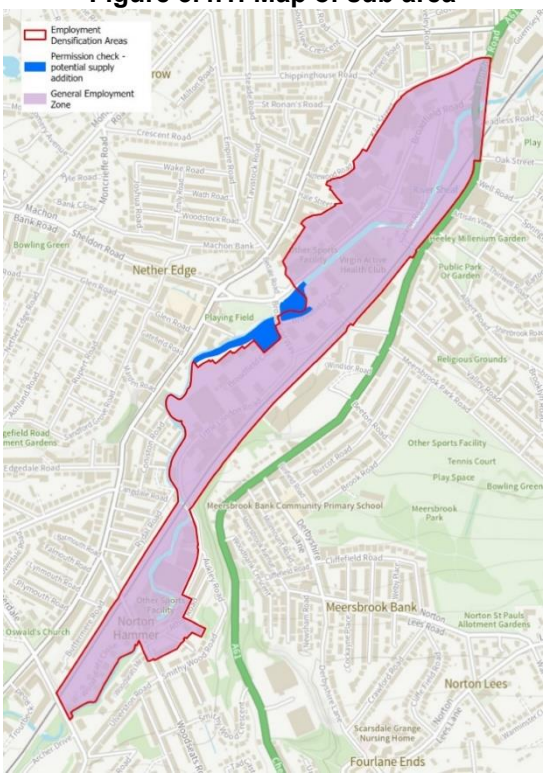
Bifrangi Ltd, Grange Mill Lane

Figure 3.3.3: Aerial view of the Bifrangi Ltd site

This site is 2.9 hectares and comprises the remains of a factory (Bifrangi Ltd) which was partially demolished following the granting of demolition consent in 2020. The remaining half of the factory building remains.

There are no extant planning permissions or undetermined applications. The land is suitable for employment use.

4. Broadfield and Little London Road

Figure 3.4.1: Map of sub area  	**Figure 3.4.2: Aerial view of the sub area**
Sub Area Size	28.0 ha
Total Employment/Flexible Use policy area	27.1 ha
Built footprint	6.7 ha
Allocations	0.0 ha
Permissions	0.1 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	6.8 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	20.2 ha
Indicative percentage of land available	75%

<u>Review of land uses</u>

Within this sub area 20.2 ha of land (75%) is potentially suitable for intensification within the employment and flexible use zone areas. This is the joint third highest percentage of land that is potentially suitable and 12% points more than Sheffield as a whole (all sub areas combined). This indicates that opportunities may exist within this sub area to increase employment floorspace.

This sub area comprises the southern half of the Sheaf Valley employment area, between London Road and Archer Road. The un-culverted River Sheaf runs through the sub area.

Within the northern area, along Broadfield Lane, there are a range of commercial businesses, retail units, smaller warehousing and builders' merchants. These occupy small and medium sized units that pre-date the year 2000, with some units predating 1970.

More modern, post 2000 office and commercial units have been constructed on Broadfield Court. These units are 2 to 3 stories in height. There is also a large virgin Active Gym that occupies a significant footprint.

Along Little London Road, there are a number of pre-1970's light industrial buildings which are unoccupied. Some more modern units have been converted to alternative employment generating units, including a day nursey, skatepark and children's indoor play centre. The large former Arnold Laver timber merchant is unoccupied.

The southern end of Little London Road has similarly diversified, with units occupied by climbing centres and retail units. Commercial and office space is available within Centenary Works and Nursery Works, with light industrial activities and car mechanics occupying pre 1970s industrial units.

The other side of Woodseats Road there are 9 small office units, built prior to 2000. The majority are occupied by commercial and financial businesses.

Whilst this area has the joint third highest amount of land which, in theory, provides an opportunity to identify allocations and intensify land uses, this is a consequence of the more modern redevelopment of former industrial sites for offices and a gym. All of which require extensive carparking. There are no obvious areas where additional floorspace can be delivered.

Review of existing allocations

There are no allocations within this sub area in the draft Sheffield Plan.

Opportunities for further allocations

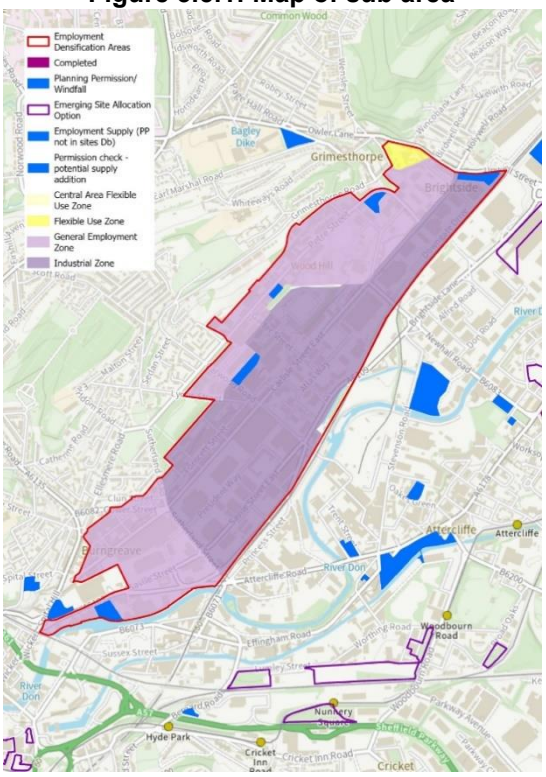
There is an absence of vacant land that could be allocated for employment development.

Opportunities for further intensification of floorspace

Across the sub area, when applications come forward for employment development, there are opportunities to intensify floorspace, either through the enlargement of the site's built footprint (utilising underused space), or through an increase in employment floors.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (20.2 ha), could be intensified, this could theoretically deliver 0.20 ha of employment land (800 sqm of floorspace (assuming a footprint of 40%)). If 2.5% were intensified this could deliver 0.51 ha of employment land.

5. Burngreave and Brightside

Figure 3.5.1: Map of sub area  	**Figure 3.5.2: Aerial view of the sub area**
Sub Area Size	120.6
Total Employment/Flexible Use policy area	119.3
Built footprint	35.4
Allocations	0.0
Permissions	2.4
Recent completions	0.0
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	34.3
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	85.0
Indicative percentage of land available	71%

Review of land uses

Within this sub area 85 ha of land (71%) is theoretically suitable for intensification within the employment areas. This is the sixth highest percentage of land that is potentially suitable and eight percentage points more than Sheffield as a whole (all sub areas combined). This, alongside the sub areas size, indicates that more opportunities to increase employment floorspace exist within this sub area.

The sub area is within the Innovation District, extending either side of Carlisle Street from the junction with Upwell Street to Spital Hill, between the main railway line to the south and east to the employment units on Petre Street. It is one of the largest employment zone sub areas

The linear road layout that follows the west side of the Lower Don Valley (a historic legacy of the steel industry), has facilitated the delivery of larger industrial and warehouse buildings that range between 8,000 and 23,000 sqm, particularly along the south side of Carlisle Street. These are occupied by steel/metal products manufactures and used for warehousing. There are smaller employment units north of Carlisle Street and in the northwest corner of the sub area around Chambers Lane. However, some units still exceed 6,000 sqm.

At and around Atlas way, there are more modern offices and commercial buildings.

There is a high proportion of land that is not occupied by buildings and is used for storage, recycling and car parking. An example of underutilised space can be found on Windsor Steet and the Mincon Carbide site, where there is a considerable quantality of hardstanding, used for limited car parking. This situation can be found on numerous other employment sites. On Saville Street there are several car showrooms that occupy a significant footprint.

Within the sub area, between Carlisle Street East and Petre Street, construction businesses occupy a significant area, comprising building waste and materials (see below).

The Pitsmoor Electrical Sub Station also occupies a large area within the centre of the Sub Area.

Across the sub area, employment uses dominate, with limited other uses present apart from some religious buildings. Green infrastructure is not prominent landuse.

Review of existing allocations

There are no allocations within this sub area in the draft Sheffield Plan.

Opportunities for further site allocations

There is a vacant area of land between East Earsham Street and Alliance Street, adjacent to Harlestone Street Open Space, which has no extant planning permission for development and is suitable for allocating for employment development (see below).

Opportunities for further intensification of floorspace

As indicated within the summary of sub area's character, there are clear opportunities to intensify floorspace within this area. Not only in terms of built footprint, but also by increasing the number of floors. Many of the existing employment units are single storey, industrial and light industrial buildings.

If 2.5% of the land, that may be suitable for intensification (85 ha) could be intensified, this could theoretically deliver 2.1 ha of utilised employment land (8,040 sqm of floorspace (assuming a footprint of 40%)). 5% could deliver 4.3 ha, however if only 1% were intensified, this would deliver 0.85 ha of intensified employment land.

Specific Opportunity Areas

Land between Carlisle Street and Petre Street

Figure 3.5.3: Aerial view of land between Carlisle Street and Petre Street

The area covers approximately 9 hectares. Significant areas of land in this location are occupied by the MH Waste and Recycling and Brocklebank demolition companies. Whilst this land does meet needs for the open storage and processing of construction waste material, it is located within a central location in the Lower Don/Brightside employment zone, and the area is underutilised.

Opportunity Sites

Land between East Earsham Street and Alliance Street

Figure 3.5.4: Aerial view of the East Earsham opportunity site

This site covers 0.4 hectares and could deliver 1,600 sqm of floorspace (assuming 40% built footprint). It has been cleared of vegetation, has no extant planning permission for development or applications awaiting determination. It is not allocated for development.

6. Claywheels Lane

Figure 3.6.1: Map of sub area

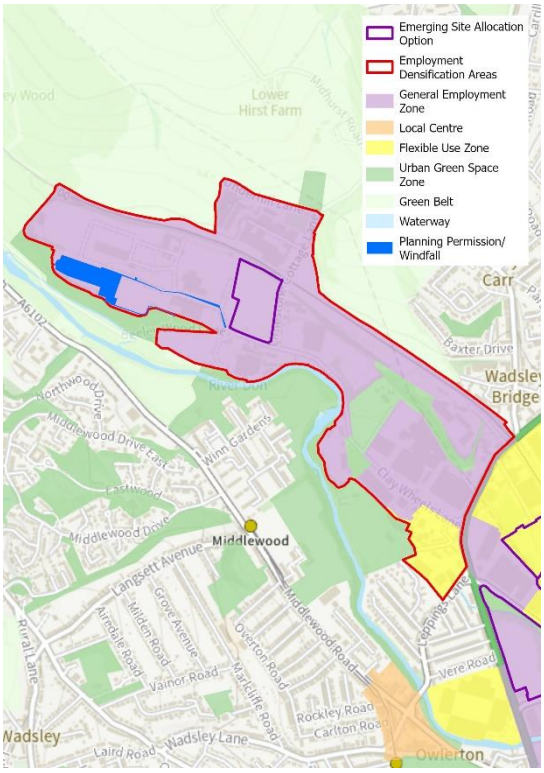


Figure 3.6.2: Aerial view of the sub area

Sub Area Size	59.2
Total Employment/Flexible Use policy area	54.9
Built footprint	9.6
Allocations	2.6
Permissions	9.8*
Recent completions	0.0
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	21.1
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	41.2
Indicative percentage of land available	75%

* This includes S03189 (Beeleywood, Claywheels Lane) which has lapsed. However, as set out in response to MIQ 5 (WS5.1), the Council considers this site to be viable and developable, and as such continues to include them as part of the long-term supply of employment sites.

Review of land uses

Within this sub area 33.7 ha of land (61%) is theatrically suitable for intensification within the employment areas. This is the thirteenth highest percentage of land that is potentially suitable and only two percentage points less than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are less opportunities within this sub area to increase employment floorspace than in other areas.

This sub-area comprises the northern section of the Upper Don Valley employment area, between the Penistone Road and Beeley Wood.

Adjacent to Penistone Road, land uses include more commercial and retail activities, including the Sainsbury's Superstore. Adjacent to the superstore is an area of smaller employment buildings that occupy larger footprints where land appears underutilised. This area is designated a Flexible Use Zone in the emerging plan, indicating that the area is a focus for mixed use development during the plan period.

Behind the superstore is the large Fletchers Bakery and a steel supply company.

Further northwest, beyond the Jubilee Sports Club, the built footprint reduces with extensive areas used for construction waste recycling and storage of construction material. These sites once contained large industrial buildings occupied by Union Carbide but have since been demolished. Applications have been permitted for the storage of aggregates and anaerobic digester. However, given the size of the site it is underutilised.

