

THE SHEFFIELD PLAN

Our City, Our Future

**Statement of Common Ground between
Sheffield City Council and British Land
Company plc (“British Land”)**

January 2026



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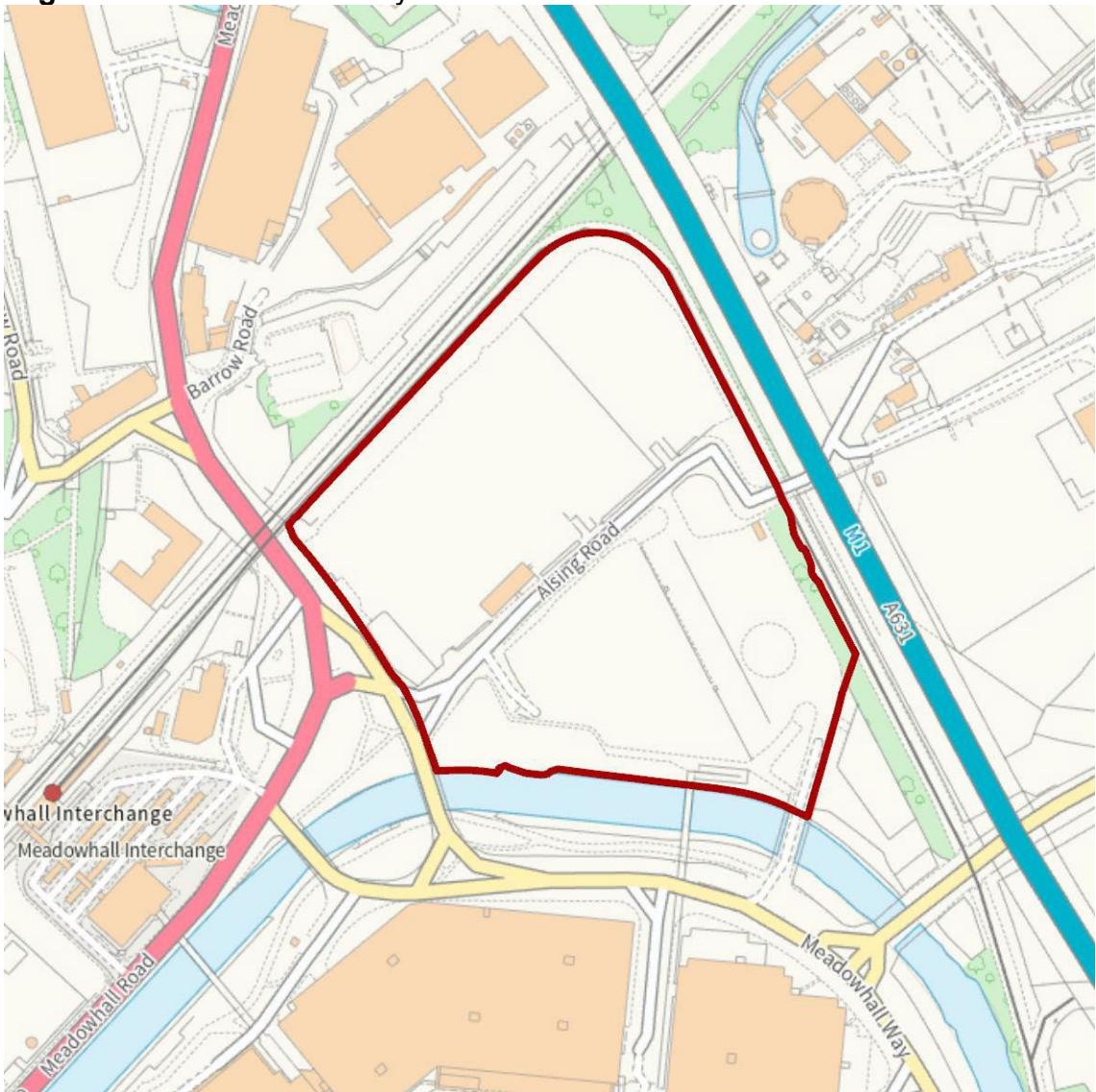
1. Introduction

- 1.1 This Statement of Common Ground (“SoCG”) has been prepared jointly, between British Land Company plc (“British Land”) and Sheffield City Council (“SCC”). It supplements and updates that previously agreed between the parties.
- 1.2 As part of the Matter 12 (East Sheffield Sub-Area) examination hearings into the Sheffield Plan (Tuesday 8th October 2024), it was agreed that SCC, British Land and SFEL would continue to work to agree an updated Statement of Common Ground on the site boundaries, range of uses and development conditions on site allocations ES01, ES02, ES03 and ES04. This SoCG reflects those continued discussions in respect of sites ES02, ES03 and ES04 and replaces the previously published SoCG on site ES02 (EXAM73).
- 1.3 A separate SoCG has been signed by the British Land Company, Sheffield City Council and Sheffield Forgemasters Engineering Limited with regard to Site ES01.

