

THE SHEFFIELD PLAN

Our City, Our Future

Draft Sheffield Plan

**Proposed Additional Site Allocations:
Selection of Sites for Green Belt Release
Topic Paper – May 2025**



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Document Status

Version 1	Draft produced for Strategy and Resources Committee and Full Council
Version 2	Updates to Paragraphs 3.26 – 3.29 (Flood risk/Sequential Test). Addition of Appendix 7 (Individual site assessments for sites ruled out due to fundamental constraints) and Appendix 8 (Individual site assessments for non-shortlisted sites)q



1. Introduction and Purpose of the Topic Paper

- 1.1 The purpose of this topic paper is to set out the methodology the Council has used to select the proposed site allocations identified in the *Sheffield Plan: Proposed Additional Site Allocations* document. [Appendix 1](#) of this paper shows whether the site has been put forward as a proposed site allocation.
- 1.2 This background paper should be read in conjunction with other technical reports and background papers, including:
 - Sheffield Plan Site Selection Methodology (January 2023)
 - Sheffield Plan Integrated Impact Assessment Update (April 2025)
 - Sheffield Plan Habitats Regulations Assessment Appropriate Assessment Update (May 2025)
 - Green Belt Review (2020), Green Belt Review Addendum (2022) and Green Belt Review – Appraisal of Sites (November 2024)
 - Landscape Character Assessment and Green Belt Capacity Study (2018)
 - Landscape Character Assessment Addendum (2022)
 - Sheffield Housing and Economic Land Availability Assessment (2022)
 - Employment Land Review (2020)
 - Sheffield Logistics Study (2022)
 - Level 2 SFRA Addendum (May 2025)
 - Heritage Impact Assessments Update (2025)
 - Transport Assessment Update (May 2025)

2. Background

- 2.1 The Sheffield Plan was submitted to the Government for examination on 6th October 2023. Inspectors from the Planning Inspectorate were appointed to examine the Plan on behalf of the Government. Two stages of public hearings have now taken place; considering legal compliance, the spatial strategy, key themes including housing and employment, as well as sub-area policies and site allocations.
- 2.2 Following these stages of public hearings, the Inspectors formally wrote to the Council in February of this year setting out their preliminary conclusions on certain matters. Within this letter they set out concerns in relation to the supply of housing and employment land¹. They have identified that there would be a shortfall in supply of 3,529 homes and 52.8 Hectares of employment land across the Plan period. In principle, they noted that exceptional circumstances could exist to warrant the release of some further Green Belt land for housing and employment use². Having exhausted other land release options and carefully considered the evidence, officers consider that exceptional circumstances now exist to release further land from the Green Belt to provide additional site allocations.
- 2.3 This site selection methodology has been developed to assess potential Green Belt site allocations that can meet the shortfall identified by the Inspectors, with some limited further land release proposed to provide flexibility and reduce risk. It enables planning judgements to be made to identify an appropriate, sustainable suite of site allocations. These further allocations will help to ensure that the Plan is positively prepared in terms of meeting the development needs identified by the Inspectors.

¹ Sheffield Plan examination – Stage 2 post hearings letter from the Inspectors.

² The further Green Belt release would be in addition to proposed site allocation SS17 Land at the former Norton Aerodrome.

3. Methodology

- 3.1 This section explains the methodology for selecting sites and how it was applied at each stage of the process. To maintain consistency with the previous stages of the plan-making process, the same broad approach as in the [Site Selection Methodology](#) (January 2023) has been followed. This topic note should be read with reference to that document as it sets out the core principles for appraising sites. The sections below set out key stages of the process and notes where it was necessary to make any modifications from the previous methodology.
- 3.2 The key difference between this and the previous methodology was consideration of sites within the Green Belt. The previous site search was mainly limited to the existing urban areas³. Given the scale of the housing and employment land requirements, all of the sites previously identified as suitable within the existing urban area were needed. As this topic paper considers available sites across the Green Belt, a surplus of potentially suitable sites was identified.
- 3.3 Given this potential surplus, it was felt that the criteria in [Stage 2: Initial Checks](#) could be expanded upon those used in the January 2023 Site Selection Methodology. Criteria therefore also considered ecological, heritage and open space constraints where they impacted the whole of the promoted site.
- 3.4 An additional stage ([3b: Shortlisting and Identification of Proposed Site Allocations](#)) was also introduced that identified a sustainable mix of site allocations that would meet the shortfalls referred to in paragraph 2.2. This involved a planning judgement based on a combination of the results of the sustainability appraisal, an assessment of how the site performs against the purposes of Green Belt and a planning appraisal (covering matters such as access, topography, neighbouring uses and other physical constraints).
- 3.5 A map showing all the sites assessed is given in [Appendix 2](#). A table of all the sites is also available in [Appendix 1](#). Individual site assessments for the proposed site allocations are in Appendix 5. Assessments for shortlisted sites are in Appendix 6.