North of the railway line, off Limestone Cottage Lane there is industrial estate comprises a range of 20th Century commercial and industrial buildings which are occupied by a range of businesses. The density employment development here is much greater.

Review of existing allocations

There is one allocation identified within the draft Sheffield Plan. This is NWS03.

NWS03 corresponds with previous permissions for employment development. No subsequent applications would necessitate the amendment to the allocation boundary. It is located next to the former Union Carbide site, this land is identified as an opportunity site within this Background Paper (see below), reflecting the absence of permissions adjacent to the allocation, and uncertainty regarding availability.

Opportunities for further allocations

The former Union Carbide site may offer an opportunity to allocate additional land for employment development.

Opportunities for further intensification of floorspace

Opportunities to increase employment footprint may exist around Beeley Wood Road and Niagara Road, next to Penistone Road.

As older employment units are modernised, this may offer an opportunity to increase floorspace during the plan period.

If 2.5% of the land, that may be suitable for intensification (33.7 ha), is intensified, this could theoretically deliver 0.84 ha of utilised employment land (3,360 sqm of floorspace (assuming a footprint of 40%)). 5% could deliver 1.7 ha, however if only 1% was intensified, this would deliver 0.33 ha of employment land.

Opportunity Site

Former Union Carbide Site, Claywheels Lane

Figure 3.6.3: Aerial view of the Claywheels Lane opportunity site

The former Union Carbide site covers 12.6 hectares of brownfield land (excluding the WRD recycling facility which is located at the entrance to the site) and was once occupied by large industrial buildings that made carbon electrodes for the steel industry and graphite rods for the nuclear industry.

The Employment Land Review (2020) does recommend that this site (site ref: S03189) should be allocated.

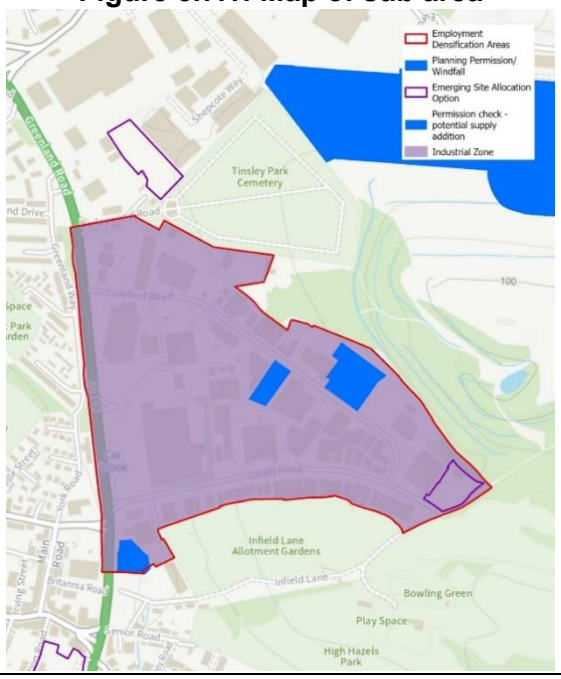
Two hectares of land at the western end of the site is currently in use for the processing and storage of aggregates, this includes bottom ash from waste to energy plants and power stations. An application to extend these operations by one hectare has recently approved. This additional supply will be included alongside other permissions approved since October 2024 (within the 2024/25 monitoring).

In 2017 permission was granted for the erection of waste management facility comprising anaerobic digestion plant for the processing of biodegradable waste. This would have been located south of the bottom ash processing facility. This permission has not been implemented and has subsequently expired.

4.9 hectares of land within the site has been included within the Council’s employment land supply as Council considers that the land continues to represent a specific developable site, where the acceptability of employment use has already been demonstrated through the grant of planning permission (this is explained further within the Council's response to the Matter 5 of the Sheffield Plan examination).

Notwithstanding the current recycling operations and the expired permissions (retained in the supply), given the size of the site, there remain significant opportunities (within approximately 5 ha remaining) to provide further employment floorspace at Claywheels Lane.

7. Darnall Green

Figure 3.7.1: Map of sub area	Figure 3.7.2: Aerial view of sub area.
	
Sub Area Size	30.3 ha
Total Employment/Flexible Use policy area	30.3 ha
Built footprint*	9.0 ha
Allocations	0.5 ha
Permissions	1.4 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	11.0 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	19.4 ha
Indicative percentage of land available	64%

*Buildings within allocated sites, or with permissions for redevelopment have been removed to avoid double counting.

Review of land uses

Within this sub area 19.4 ha of land (64%) is theoretically suitable for intensification within the employment areas. This is the twelfth highest percentage of land that is potentially suitable and only 1 percentage points more than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are less opportunities within this sub area to increase employment floorspace than in other areas.

This is a smaller sub-area, within the Innovation District, separated from the Lower Don Valley employment area by Tinsley Park Cemetery and Seventy Acre Hill Urban Green Space Zone/Green Belt.

The sub area has seen redevelopment adjacent to Greenland Road over last 20 years, including a storage and distribution centre and commercial buildings. The remaining area comprises a considerable number of small and medium sized commercial operations, including engineering companies, bulk item retailers, builders' merchants, and recycling operations.

With the exception of the new developments nearer Greenland Road, the majority of buildings comprise pre and post 1970's employment units. They are unlikely to meet modern employment requirements.

There is limited space that is not in employment generating uses, for example green infrastructure, and employee car parking appears limited when compared against other sub areas, with areas of on street parking indicating that there is not a surplus (for the majority of units).

Review of existing allocations

There is only one allocation within this sub area, ES18. This site is constrained by neighbouring land uses. The allocation reflects a previous planning permission. No further application submitted or approved that would require amendments to the allocation boundary.

Opportunities for further allocations

There is only one employment allocation proposed, this is on Cantley Road (ES18). The only other unoccupied sites have extant planning permission. Consequently, there appear limited opportunities for additional allocations.

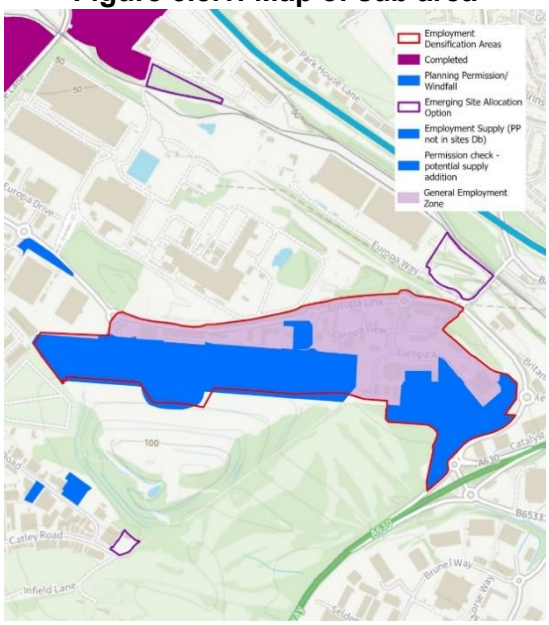
Opportunities for further intensification of floorspace

Whilst there is a high density of existing buildings, there are some opportunities within this area to intensify employment floorspace, notably those sites occupied by building supplies and recycling companies.

The age and condition of many of the existing buildings suggest that redevelopment in the sub area would provide opportunities to increase floorspace further and provide modern employment spaces.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (19.4 ha), could be intensified, this could theoretically deliver 0.19 ha of utilised employment land (760 sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land potentially suitable is intensified, this could deliver 0.49 ha.

8. Europa Link

Figure 3.8.1: Map of sub area	Figure 3.8.2: Aerial view of sub area
	
Sub Area Size	59.0 ha
Total Employment/Flexible Use policy area	57.2 ha
Built footprint*	3.9 ha
Allocations	0.0 ha
Permissions	35.5 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	39.4 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	17.8 ha
Indicative percentage of land available	31%

*Buildings within allocated sites, or with permissions for redevelopment have been removed to avoid double counting.

Review of land uses

Within this sub area 17.8 ha of land (31%) is theatrically suitable for intensification within the employment and flexible use zone areas. This is the lowest proportion of land that is potentially suitable and 32 percentage points less than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are significantly less opportunities within this sub area to increase employment floorspace than in other areas.

This sub area extends along the south side of the Europa Link and, since the closure of Sheffield Airport, it has seen significant change over the last 25 years. It now comprises a number of advanced manufacturing and research companies. It is a critical location within Innovation District and includes the University of Sheffield facilities.

These modern buildings comprise multi-story office and laboratory buildings. The employment floorspace is therefore greater than it would suggest from a review of the built footprints.

The sub area includes two large planning permissions for employment generating developments (both on the old runway). These comprise general industrial, light industrial, offices, logistics and ancillary facilities. There is also a smaller employment permission north of the old runway. The extent of land covered by existing permissions results in low proportion of land available for further intensification of employment floorspace.

Excluding these permissions there are no vacant sites within the sub area.

Review of existing allocations

There are no allocations within the sub area.

Opportunities for further allocations

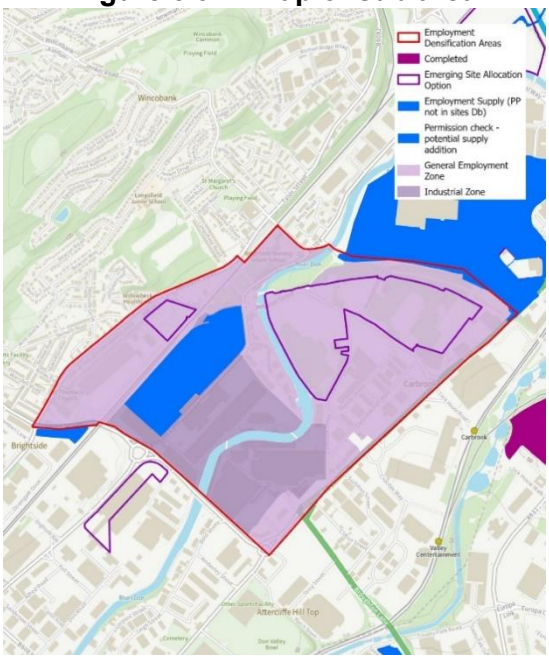
There are no further opportunities to allocate land for employment.

Opportunities for further intensification of floorspace

Given the permissions and modern building stock there are limited opportunities for intensifying floorspace and no opportunity areas are identified.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (17.8 ha), could be intensified, this could theoretically deliver 0.18 ha of utilised employment land (720 sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land potentially suitable is intensified, this could deliver 0.45 ha.

9. Forgemasters

Figure 3.9.1: Map of sub area	Figure 3.9.2: Aerial view of the sub area
	
Sub Area Size	94.6 ha
Total Employment/Flexible Use policy area	89.4 ha
Built footprint*	17.9 ha
Allocations	17.2 ha
Permissions	9.2 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	44.2 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	45.2 ha
Indicative percentage of land available	51%

*Buildings within allocated sites, or with permissions for redevelopment have been removed to avoid double counting.

Review of land uses

Within this sub area 45.2 ha of land (51%) is theatrically suitable for intensification within the employment and flexible use zone areas. This is the third lowest proportion of land that is potentially suitable and twelve percentage points less than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are less opportunities within this sub area to increase employment floorspace than in other areas.

This sub-area is located within the Innovation District and dominated by the Sheffield Forgemasters steel plant. This covers the southwestern half of the sub area and comprises large pre-2000 and pre-1970's industrial buildings that cover a significant proportion of the site. It is a critical location for advanced steel processing and manufacturing.

Within the remaining area, more modern employment development has occurred between the A6178 and Dunlop Street, opposite the Meadowhall Retail Park. These comprise numerous multi storey office spaces. Behind these offices are medium sized industrial buildings.

There are further offices located at Riverside Works.

The remaining land located between the River Don and Meadowhall Way, is currently undeveloped, however planning permission has been granted for mixed development adjacent to Meadowhall and large machining facility for Sheffield Forgemasters, with the same land allocated for employment (ES01). Within this area there are also two car dealers (opposite Ikea) and these include significant areas of land used for storing cars.

Review of existing allocations

There is only one allocation within this sub area – ES01. Following discussions during the examination (EXAM 82), it has been greed that allocation ES01 should be extended to include land on the south site of Wheedon Street which has full planning permission for new industrial buildings (24/02184/FUL). Remaining areas adjacent to the site are constrained or unsuitable and should not be allocated.