2. Allocation ES02 (Aisling Road Car Park and Meadowhall Interchange, S9 1EA)

2.1 SCC and British Land agree to a revision of the site boundary. This excludes land designated as a Local Wildlife Site, and the petrol station to the west of Meadowhall Way.

Figure 2 – Revised boundary for site allocation ES02



2.1 SCC and British Land could not reach agreement on the uses suitable for the allocation. British Land have explained in their representations to the Regulation 19 Local Plan that this site will not be developed for General Employment purposes (namely, B2, B8 or E(g)(iii)), and if it is to come forward for development in the future, it will be for uses associated with Meadowhall (it is presently used as an overflow car park and coach parking for the Shopping

Centre). It should therefore not be allocated for General Employment purposes.

SCC consider that the site remains suitable for allocation for General Employment uses, and proposes the site allocation policy, as listed below.

Site Reference: ES02	Address: Alsing Road Car Park, S9 1EA	
Allocated use: General Employment		Site area: 6.13 Hectares
Net housing area: 0.00 Hectares		Total housing capacity: 0 Homes
Net employment (Class E(g)(i & ii)) area: 0.00 hectares	Net employment (Class B2, B8 & E(g)(iii)) area: 2.02 hectares	Net (Other employment uses) area: 0.00 hectares
<p>Conditions on development:</p> <ul style="list-style-type: none"> • The site is within 250m of a historic landfill site. An assessment of the impact (including identifying any necessary mitigation/remediation works) the landfill may have on development will be required at planning application stage. • The site has been identified as having potentially contaminated land. A detailed assessment of the extent of land contamination and identifying sufficient mitigation/remediation will be required at planning application stage. • No development should take place over Blackburn Brook culvert • Proposals for development on key sites within the Innovation District should reflect the innovation-focused approach to delivering advanced manufacturing, and advanced health & wellbeing uses. • Due consideration should be given to any impacts of flood risk identified in the Level 2 Strategic Flood Risk Assessment. All mitigation matters identified in the “LPA conclusions” section of the Level 2 SFRA site assessment should be addressed at the planning application stage. • A buffer is required to the adjacent Local Wildlife Site. Watercourses (rivers and streams) require a 10 metre buffer. • Habitat connectivity on the site should be maintained or enhanced. • Connective ecological corridors/areas (including buffers) shown on the Local Nature Recovery Strategy and combined natural capital opportunity maps are to be maintained on site and removed from the developable area. Biodiversity Net Gain should be delivered on site where it is feasible and does not undermine the effective and efficient redevelopment of the site. • A staged archaeological evaluation and/or building appraisal should be undertaken prior to the submission of any planning application; the application should be supported by the results of this evaluative work. 		

3. Allocation ES03 (M1 Distribution Centre and The Source, Vulcan Road, S9 1EW)

3.1 SCC and British Land agree that it is unlikely that the site will become available for development within the plan period. As a consequence, the site should not be allocated.

4. Allocation ES04 (Land at Sheffield Road, S9 2YL)

4.1 SCC and British Land agree that it is unlikely that the site will become available for development within the plan period. As a consequence, the site should not be allocated.

5. Allocation ES55 (Land at Meadowhall Way/ Vulcan Road/ Sheffield Road)

5.1 SCC suggest that as a result of the amendments to site ES01 (as set out in the separate SoCG) the land bounded by Meadowhall Way/ Vulcan Road/ Sheffield Road is suitable for a separate, new site allocation. The allocation and associated conditions on development reflect the range of uses that have been permitted on the site. It would provide a suitable framework for development, if the existing permissions were not to be implemented.

5.2 For the reasons explained in the SOCG relating to site ES01, British Land do not consider it appropriate for this site to be allocated for General Employment purposes, given that there is a recent planning permission (approved December 2023) which approves a range of non-B Class uses over the site, which are proposed to be brought forward in the short term through forthcoming Reserved Matters Application(s). Furthermore, the planning permission has a "long life", which extending for a period up to December 2031.