Stage 1: Identification of sites

- 3.6 To ensure that there was sufficient existing evidence that sites could be delivered within the Plan period, all sites submitted to the Council as part of 2019 Call for Sites (or a subsequent stage of the Plan-making process) were considered. 102 different sites were promoted to the Council through the call for sites in 2019, at the Issues and Options stage (Regulation 18) or at the Draft Plan (Regulation 19) stage. This includes Council-owned land.
- 3.7 Initial housing capacities and net employment land areas were estimated for the sites. Areas of significant constraint (areas of high flood risk, areas with

³ The 2023 methodology also appraised sustainably located brownfield sites in the Green Belt. In essence, there was just one site in the Green Belt that met this criteria.

ecological designations, areas in open space use) were removed from the net developable areas. Housing capacities were estimated for the relevant sites using the “rules of thumb” for density and developable area, as set out in the Sheffield Housing and Economic Land Availability Assessment⁴. The assumed densities are based on the bottom end of the density ranges that apply to the particular location in which the site lies (consistent with the rules of thumb) with higher assumed densities in the most accessible locations.

- 3.8 Uses for each site were identified, based upon their promoted uses. Based on the shortfall in sites identified, they were assessed for either Housing, Employment or Mixed Use (Housing and Employment) uses.

Stage 2: Initial checks

- 3.9 The second stage in the site selection process involved checking the sites against a set of criteria to rule out those that would be unsuitable for allocation. As noted in paragraphs 3.2 and 3.3, this criteria also considered ecological, heritage and open space constraints where they impacted the whole of the promoted site.

- 3.10 Sites were rejected where:

- a) they had already been developed, or where the Council was aware they were no longer available
- b) they were too small for allocation (delivering less than 10 homes for housing sites or less than 0.4 hectares for employment sites)
- c) the entire site was identified as being open space or outdoor sports use⁵
- d) the entire site was identified as being a designated Local Wildlife Site
- e) the entire site was identified as being a designated Historic Park, Garden or Cemetery

- 3.11 A list of sites ruled out at this stage is given in [Appendix 3](#)

Stage 3: Suitability

- 3.12 Sites were next subjected to a suitability assessment. A Gypsy and Traveller/Travelling Showpeople site assessment was not required for the sites. The supply of sites for these uses has already been considered as part of the Local Plan examination and assessment of urban sites and Council owned Green Belt sites for these purposes had also previously been undertaken ([Gypsy and Traveller Sites – Additional Site Search/EXAM 113](#)).

⁴ Appenidx 1, [Sheffield Housing and Economic Land Availability Assessment \(2022\)](#).

⁵ Based upon the audit of existing open space assets produced as part of the “[Sheffield Open Space assessment 2022](#)”

Stage 3a: General Suitability Assessment

- 3.13 A general suitability assessment was undertaken for all relevant sites, based on the following:

Sustainability Appraisal

- 3.14 A Sustainability Appraisal (SA) was undertaken following the same methodology set out within the [Site Selection Methodology](#). The indicators used are largely the same as those used to assess the performance of sites in the previous document, but some minor adjustments have been made to reflect the Green Belt context and to take account of changes to national planning policy.
- 3.15 For the 'Potential to provide affordable housing' indicator the same indicator scores are used as for sites in the urban area, with the scoring still reflective of the Housing Market Area where the site is located. Given the approach in the current NPPF to maximising affordable housing delivery on land released for development from the Green Belt, additional commentary is provided to note that sites could deliver a higher level of affordable homes, but this is likely to still relate to the relative viability in the specific area of the city.
- 3.16 For the "Distance to Core Public Transport Network (CPTN)" indicator, an updated CPTN zone was created, using the most recently available bus, tram and train information. Due to significant changes in the bus network across South Yorkshire over recent years, the CPTN has effectively shrunk in size. Frequency on some stops/routes (particularly on the fringes of the city, where the urban area meets the Green Belt) has fallen below a 6 bus per hour peak, removing them from the CPTN. This resulted in a large number of sites scoring significantly poorer under this SA indicator than they would have done under the previous CPTN network.
- 3.17 The South Yorkshire Mayoral Combined Authority has recently made the decision to bring buses back under public control through franchising. This will provide future opportunities to look at frequencies of services and routes across the city, including in areas where significant new development is planned.
- 3.18 As in the Site Selection Methodology, sites with minor or significant negative rural landscape character impacts were assessed to consider if boundary amendments could reduce the impact on the surrounding landscapes. It must be acknowledged that development of Green Belt land is generally more likely to impact the rural landscape character of an area, when compared to sites within the urban area. The negative impacts on rural landscape character in the context of assessing these additional allocations therefore needed to be considered in a balanced way, taking other site sustainability criteria into account.
- 3.19 Sites were also considered in the context of Sheffield Plan Policies NC1 (*Principles for guiding the development of Strategic Housing Sites*) and GS3 (*Landscape Character*). These policies will also aid mitigation of visual and landscape impacts through the detailed site design/masterplanning stages of development.