Opportunities for further allocations

Given the extant planning permissions and allocations, there are limited opportunities to allocate land in this area.

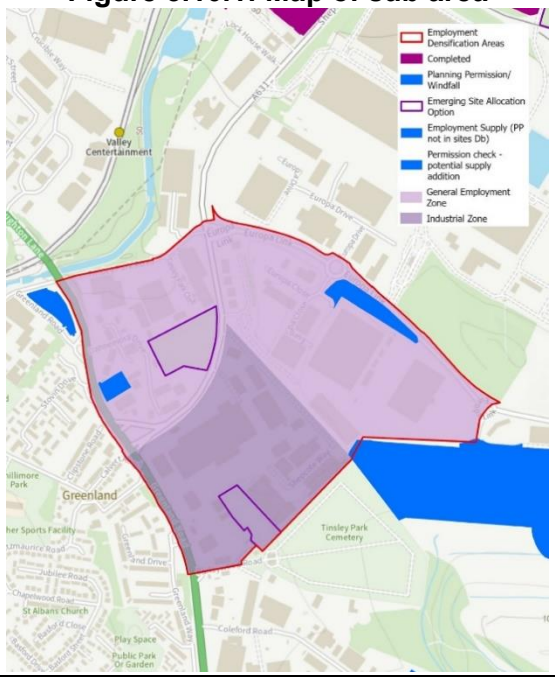
Opportunities for further intensification of floorspace

Intensification of employment floorspace is limited, due to the extensive areas covered by the steelworks and absence of surplus space in this area. The remaining areas comprise more modern office buildings. These are also likely to provide limited opportunities for intensifying floorspace during the plan period.

There are no areas within the sub area where there are clear opportunities to increase employment floorspace.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (45.2 ha), could be intensified, this could theoretically deliver 0.45 ha of utilised employment land (1,800 sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land potentially suitable is intensified, this could deliver 1.13 ha.

10. Greenland and Sheepcote Lane

Figure 3.10.1: Map of sub area	Figure 3.10.2: Aerial view of the sub area
	
Sub Area Size	46.2 ha
Total Employment/Flexible Use policy area	46.2 ha
Built footprint	11.5 ha
Allocations	2.4 ha
Permissions	1.1 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	15.0 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	31.1 ha
Indicative percentage of land available	67%

Review of land uses

Within this sub area 31 ha of land (67%) is theoretically suitable for intensification within the employment areas. This is the joint ninth highest percentage of land that is potentially suitable and 4% points more than Sheffield as a whole (all sub areas combined). This indicates that more opportunities may exist within this sub area to increase employment floorspace.

This sub area is located within the Innovation District and comprises the southern end of the A631 (Sheepcote Lane). Sheepcote Lane has been a focus of regeneration, with large 'sheds' constructed north of the junction with the Europa Link road (within the adjacent Europa Link Sub Area). Land south of Europa Link, within this area, including Europa Close, has been redeveloped within the last 20 years and now comprise modern employment buildings. There is also a large used car sales centre (Motorpoint).

The largest building in the sub area is located of Europa Close. This is a pre-1970 industrial building, that offers opportunities for regeneration and the provision of modern employment space. Planning applications have been submitted for its demolition and redevelopment for employment. However, this does not propose any increase in floorspace.

Between Greenland Road and Sheepcote Way, buildings are smaller, comprising single story industrial units, notably off Dannemora Drive. There are also two larger distribution operations, although these are significantly smaller than the newer 'sheds' on Sheepcote Lane. There is one large strategic allocation (ES11), covering the only vacant area of land.

Within the area adjacent to the Darnall Green Sub Area building densities are also low and this includes an employment allocation (ES15) and Biffa Waste facility.

Compared to other sub areas, this area contains a significant number of more modern buildings, with two large pre-1970s employment buildings. Occupation rates appear healthy.

Review of existing allocations

There are two allocations within this sub area. These are ES11 and ES15. As there are no extant planning permissions and due to the presence of occupied employment units/land, the extension of neither allocation is not justified.

Opportunities for further allocations

There are no opportunities for further allocations within this area. All vacant land that is suitable and available has been allocated.

Opportunities for further intensification of floorspace

Areas of lower floorspace density, within the employment areas adjacent to Greenland Lane, offer opportunities to intensify floorspace. Most notably at Dannemora Drive and the Biffa Waste site (adjacent to draft allocation ES11).

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (31.1 ha), could be intensified, this could theoretically deliver 0.31 ha of utilised employment land (1,240 sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land potentially suitable is intensified, this could deliver 0.78 ha.

11. Holbrook Industrial Estate

Figure 3.11.1: Map of sub area

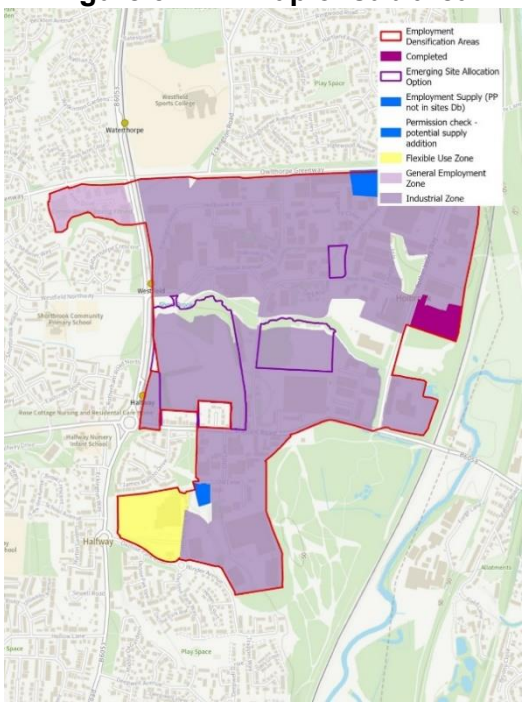


Figure 3.11.2: Arial view of the sub area

Sub Area Size	100.1 hectares (ha)
Total Employment/Flexible Use policy area	90.3 ha
Building Footprints	20.7 ha
Allocations	13.7 ha
Permissions	1.2 ha
Recent completions	1.5 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	37.1 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	53.2 ha
Indicative percentage of land potentially suitable for intensification	59%

*Buildings within allocated sites, or with permissions for redevelopment have been removed to avoid double counting.

Review of land uses

Within this sub area 53.2 ha of land (59%) is theatrically suitable for intensification within the employment areas. This is the fourteenth highest percentage of land that is potentially suitable and one percentage points less than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are less opportunities within this sub area to increase employment floorspace than in other areas.

Looking at the Holbrook Industrial Estate Sub Area in greater detail, it comprises a mix of retail (including a Morrisons Supermarket), commercial, industrial buildings, and small-scale storage and distribution. Consequently, there is a mix in building sizes and types (units in multiple occupancy, single occupancy 'sheds' and offices). Only 4 units are larger than 10,000 sqm and none exceed 15,000 sqm. With the exception of the Direct Cars site in the northwest corner of the sub area there are limited open storage areas. Similarly waste recycling is limited to a Biffa site off Holbrook Rise and EMR waste recycling off Old Lane.

The majority of the buildings are post 1970's in age, and some are likely to no longer meet the needs of modern businesses. Occupation rates appear healthy. However, some larger units are currently unoccupied.

The area contains three allocations, and these include the two large undeveloped areas within the centre of the industrial estate, adjacent to the Short Brook.

Remaining undeveloped areas include considerable amounts of woodlands and tree belts. These improve the visual amenity of the areas where they are located.

Employee car parking does not appear excessive across the sub area, with areas of on street parking indicating that there is not a surplus (for the majority of units).

Review of existing allocations

There are two allocations within this sub area. These are SES04 and SES05. SES04 was granted planning permission for employment, most recently in May 2023 (23/01782/FUL). The current boundary reflects this and previous permissions. There is no scope to extend the allocation.

SES04 reflects a previous planning permission (20003) and no further permissions have been submitted that would result in an amendment to the boundary. It is constrained by neighbouring landuses.

In summary, their boundaries should not be extended.

Opportunities for further allocations

There are no opportunities for further allocations within this area.

Opportunities for further intensification of floorspace

Opportunities to intensify employment floorspaces within this area are predominantly restricted to the redevelopment of existing buildings (those that predate 2000) rather than utilising underused/inefficiently used ancillary land.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (52.4 ha), could be intensified, this could theoretically deliver 0.53 ha of utilised employment land (2,120 sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land potentially suitable is intensified, this could deliver 1.33 ha.

12. Lower Don Central

Figure 3.12.1: Map of sub area

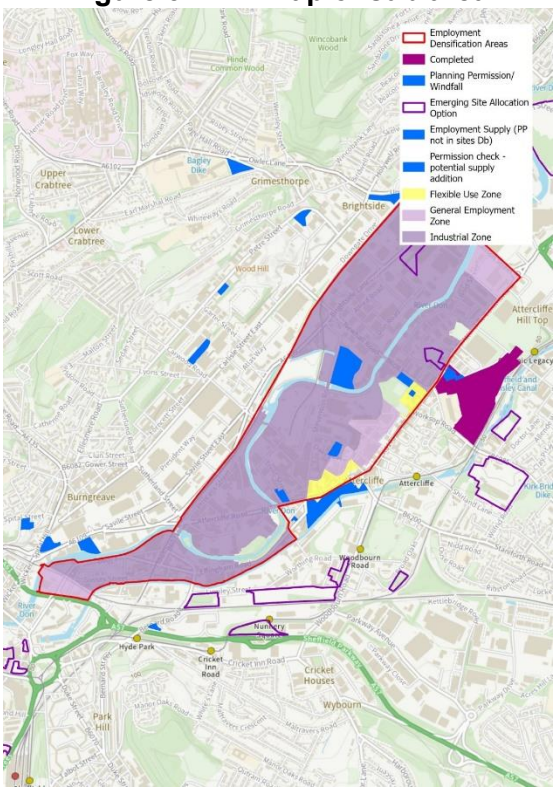
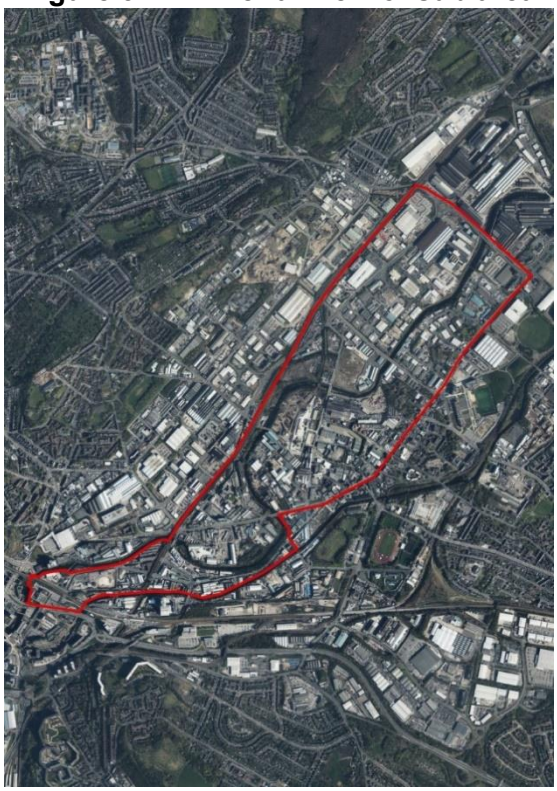


Figure 3.12.2: Aerial view of sub area



Sub Area Size	162.4 ha
Total Employment/Flexible Use policy area	145.6 ha
Buildings	38.3 ha
Allocations	2.8 ha
Permissions	3.5 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	44.7 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	100.9 ha
Indicative percentage of land available	69%

Review of land uses

Within this large sub area 100.9 ha of land (69%) is theoretically suitable for intensification within the employment areas. This is the seventh highest percentage of land that is potentially underutilised and potentially suitable and six percentage points more than Sheffield as a whole (all sub areas combined). This indicates that more opportunities may exist within this large sub area to increase employment floorspace.

This sub area is located within the Innovation District, extending either side of the River Don between the main railway line and Attercliffe Common (A6178), at the southern end it comprises the south side of the River Don along Effingham Steet, between the Canal and the river.