5.3 SCC and British Land could not reach agreement on the inclusion of the "Safeguarded Route for the Innovation Corridor" on the Policies Map. The positions of both parties on this matter are set out in full below:

5.4 SCC's position on this matter is set out below, under paragraphs 5.5 – 5.7.

5.5 SCC maintain that the designation is required to be safeguarded to protect the alignment for future connectivity improvements to enhance access to this important economic area. The Innovation Corridor project has been developed in response to the need to both address longstanding constraints on the transport network in the Lower Don Valley area and to support the potential for improved capacity for growth and connectivity for sustainable transport across the Innovation District. Whilst the project is not referred to specifically on the

Infrastructure Delivery Plan (IDP), it would be covered as part of Scheme Reference TR48 listed in EXAM 43:

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

- 5.6 It is identified as a strategic priority for improving access to the Innovation District, in the Sheffield Transport Vision (2024) and Transport Strategy (2019), both of which form part of the evidence base that supports the Sheffield Plan. SCC has worked with partners including South Yorkshire Mayoral Combined Authority, Rotherham Metropolitan Borough Council and National Highways to identify the project which has been supported by Transport for the North as a priority for submission to the Department for Transport's Major Road Network (MRN) Programme. The MRN programme was formerly known as the Large Local Major Schemes programme due to the acknowledgement for the DfT of the very significant scale of the infrastructure projects included within it.
- 5.7 The current scheme proposal has been supported with DfT funding awarded to SCC to Outline Business Case stage. Given the current challenging financial climate, the Council is working with SYMCA and other partners to look at funding options for the scheme. Safeguarding of a route within a Local Plan does not need to be supported by a fully costed or funded delivery scheme.
- 5.8 British Land's position on this matter is set out below, under paragraphs 5.9 – 5.14.
- 5.9 British Land maintain their position, made at the Hearing Session into Matter 12, on 8 October, that the proposed designated safeguarding of land for the Innovation Corridor is unsound being neither "*justified*" nor "*effective*" and, therefore, not "*consistent with national policy*".
- 5.10 The effect of regulation 5 and 9 of the Town & Country (Local Plan) England Regulations is that where a policy refers to areas of land, those areas should be identified on the Policies Map. In this instance there is no evidence base to justify the safeguarding of this land to accommodate growth in the plan period and there is no published technical case, scheme or funding which justify blighting land in this way. So the purpose of the safeguarding is not apparent. There is no text in the Local Plan to support Policy SA4(j) to evidence the need for a route- let alone what kind of route- to be safeguarded for an unspecified "Innovation Corridor". Nor is there any policy to support the funding of this from developer contributions. We therefore invite the Inspectors to recommend main modifications to remove part (j) of Policy SA4.
- 5.11 No part of the evidence base suggests that land needs to be safeguarded to support the identified growth underpinning the Sheffield plan. On the contrary,

the transport mitigation infrastructure is identified in tables 6 & 7 of the Infrastructure Plan and it does not include a transport scheme on the land indicated as safeguarded on the Policies Map. See EXAM 57 which is wholly silent on the need for a new transport route along the alignment of the land shown as safeguarded. Thus, identification of land as safeguarded is wholly unjustified and unsound. Worse still, it will contradict and undermine other policies which seek to allocate the wider parcel of land ES01 for economic development. Safeguarding land on a Policies Map for unevidenced and unjustified infrastructure blights the land and has the potential to invoke blight provisions in the Town & Country Planning Act 1990.

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

- The Innovation Corridor has no planning status, nor is there any certainty of delivery. There are no specific plans for the Innovation Corridor, nor is there any funding in place for delivering the Innovation Corridor.
- There are no planning consents for this infrastructure.
- The Innovation Corridor does not form part of the Strategic Transport Plans of Sheffield City Council, nor is it demonstrated as necessary for the delivery of the Local Plan.
- The transport modelling which underpins the Local Plan does not model the Innovation Corridor.
- Under the planning permission 18/03796/OUT, the safeguarding of land which is shown running in a north:south axis across the eastern part of ES01 was temporarily safeguarded via a planning condition¹, which prevented development on that safeguarded land, without the agreement of Sheffield City Council. This temporary control ran for 3 years (July 2023).
- Notably, the conditionality of the outline planning permission required the Council to provide formal notification if they were to take forward a scheme for the construction of the Innovation Corridor link road. SCC did not exercise their rights under the condition and, therefore, the safeguarding has subsequently fallen away (in Summer 2023).
- Similarly, the planning permission relating to the land identified in by SCC as potential Site Allocation ES55) benefits from a planning permission that sought to safeguard the land for a potential Innovation Corridor up to July 2023, with a pre-emption in favour of the Council who could serve notice on British Land, if they were proposing to take forward an Innovation Corridor on part of that land. No pre-emption notification was issued, and