It is the largest sub area, located within the centre of the Lower Don Valley, consequently it comprises a wide range of employment generating uses. Although it is predominantly a manufacturing, industrial and light industrial location. There are some commercial operations (wholesalers and trade retailers), vehicle repair companies and clusters of modern office developments. It also includes the west side of Attercliffe's high street on the A6178.

The northern area contains larger, more modern industrial, manufacturing and warehousing buildings. There is also a large Royal Mail depot. There are also clusters of office development in this area.

Within the middle of the sub area, north of Newhall Road, buildings smaller in scale and occupied by a range of commercial and light industrial businesses. To the south of Newhall Road, Evri have developed a large warehouse of Stevenson Road.

Close to this new warehouse, there is a high proportion of open storage, including waste recycling and car breakers. These extend along the southern side of the River Don to the Attercliffe Road. There is a large Cemex Concrete Plant also in this area. Consequently, the density of employment floorspace is noticeably lower in this area.

Employment units get smaller and uniform either side of Stevenson Road and comprise many pre 1970s buildings, with some more modern structures. There is a diverse range of commercial, industrial and light industrial businesses.

Within the large bend in the River Don, either side of Attercliffe Road, there are significant areas that are free from built development, comprising storage and car parking. There is a range of buildings, including pre and post 1970s buildings. With some more modern industrial buildings.

Within the southern area between the canal and River Don, the industrial character continues, with a range of industrial buildings used for a range of employment uses. There are a number of storage operations and car breakers. The Cadent Gas Depot, once the location of a gasholder, comprises a significant area of underutilised land.

Review of existing allocations

There are only two employment allocations within this large sub area. These are ES09 and ES16. There are no permissions that would necessitate a change in their boundaries. ES16 reflects previously approved planning permissions.

No justification to extend either allocation.

Opportunities for further allocations

There are no clear opportunities to allocate further allocations within this sub area. However, land in the vicinity of Stevenson Road and the new Evri depot may offer some development opportunities during the plan period.

Opportunities for further intensification of floorspace

Given the age of many buildings within this area, there are abundant opportunities to intensity floorspace within this area and deliver more modern employment spaces. In addition, the sub area contains extensive areas of underutilised spaces that are unused or used for storage, recycling or parking.

If 2.5% of the land, that may be suitable for intensification (100.9ha), could be intensified, this could theoretically deliver 2.52ha of utilised employment land (10.080sqm of floorspace (assuming a footprint of 40%)). 5% could deliver 4.9 ha, however a lower figure of 1% could deliver only 1ha of intensified employment land.

Specific Opportunity Areas

Land off Stevenson Road

Figure 3.12.3: Aerial views of underutilised land around Stevenson Road

The area covers approximately 11 hectares (excluding the Urban Green Space Zone north of the River Don). Land north of the River Don includes several scrap yards, open storage (including vehicles) and vacant land (left aerial view).

Land south and east of the River Don includes further scrap metal dealers and a Cemex aggregates depot (right aerial view).

Opportunity Sites

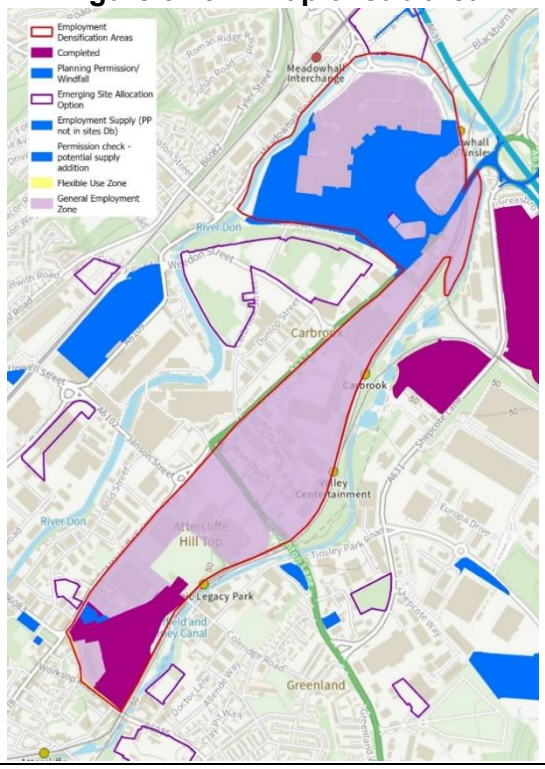
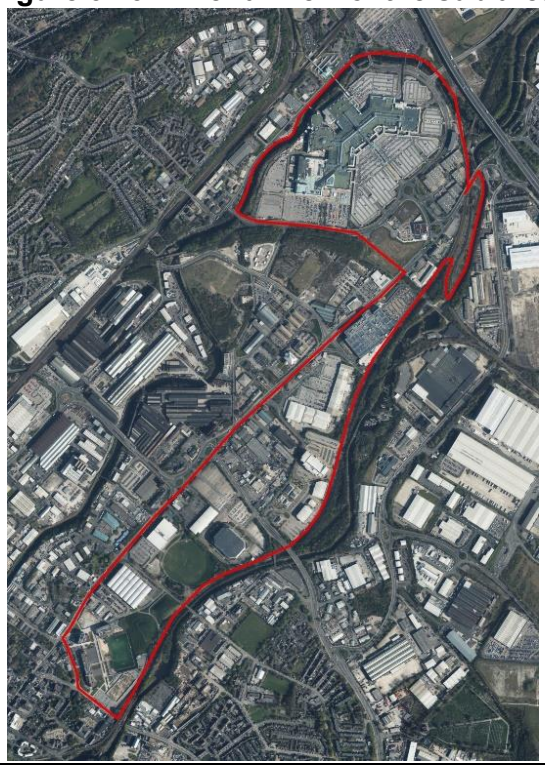
Land off Stevenson Way (opposite Stevenson Way)

Figure 3.12.4: Aerial view of opportunity site on Stevenson Road

This is a 0.3ha vacant plot of land of Stevenson Rd, opposite Stevenson Way within the Stevenson Rd Opportunity Area (see above). This land was used for open storage by the occupier of the adjacent industrial buildings but has not been used since 2015.

The land does not have any extant, expired or undetermined planning applications.

13. Meadowhall and Carbrook

Figure 3.13.1: Map of sub area	Figure 3.13.2: Aerial view of the sub area
	
Sub Area Size	116.7 ha
Total Employment/Flexible Use policy area	100.9 ha
Built footprint*	27.4 ha
Allocations	2.7 ha
Permissions*	20.0 ha
Recent completions	2.7 ha
Total land unavailable for intensification (within employment/flexible use zones)	59.5 ha
Total land potentially available for intensification (within employment/flexible use zones)	41.5 ha
Indicative percentage of land potentially suitable for intensification	41%

* Buildings and permissions have been reduced to avoid double counting.

Review of land uses

Within this sub area 41.5ha of land (41%) is theoretically suitable for intensification within the employment and flexible use zone areas. This is the second lowest proportion of land that is

potentially suitable and twenty two percentage points less than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are significantly less opportunities within this sub area to increase employment floorspace than in other areas.

This sub area is within the Innovation District and has seen the most significant change since the decline in steel production at the end of the 20th Century.

The landuse is now dominated by retail, leisure and sporting developments, including the regionally significant Meadowhall Shopping Centre, Ikea Store, Meadowhall Retail Park, Valley Centertainment, Utilita Arena Sheffield, Ice Sheffield and English Institute of Sport. Within the southern area of the sub area there has been significant investment within the Sheffield Hallam Health Innovation Campus at the Sheffield Olympic Legacy Park. As part of the Innovation District, this area is a centre for research in health and wellbeing.

The built density is low, due to the extensive car parking required for these regional leisure and retail facilities. There is also substantial green infrastructure.

There are pockets of employment development, notably around Volcan Way, adjacent to Meadowhall and between the retail park and Sheffield Arena. Buildings in these areas vary in size and use. In addition to a range of engineering, storage and distribution, commercial and some retail operations, other buildings are occupied by leisure facilities which require large spaces. Many buildings comprise pre-2000 employment spaces.

Review of existing permissions

There are three allocations within this sub area. Allocations ES03 and ES04 are constrained by neighbouring landuses and the there are no planning applications that indicate their boundaries should be amended.

ES01 extends into the Forgemasters sub area. Within this sub area, the site is constrained by occupied retail units (Next and Costa Coffee) and neighbouring uses, including the Meadowhall Shopping Centre.

There are no opportunities to extend these allocations.

Opportunities for further allocations

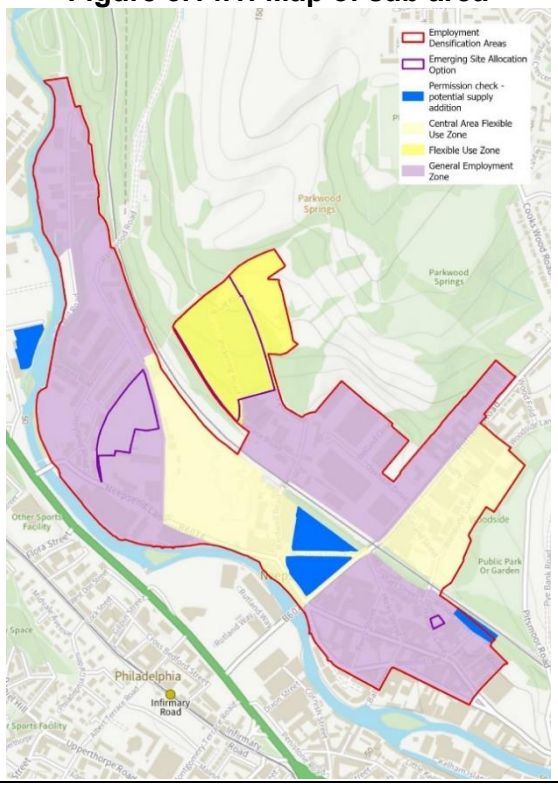
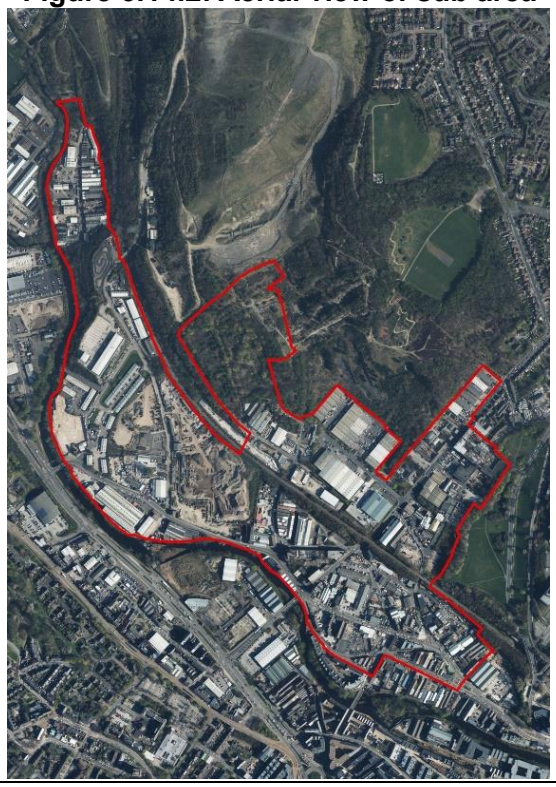
Within this sub area there are no obvious opportunities to allocate land for employment. Land, free from built development, is required for car parking or in use as green infrastructure.

Opportunities for further intensification of floorspace

Within the remaining areas of employment, there may be opportunities to increase floorspace and provide more modern employment spaces, if they are redeveloped during the Sheffield Plan period. However, there are no areas within the sub area where there are clear opportunities to increase employment floorspace.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (41.5 ha), could be intensified, this could theoretically deliver 0.41ha of utilised employment land (1,640 sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land potentially suitable is intensified, this could deliver 1.04 ha and a greater percentage of 5% would deliver 1 hectare.

14. Neepsend and Parkwood

Figure 3.14.1: Map of sub area	Figure 3.14.2: Aerial view of sub area
	
Sub Area Size	62.2 ha
Total Employment/Flexible Use policy area	60.0 ha
Buildings	13.1 ha
Allocations	5.6 ha
Permissions	1.9 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	20.6 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	39.4 ha
Indicative percentage of land available	66%

Review of land uses

Within this sub area 39.4 ha of land (66%) is theoretically suitable for intensification within the employment and flexible use zone areas. This is the eleventh highest percentage of land that is potentially suitable and five percentage points more than Sheffield as a whole (all sub

areas combined). This indicates that there are less opportunities within this sub area to increase employment floorspace than other areas.

This is the largest sub area within the Upper Don Valley employment area, extending from industrial estate on Club Mill Road south, down Neepsend Lane, north east of the River Don to the junction with Harvest Lane at Neepsend. It also extends north east along Rutland Road and includes Parkwood Springs industrial estate.

Within the southern area in and around Neepsend, there is a diverse range of businesses, and the area has diversified, including a number of bars and restaurants. These co-exist with 'traditional' engineering and commercial businesses, which once dominated the land use in this area.

North of Rutland Road, there are significant areas of land without built development and density is low. These areas are occupied by waste recycling companies, demolition contractors and car storage.

There is a collection of smaller employment units on Farfield Road and Hoyland Road, with more modern (post 2000) and larger employment units within the Parkwood Business Park.

The industrial estate on Club Mill Road, hindered by single carriageway access, comprises small and medium sized engineering and commercial firms, within a range of 20th Century buildings, many of which pre-date 1970.

North of the railway line, Oakham Drive comprises more modern employment space (compared to the older pre and post 1970's units). Within the Parkwood industrial area (Wallace Road), there are a number of metal fabrication businesses.

There are several proposed allocations within the emerging Sheffield Plan, including both housing and employment allocations, reflecting the continued transition within this sub area away from a predominantly industrial and employment location.

Land adjacent to the River Don and railway line comprise green infrastructure corridors within this area.

Review of existing allocations

There are four employment and mixed-use allocations within this sub area. These sites are KN01, KN02, NWS02 and NES29.

Both NWS02 and NWS29 are constrained by ecological and open space designations at Parkwood Springs and cannot be extended. KN01comprises the former Gas Works site. This is within an identified opportunity area (see below). However, due to the absence of information regarding availability of adjacent land an extension of the allocation is not justified.

In summary, there is no justification to extend these allocations.

Opportunities for further allocations

With the exception of sites used for waste handling, other vacant/underutilised plots of a significant size have been allocated for development.

Opportunities for further intensification of floorspace

Provided employment uses are retained, there are opportunities to increase floorspace within the Neepsend area, including through an increase in built footprint and floors. Similar opportunities will exist elsewhere.

The predominance of waste handling operators and open storage offer clear opportunities to increase employment floorspace within the central part of this sub area.

If only 1% of the land, that may be suitable for intensification (39.4 ha), could be intensified, this could theoretically deliver 0.39 ha of utilised employment land (1,560sqm of floorspace (assuming a footprint of 40%)). 2.5% could deliver 0.99ha of intensified employment land and 5% would equate to 1.9ha.

Specific Opportunity Areas

Neepsend Lane North

Figure 3.14.3: Aerial view of underutilised land north of Neepsend Lane

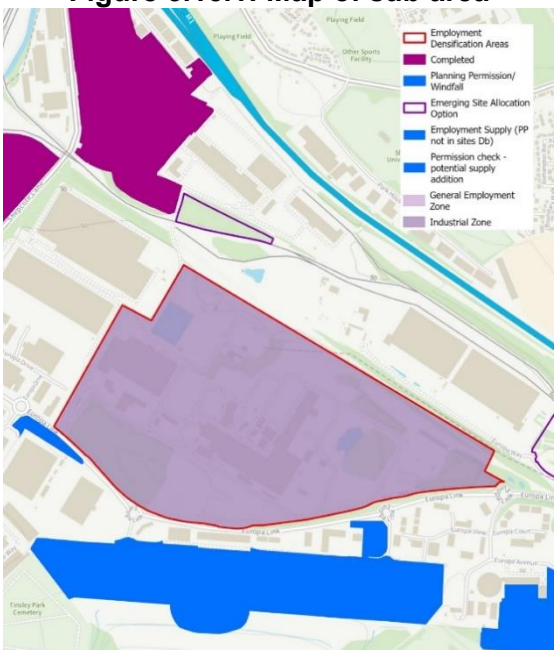
Arthurs skip hire and construction waste recycling operation comprises a significant proportion of land within this area, on both sides of Parkwood Road.

Land within the centre, west of Parkwood Road, is allocated for employment (KN01).

Further west and to the south, on Neepsend Lane, there are vehicle repair and rescue companies as well as demolition and construction reclamation businesses.

Whilst this area meets the needs of construction industry and provides recycling facilities, there are further opportunities (in addition to the draft allocation) to increase employment floorspace within this area.

15. Outokumpu and Marcegaglia

Figure 3.15.1: Map of sub area	Figure 3.15.2: Aerial view of the sub area
	
Sub Area Size	61.2
Total Employment/Flexible Use policy area	61.2
Built footprint	7.7
Allocations	0.0
Permissions	0.0
Recent completions	0.0
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	7.7
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	53.5
Indicative percentage of land potentially suitable for intensification	87%

Review of land uses

Within this sub area 53.5 ha of land (87%) in the Industrial Zone is either free from built development, is not allocated, has no planning permissions or has not been recently developed. This is the highest percentage of land that could be suitable for further employment allocations and/or intensification, 24% points more than Sheffield as whole (all sub areas combined).

The sub area however comprises the Outokumpu and Marcegaglia stainless steel manufacturing plants. These comprise large industrial buildings with significant areas of land used for the movement and storage of steel material (for processing or as finished products). Given these operations, there is considerable uncertainty that land could be allocated and occupied by other businesses, or that floorspaces could be increased.

The sub area is within the Innovation District.

There are large areas of land that are not occupied by buildings or currently used for steel production, including land that is adjacent to junctions on the Europa Link Road. These comprise land historically used as part of the steel production process, including spoil waste material. Although these areas have naturally regenerated, ground conditions and potential contamination are likely to be a constraint.

Given the uses within the sub area there are no obvious locations where there are clear opportunities to increase employment floorspace in this sub area.

Review of existing allocations

There are no draft allocations within this sub area.

Opportunities for further allocations

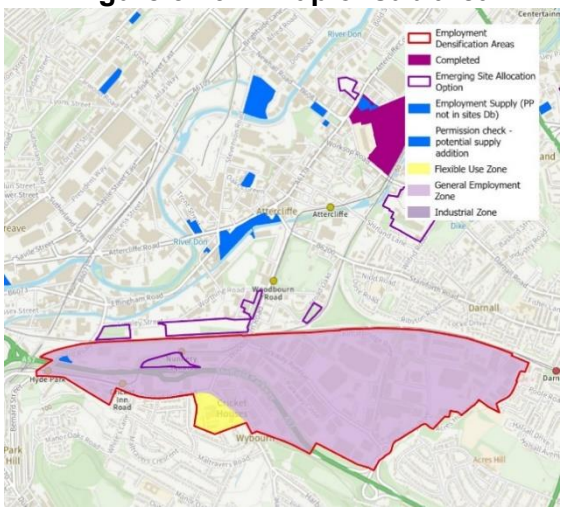
The operation steel works limit opportunities to allocate further land in this sub area.

Opportunities for further intensification of floorspace

Depending on the operational requirements of the steel plant, there are opportunities to intensify employment floorspace within this sub-area.

If 1% of the land that may be suitable for intensification (53.5 ha), could be intensified, this could theoretically deliver 0.53ha (2,120 sqm of floorspace (assuming a footprint of 40%)). 2.5% could deliver 1.34ha and 5% would deliver 2.7ha and of intensified employment land.

16. Parkway

Figure 3.16.1: Map of sub area	Figure 3.16.2: Aerial view of the sub area
	
Sub Area Size	109.7 ha
Total Employment/Flexible Use policy area	109.7 ha
Built footprint	26.0 ha
Allocations	1.4 ha
Permissions	0.2 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	27.5 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	82.2 ha
Indicative percentage of land potentially suitable for intensification	75%

Review of land uses

Within this sub area 82.2 ha of land (75%) is potentially suitable for intensification within the employment and flexible use zone areas. This is the joint third highest percentage of land that is potentially suitable and 12% points more than Sheffield as a whole (all sub areas combined). This indicates that more opportunities are likely to exist within this sub area to increase employment floorspace.

The Parkway area comprises the southern extent of the Lower Don Valley commercial and industrial area. The Innovation District covers the employment area north of the Parkway. This is a priority location for economic growth within the Sheffield Plan.

Since 2000, there has been significant employment development within the eastern part of the sub area, between Kettlebridge Road and Acres Hill Lane.

As a result, the sub area comprises a greater diversity of employment generating uses than other areas within the wider Lower Don Valley, including large wholesalers (including Makro and Costco) and those that sell to the trade (builders merchants), storage and distribution companies, small and medium sized manufacturers and commercial businesses. There are also a number of offices (including insurance companies and the Environment Agency). Compared to other areas there are fewer metal manufacturing companies and no waste recycling facilities. The range of employment generating uses reflects the sub area's advantageous location directly off Sheffield Parkway.

Within the area west of Woodburn Road, between the Sheffield Parkway and the railway line, land uses are different. The Supertram Depot and Nunnery Square Park and Ride comprise a significant proportion of the area, with the remaining areas including modern office's (including Concentrix Centre and South Yorkshire Police), community facilities and climbing centre.

South of the Parkway, the Parkway Centre comprises large retail units, restaurants and leisure facilities. The Manor Lane Depot is council owned and is used for vehicle storage and training.

The majority of the buildings are post 1970's in age and many meet modern business requirements (especially those built after 2000). However, some are likely to no longer meet the needs of modern businesses (many of which are older and used for storage). Occupation rates appear healthy.

Given the diversity, there are a range of buildings sizes. The largest comprise the wholesalers, storage and distribution. The majority are medium in size.

The area contains one allocation, the Airflow Site (ES12), which is locate within the western area of the site

Remaining undeveloped areas include considerable amounts of tree belts. These improve the visual amenity of the areas where they are located.

Employee car parking does not appear excessive across the sub area, with areas of on street parking indicating that there is not a surplus (for the majority of units).

Whilst this area has the joint third highest amount of land which, in theory, provides an opportunity to identify allocations and intensify land uses, this is a consequence of wholesalers, builders' merchants and car storage. All of which require extensive carparking. Beyond small scale opportunities across the sub area, there are no clear target locations for wider scale intensification of floorspace.

Review of existing allocations

ES12 is the only draft employment allocation within this sub area. This allocation is constrained by the tram line (and station), Sheffield Parkway and neighbouring occupied employment units. There are no planning approvals that would necessitate an amendment to the allocation.

Opportunities for further allocations

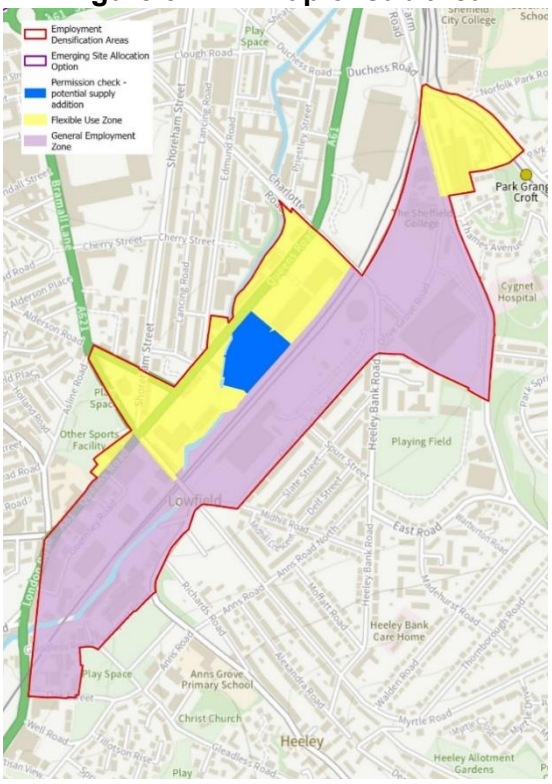
Given the redevelopment this century (most notably within the north and east of the sub area), there are limited opportunities for further allocations within this sub area.

Opportunities for further intensification of floorspace

There are opportunities to intensify employment floorspace across the sub area, within sites that are currently used for open air storage (Acres Hill Lane) or occupied by builders' merchants, garages and vehicle repair. These are however limited in scale.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (82.2 ha), could be intensified, this could theoretically deliver 0.82ha (3,280sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land were intensified, this could deliver 2.06 ha. 5% would deliver 4.1ha.