¹ Condition 53 of the outline planning permission reference 18/03796/OUT.

that planning consent is now unencumbered by any requirements to safeguard the site.

- Both of the above planning permissions can, therefore, be brought forward without the need to safeguard any land for the Innovation Corridor.
- An Innovation Corridor has not been assessed as part of the Local Plan process, either in transport modelling or site capacity terms.
- The infrastructure delivery plan is silent on an Innovation Corridor and if it was deemed to be a necessary piece of infrastructure as part of the Local Plan process, it should have been identified as such in the IDP.
- There are no design proposals that have been published, and it is unclear how the Innovation Corridor would be constructed. It is unclear whether any alternative options have been considered, which would be necessary as part of the local plan process, especially given that Innovation Corridor is shown to run through a highly sensitive ecological area in the vicinity of British Land's ownership (ie, it will run along a designated Local Wildlife Site).
- There has been a policy shift in favour of public and active travel models of transport since the initial concept was devised. Therefore, we would assume that a link for all traffic is now no longer a favoured option and the amount of infrastructure required to deliver such a corridor would need to be reconsidered and retested.
- It is clear that the Innovation Corridor is not likely to come forward, and does not form an integral part of the Local Plan. The land should, therefore, not be "safeguarded".

5.13 As set out in paragraph 2.5 of this document, the land through ES01 is no longer safeguarded for a route or corridor to accommodate a road², as was the case at the hearing into this matter and earlier, when funding was unsuccessfully sought. The intention now – as TR48 evidences- is for a cycle or pedestrian provision or unspecified public transport to be provided to support key growth locations including at the Lower Don District. No other area identified in TR48 is to be safeguarded for this purpose, The safeguarding remains unjustified, unnecessary and it will blight the delivery of the allocation.

5.14 A route through the safeguarded land shown on the Policy Map for these purposes has not been shown to be necessary. Securing adequate walking and cycling infrastructure can be provided and secured through the application of development management policy in the usual way as part planning application process. BL has submitted a planning application, currently under consideration by SCC, which makes provision for an east to west cycle and pedestrian route

² As the Sheffield Transport Strategy 2019 made clear when referring to the Innovation Corridor at p 58 & 67

on the southern part of the site (planning application reference 25/03667/OUT). The safeguarding is therefore not justified or necessary for this new reason.

5.15



Figure 3 –Boundary for site allocation ES55

5.16 SCC proposes the site allocation policy, as listed below.

Site Reference: ES55	Address: Land at Meadowhall Way/ Vulcan Road/ Sheffield Road		
Allocated use: General Employment		Site area: 2.72 Hectares	
Net housing area: 0.00 Hectares		Total housing capacity: 0 Homes	
Net employment (Class E(g)(i & ii)) area: 0.00 hectares	Net employment (Class B2, B8 & E) area: 2.68 hectares		Net (Other employment uses) area: 0.00 hectares
<ul style="list-style-type: none"> • This site already has planning permission. The following conditions on development would apply if any further or amended developments were to be proposed on the site. • In addition to General Employment uses, this site could also be considered suitable for a range of other uses as established under planning permission 20/03766/OUT. Development of other uses on the site should be consistent with the scale and nature of the approved 			

scheme and would also be subject to satisfying other policies of the Local Plan.

- The site is within 250m of a historic landfill site. An assessment of the impact (including identifying any necessary mitigation/remediation works) the landfill may have on development will be required at planning application stage.
- The site has been identified as having potentially contaminated land. A detailed assessment of the extent of land contamination and identifying sufficient mitigation/remediation will be required at planning application stage.
- A buffer is required to the adjacent Local Wildlife Site.

Signed by Sheffield City Council

Name: Michael Johnson

Position: Head of Planning



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Dated: 27.01.2026

Signed by The British Land company

Name: Paul Case

Position: Development Director



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Dated: 26.01.2026