17. Queens Road

Figure 3.17.1: Map of sub area	Figure 3.17.2: Aerial view of the sub area
	
Sub Area Size	33.0 ha
Total Employment/Flexible Use policy area	32.5 ha
Buildings	6.3 ha
Allocations	0.0 ha
Permissions	1.17 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	7.5 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	25.1 ha
Indicative percentage of land potentially suitable for intensification	77%

Review of land uses

Within this sub area 25.1 ha of land (77%) is theoretically suitable for intensification within the employment areas. This is the second highest percentage of land that is potentially suitable and 14 percentage points more than Sheffield as a whole (all sub areas combined). This indicates that opportunities are likely to exist within this sub area to increase employment floorspace.

This sub area comprises the northern half of the Sheaf Valley employment area. It extends from Junction of Queens Road with Sheffield's ring road (A61) in the north to the junctions of London Road and Oak Street (where London Road passes underneath of main railway line). It includes the flat land within the valley, on both sides of the railway line.

Unlike within the Upper and Lower Don, the dominant employment generating uses are not focused on manufacturing or industrial processes. Land use here has diversified as metal processing has declined and replaced by retail and commercial businesses. Including the Queens Road retail park, self-storage and retail units on Guernsey Road. There are also two builders' merchants. The designation of the land between Charlotte Road and Myrtle Road as a Flexible Use Zone reflects the diversification.

On the east side of the railway line, the Sheffield College, Olive Road Council/Amey Depot, Bus Depot and vehicle storage area dominate the landuse within the northern part of the sub area. This area therefore comprises significant areas of land that are free from buildings and used for the storage of materials and vehicles.

The Sheaf Bank Business Park and land between Gleadless Road and Oak Street comprise one of the few employment areas that include B2, or Class E (g) uses. There are also areas of open storage in this area.

Given the extent of retail developments and their requirements for car parking, other than the Amey/SCC and Bus Depots, there are no obvious locations where there are clear opportunities to intensify employment floorspace in this sub area.

Review of existing allocations

There are no existing employment allocations within this sub area.

Opportunities for further allocations

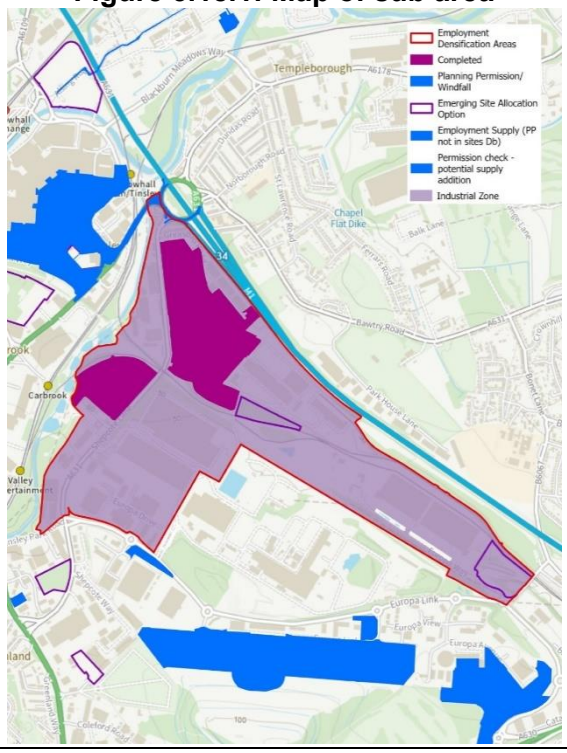
Depending on the future operational requirements of the Amey/SCC and bus depot, there are no obvious opportunities to allocate further land for employment development in this area.

Opportunities for further intensification of floorspace

Due to the extensive areas of land used for parking and the storage of vehicles and construction materials, opportunities to intensify employment floorspace and use land more efficiently do exist within the sub area.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (25.1 ha), could be intensified, this could theoretically deliver 0.25ha (1,000sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land potentially suitable is intensified, this could deliver 0.63 ha. 5% could deliver 1.2%.

18. Sheepcote Lane and Europa Link

Figure 3.18.1: Map of sub area	Figure 3.18.2: Aerial view of the sub area
	
Sub Area Size	136.8 ha
Total Employment/Flexible Use policy area	136.0 ha
Buildings*	26.5 ha
Allocations	24.5 ha
Permissions	0.0 ha
Recent completions*	6.7 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	57.7 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	78.3 ha
Indicative percentage of land potentially suitable	58%

*Buildings and completions within allocated sites have been removed to avoid double counting.

Review of land uses

Within this sub area 78.3 ha of land (58%) is theatrically suitable for intensification within the employment and flexible use zone areas. This is the sixth lowest percentage of land that is

potentially suitable and eight percentage points less than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are less opportunities within this sub area to increase employment floorspace than in other areas.

This sub area has been a focus for redevelopment in the last 20 years, with large storage and distribution sheds replacing steel factories along Sheepcote Lane and the SIRFT facility (occupied by M&S) of Europa Way. These have taken advantage of the rail and road links (M1). The sub area is key location within the Innovation District.

Whilst the majority of the sub area has seen redevelopment recently, there remains a smaller area of older industrial buildings (including pre-1970's buildings) east of Sheepcote Lane. These are occupied by a rail engineering company and smaller commercial operations.

Within the south eastern area (around Outokumpu and SIRFT) there are larger areas of undeveloped natural green space, which have regenerated since the area was redeveloped. However, these areas are crossed by a network of railway lines that connect the SIRFT and Outokumpu steelworks to the mainlines.

There are three allocations, the largest of which has been redeveloped and now comprises 4 large employment 'sheds'. The other two are both small compared to the plots recently developed.

Review of existing allocations

There are three draft allocations within this sub area. The larger allocation (ES06) has been developed and completed this year. Land to the south, within the Outokumpu site, has been identified as an opportunity area (see below), however an extension of this allocation cannot be justified given the limited information regarding the land's deliverability and availability.

Similarly, ES10 is adjacent to the Outokumpu opportunity area. To the south is a railway line, beyond which is woodland and the steel works.

ES07 is located at the eastern end of the sub area. It is bounded by the SIRFT site, open space and the administrative boundary with Rotherham.

There are no clear opportunities to extend theses allocations.

Opportunities for further allocations

There may be opportunities to allocate currently undeveloped areas, notably between the Outokumpu buildings and aggregates storage and distribution facility.

Opportunities for further intensification of floorspace

Given the recent redevelopment within the area, opportunities to increase floorspace are limited. The Outside storage areas within the Outokumpu facility appear underutilised and may offer an opportunity to increase floorspace. This is directly adjacent to the recently constructed warehousing on Sheepcote Lane.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (78.3 ha), could be intensified, this could theoretically deliver 0.78ha of utilised employment land (3,120sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land potentially suitable is intensified, this could deliver 1.96 ha. 5% could deliver 3.4ha.

Opportunity Areas

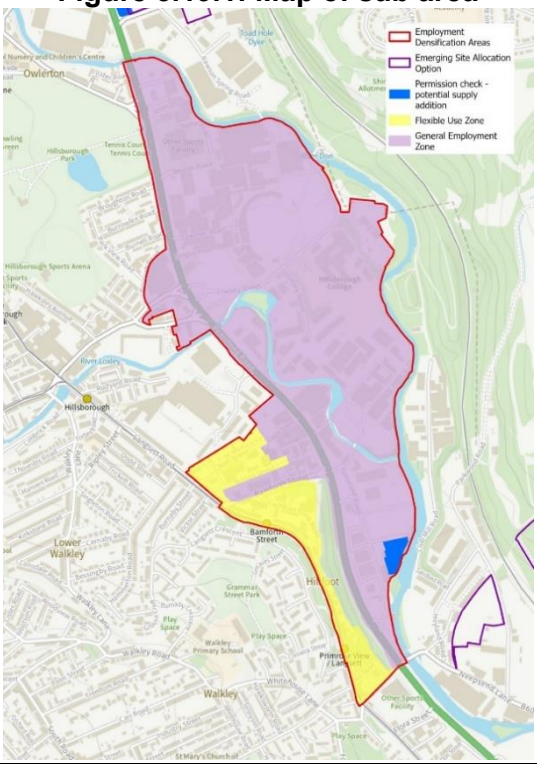
<u>Outokumpu North</u>

Figure 3.18.3: Aerial view of the Outokumpu North opportunity area

Lans around the Outokumpu building covers approximately 3 hectares. Land to north of this area (adjacent to Sheepcote Way) has recently been redeveloped for B2 and B8 employment uses. Additional land, within the operational area of the Outokumpu steel works, provides further opportunities to increase employment floorspace in this sub area. Although part of Outokumpu operations, the land appears underutilised and is currently used as open storage and vehicle parking.

Access is achievable via Loverose Way and the recent junction improvements on Sheepcote Way (delivered as part of the neighbouring employment development).

19. Upper Don Central

Figure 3.19.1: Map of sub area	Figure 3.19.2: Aerial view of sub area
	
Sub Area Size	70.4 ha
Total Employment/Flexible Use policy area	66.7 ha
Built footprint	16.0 ha
Allocations	0.0 ha
Permissions	0.45 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	16.5 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	50.3 ha
Indicative percentage of land available	75%

Review of land uses

Within this sub area 50.3 ha of land (75%) is potentially suitable for intensification within the employment and flexible use zone areas. This is the joint fifth highest percentage of land that is potentially suitable and 12 percentage points more than Sheffield as a whole (all sub

areas combined). This indicates that more opportunities are likely to exist within this sub area to increase employment floorspace.

The River Loxley bisects this sub area as it flows into the River Don. Within the northern area, the Cadbury (Mondelez) factory, Owlerton Raceway and Hillsborough College are prominent landuses. There are also a number of smaller offices (of Beulah Road) and industrial metal fabricators of Lowther Road. Given the leisure and educational facilities there are significant areas used for car parking.

Between the River Loxley and River Don, industrial and light industrial employment uses dominate, with metal processing companies and a large steel manufacturer (IFA) present.

There are no relevant planning applications or allocations north of the River Loxley.

South and east of the River Loxley there are more commercial businesses, with a concentration of car sales and car rental businesses either side of Penistone Road. The greater range of employment uses is reflected in the designation of land west of Penistone Road as a Flexible Use Zone.

Review of existing allocations.

There are no existing employment allocations within this sub area.

Opportunities for further allocations

There are no further opportunities to allocate additional sites for employment.

Opportunities for further intensification of floorspace

There are opportunities to intensify employment floorspace within the southern area, subject to operational requirements of IFA that occupies this location.

Notwithstanding the extent of land occupied by car sales, hire and garages, there are opportunities south and east of the River Loxley to intensify employment floorspace.

If only 1% of the land, that may be suitable for intensification (50.3 ha), could be intensified, this could theoretically deliver 0.50ha (2,000sqm of floorspace (assuming a footprint of 40%)). 2.5% could deliver 1.26ha and 5% could deliver 2.5ha of intensified employment land

Specific Opportunity Areas

<u>IFA Site</u>

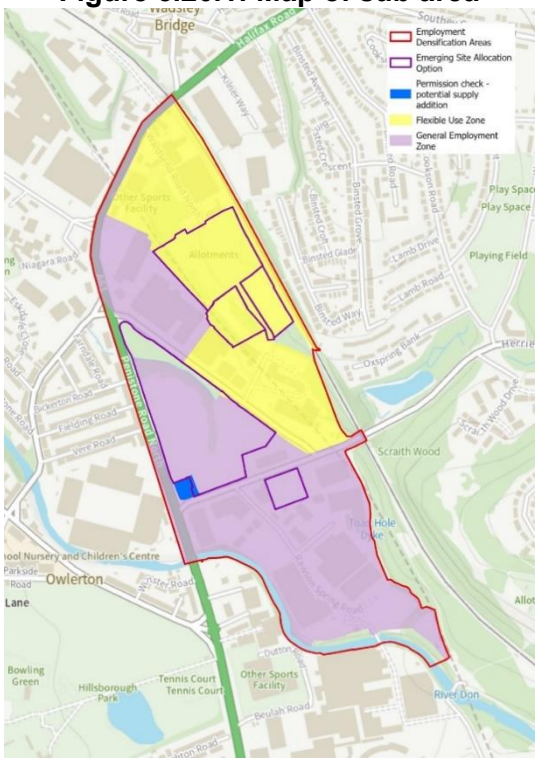
Figure 3.19.3: Aerial view of underutilised land within the IFA site

This area of land was appraised within the Employment Land Review (ELR) (2020) (S03188), and it was concluded that the land is allocated for employment use. The ELR establishes that the net developable area is 1.2ha and could provide deliver 4,800 sqm of floorspace (assuming 40% built footprint). It comprises space for parking and open storage and appears underutilised.

The land is within Flood Zone 3b (functional floodplain), however flood defences along the River Loxley have been improved adjacent to the site. Whilst sequentially the site is not preferred compared to other areas outside Flood zones 1 or 2, it is however within a designated general employment area and sustainably located.

Access is deemed to be poor/average due to the points of access over a single vehicle width bridge or through an industrial estate.

20. Wardsend and Herries Road

Figure 3.20.1: Map of sub area	Figure 3.20.2: Aerial view of the sub area
	
Sub Area Size	35.0 ha
Total Employment/Flexible Use policy area	32.4 ha
Built footprint	6.6 ha
Allocations	8.81 ha
Permissions	0.16 ha
Recent completions	0.0 ha
Indicative land area that is not potentially suitable for intensification (within employment/flexible use zones)	15.6 ha
Indicative land area potentially suitable for intensification (within employment/flexible use zones)	16.8 ha
Indicative percentage of land potentially suitable for intensification	52%

Review of land uses

Within this sub area 16.8 ha of land (52%) is theatrically suitable for intensification within the employment and flexible use zone areas. This is the fifth lowest percentage of land that is potentially suitable and seven percentage points less than the figure for Sheffield as a whole (all sub areas combined). This indicates that there are less opportunities within this sub area to increase employment floorspace than in other areas.

This is a smaller sub-area, located between the Penistone Road (A61), Don Valley railway line and the River Don, within the larger Upper Don Valley employment area.

The northern part comprises larger metal manufacturing companies, that range between 4,000 and 9,000 sqm and three employment allocations on and adjacent to the Wardsend Allotments. This area is a Flexible Use Zone, indicating the ambitions within the plan period is for regeneration with a mix of uses, including residential.

Land between Herries Road and Herries Road South is allocated for employment development.

South of Herries Road South, there are a range of commercial and manufacturing businesses accessed of Rawson Spring Road. This includes a builder's merchant. These are located within a late 20th Century buildings that vary in size but include some that are as large as 7,000 sqm. There is a considerable car park for employees of the Mondelez factory.

The only vacant plot here is allocated for employment (NWS07).

The number of allocated plots is reflected in the lower percentage of the remaining land that may be suitable for intensification or allocation.

Other than allocated sites (e.g. Wardsend Lane), there are no obvious locations where there are clear opportunities to increase employment floorspace in this sub area.

Review of existing allocations

Within this sub area, there are five existing employment allocations. These are clustered on Wardsend Road (NWS04, NWS05 and NWS06) and on Herries Road (NWS01 and NWS07).

NWS05 and NWS06 both reflect previous employment permissions. No subsequent permissions suggest that they should be amended. NWS04 has no extant permissions. Land north of NWS04 has been identified as an opportunity site (see below).

NWS01 is constrained by Herries Road. Neither NWS01 nor NWS07 have extant permissions that would indicate they require amendment.

There are no clear opportunities to extend these allocations.

Opportunities for further allocations

There are several sites already proposed as allocations within this sub area (see above). However, further vacant land is unallocated of Wardsend Road North (see below).

Opportunities for further intensification of floorspace

Notwithstanding the limited opportunities to intensify employment floorspace in this sub area, should proposals come forward to redevelop sites, floorspaces could be increased through an increase in built footprint and/or building heights and additional floors, especially within the Flexible Use Zone.

Making a cautious assumption that only 1% of the land, that may be suitable for intensification (16.8 ha), could be intensified, this could theoretically deliver 0.16ha of utilised

employment land (640 sqm of floorspace (assuming a footprint of 40%)). If 2.5% of the land potentially suitable is intensified, this could deliver 0.42 ha.

Opportunity Sites

<u>Wardsend Road North</u>

Figure 3.20.3: Aerial view of land off Wardsend Road North

This opportunity site covers 0.8 ha and is located within a Flexible Use Zone in the emerging Sheffield Plan.

The Employment Land Review (2020) does recommend that land at Wardsend (site ref: S03187) should also be allocated. The site comprises open vegetated ground that has not been in use for over 25 years. Uses prior to 1999 are uncertain. The land has not however been allocated in the emerging Sheffield Plan.

The southeast corner of the site comprises an overflow carpark for NHS staff.

Appendix 4: Potential Green Belt Employment Sites

Location A: Hesley Wood

Figure 4.1: Hesley Wood Strategic Employment Area (Integrated Impact Assessment Update and Addendum (2025) (ARUP))

Location B: East of Smithywood

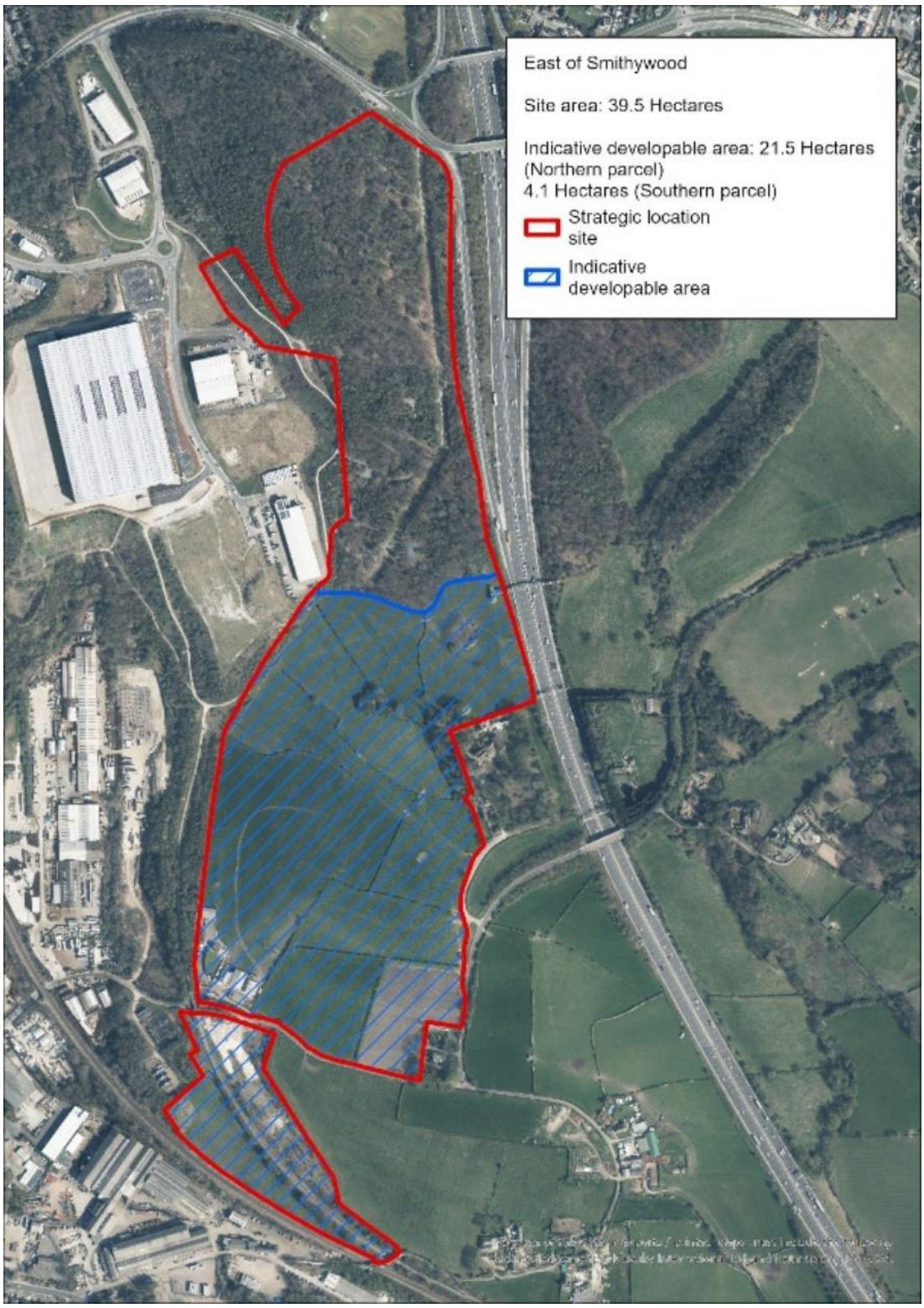


Figure 4.2: East of Smithywood (Integrated Impact Assessment Update and Addendum (2025) (ARUP))

Location C: Norton

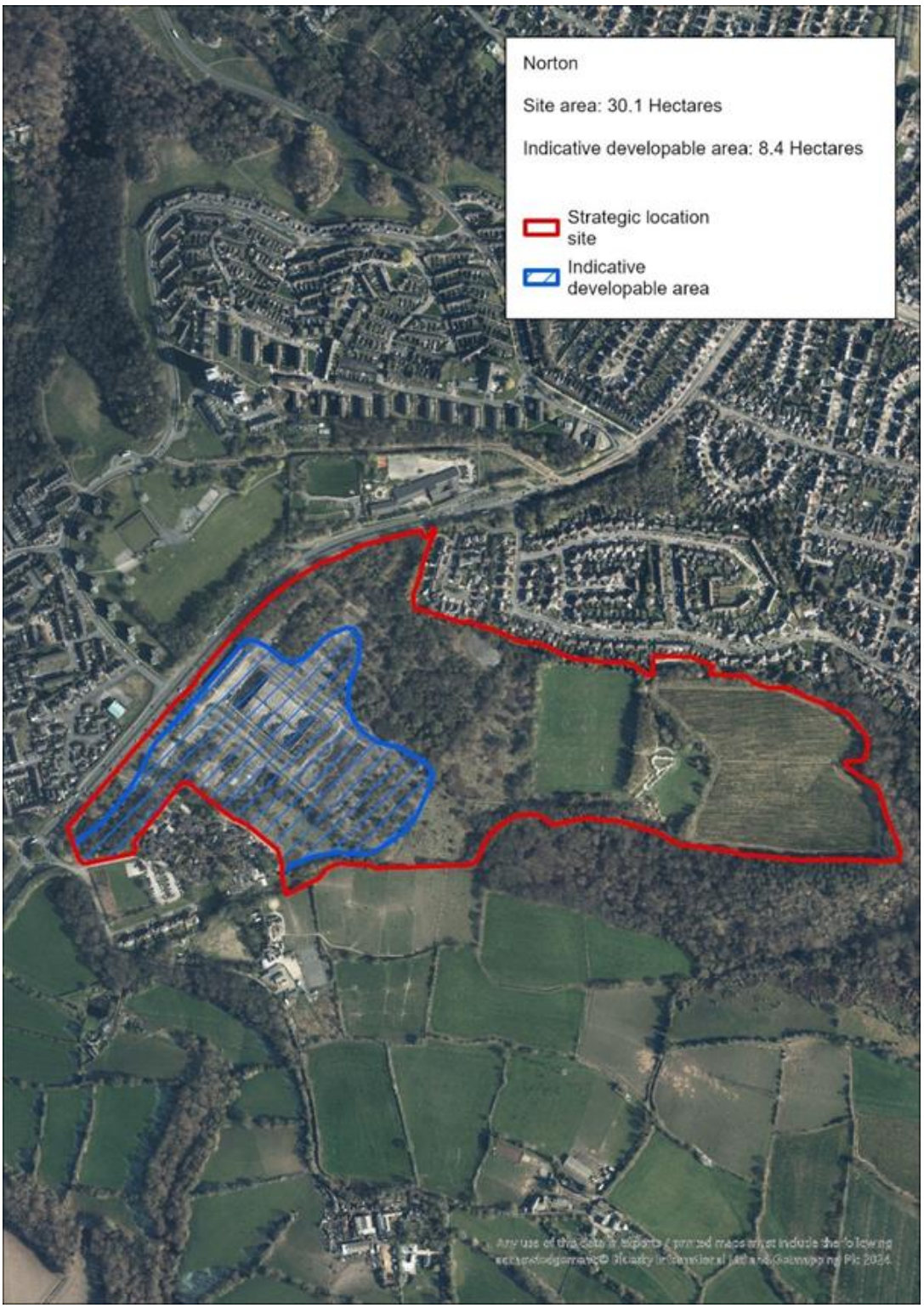


Figure 4.3: Norton (Integrated Impact Assessment Update and Addendum (2025) (ARUP))

Location D: Handsworth

Figure 4.4: Handsworth (Integrated Impact Assessment Update and Addendum (2025) (ARUP))

Location E: Warren Lane

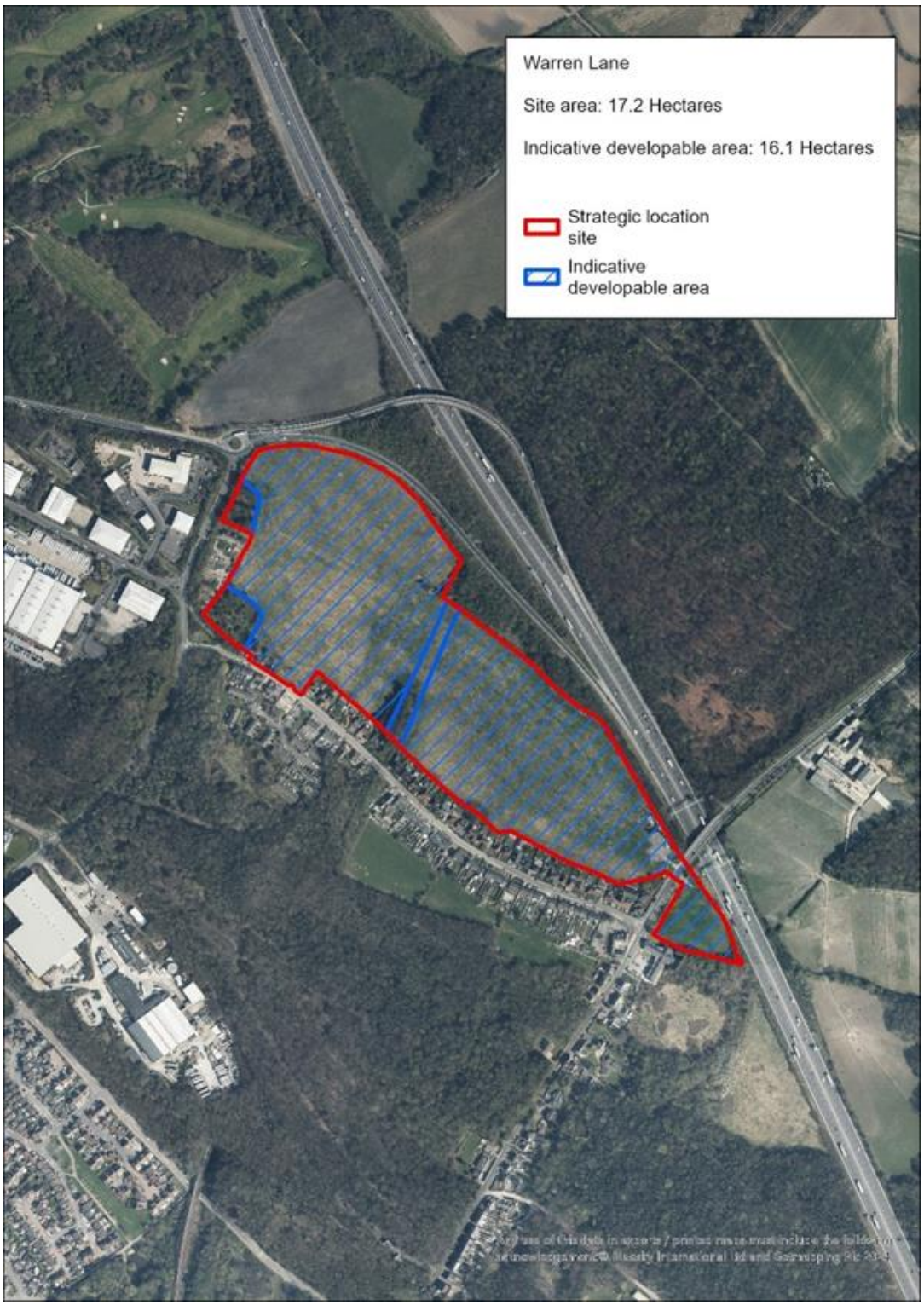


Figure 4.5: Warren (Integrated Impact Assessment Update and Addendum (2025) (ARUP))

Location F: Beighton

Figure 4.6: Beighton (Integrated Impact Assessment Update and Addendum (2025) (ARUP))

Location G: Owlthorpe

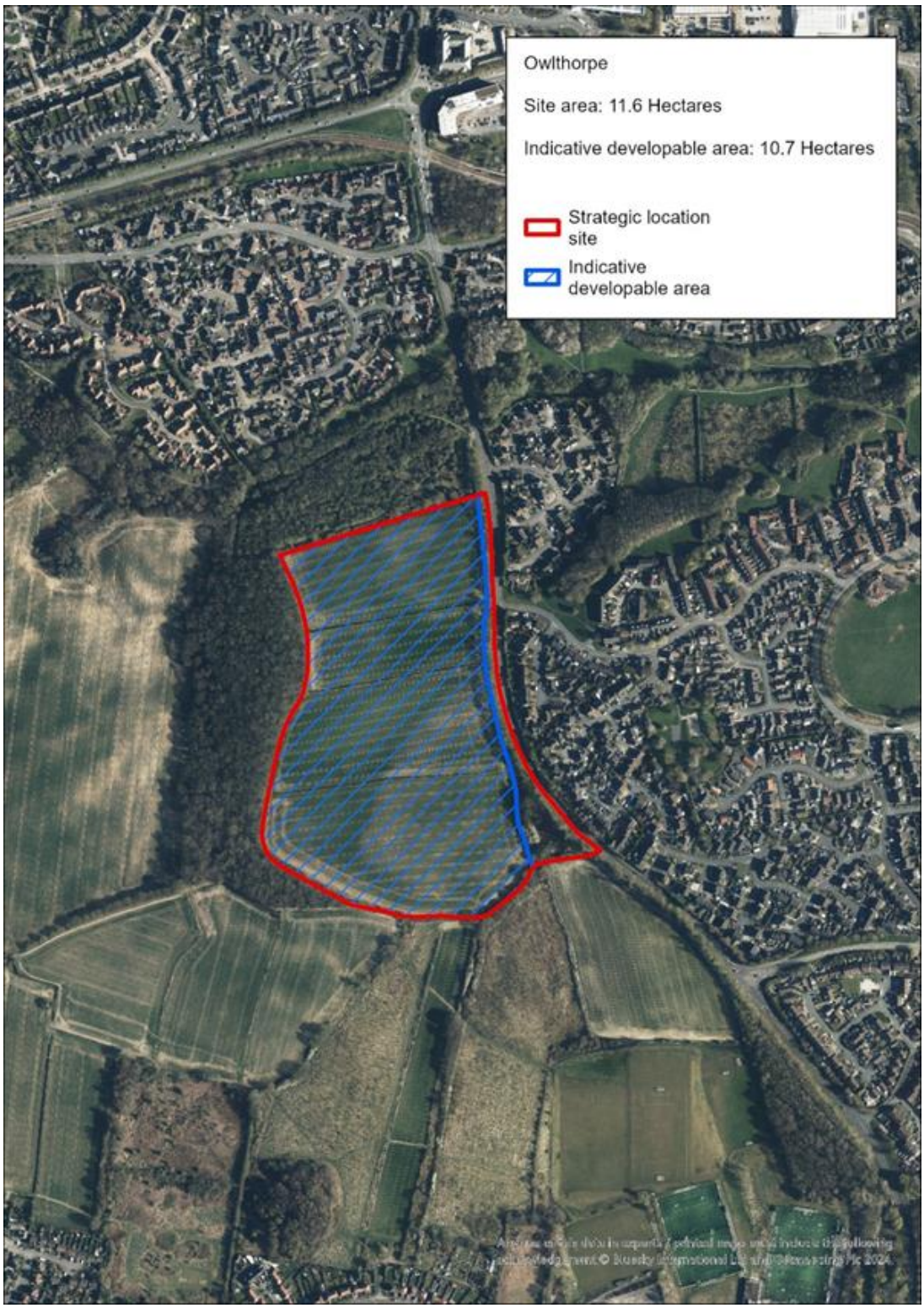


Figure 4.7: Owlthorpe (Integrated Impact Assessment Update and Addendum (2025) (ARUP))

Location H: Chapeltown

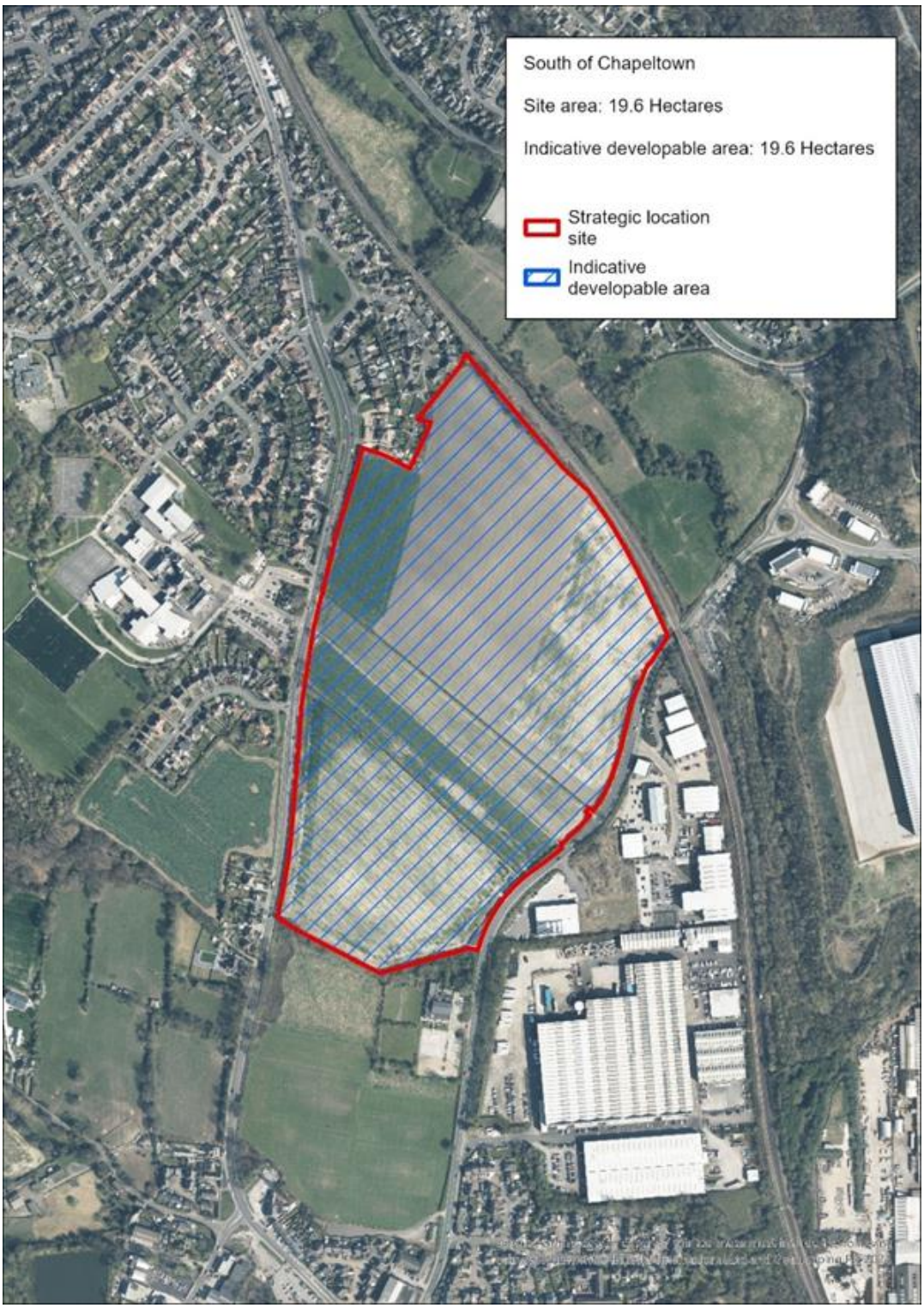


Figure 4.8: Chapeltown (Integrated Impact Assessment Update and Addendum (2025) (ARUP))