Assessment against the purposes of Green Belts

- 3.20 During the public hearings held in 2024, the Inspectors asked officers to review all the promoted Green Belt sites against the Green Belt purposes⁶ to identify those which are 'lower scoring'.
- 3.21 The focus on 'lower scoring' sites meant identifying sites that do not create significant urban sprawl (purpose (a)), and which are not needed to maintain separation between towns (purpose (b)). The other 3 purposes of Green Belts are either not relevant to Sheffield (purpose (d)) or do not differentiate between different parcels of land because they all achieve similar scores (purposes (c) and (e)).
- 3.22 As part of considering options for additional allocations the Council subsequently highlighted to the Inspectors that focussing solely on the 'lower scoring' Omission Sites (sites promoted at the Regulation 19 stage), and other lower scoring Green Belt sites, would not provide sufficient land to address the shortfall in employment and housing land supply. The Inspectors therefore agreed that other potentially available known sites could also be considered. We have therefore also considered 'higher scoring' Green Belt sites as part of this site selection process.
- 3.23 In line with the recommendations in the Inspectors post-hearings letter, when appraising the impact of removing the site from the Green Belt, greater consideration was given to Green Belt purposes (a) and (b) as noted above

Planning appraisal

- 3.24 The planning appraisal of sites followed the same method as in the [Site Selection Methodology](#). For employment sites, proximity/access to the Strategic Road Network (National Highways) and Strategic Routes for HGV vehicles was also considered.

Stage 3b: Shortlisting and Identification of Proposed Site Allocations

- 3.25 The outputs from the general suitability assessment identified a larger pool of sites than were needed to meet the identified Plan shortfall, including some limited further land release to provide flexibility and reduce risk. It was therefore necessary to reduce this pool to a shortlist of sites that represented the most sustainable options for addressing the shortfall.
- 3.26 In line with national guidance⁷, a sequential, risk-based approach to the location of development (taking into account all sources of flood risk and the current and future impacts of climate change) was taken. This resulted in the removal of land from 'developable areas' when it was identified as being required, or likely to be required, for current or future flood management.

⁶ The 5 purposes of Green Belts are set out in paragraph 138 of the NPPF (Sept 2023) [note that, under transitional arrangements, the Sheffield Plan is being examined under this version of the NPPF and not the version published in December 2024].

⁷ NPPF (December 2023), paragraph 161

Capacities of sites were adjusted thereafter. This approach also ensured that areas of vulnerable development would be contained in areas of low flood risk (considering both current and future flood risks).

- 3.27 The Sequential Test⁸ was also applied. The Flood Risk indicator within the Suitability Assessment was used as a starting point for applying the Test. However, as many of the sites scored the same against this indicator, more detailed site specific flooding information taken from the Level 1 (EXAM FR01) and Level 2 (Exam 38) Strategic Flood Risk Assessments was also considered.
- 3.28 The aim of the Sequential Test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. In respect to the proposed additional allocations (where flood risk is present on the site), it was concluded that it was not possible for development to be located in areas/on sites with a lower risk of flooding when taking into account wider sustainable development objectives.
- 3.29 Based on the risk-based approach applied to the sites in paragraph 3.26, the Exception Test was not applicable for any of the shortlisted sites⁹, as all vulnerable development would be located in the areas at the lowest risk of flooding (Flood zone 1).
- 3.30 National Planning Policy requires that where Green Belt land is being considered for development, plans should give first consideration to land which has been previously-developed and/or is well-served by public transport. Whilst priority was given to these requirements, in producing the short-list we also ensured a wider, holistic review of the sustainability benefits of the sites was considered, that when taken together, would bring forward a sustainable pattern of development across the city. Considerations in respect to which sites should be included on the shortlist involved making a planning judgement across multiple issues including:
- proximity to public transport (including the potential for improvements to the network, including new rail stations and increases in bus frequency);
 - use of previously developed land;
 - meeting a range of housing needs across city;
 - impact on the Green Belt purposes (primarily purposes a and b);
 - rural landscape impact;
 - positioning relative to existing settlement boundaries;
 - the robustness of revised Green Belt boundaries
 - flood risk matters (see paragraphs 3.26-3.29 above; and
 - Other sustainability issues identified through the general suitability assessment.

⁸ NPPF (December 2023), paragraph 162-163

⁹ Flood Risk and Coastal Change PPG, paragraph 079

- 3.31 A shortlist of potential sites was then produced which was considered further, balancing the different outputs/stages set out in this document. Appendix 4 lists the sites that were considered at this stage (shortlisted sites), and individual site assessments for the proposed site allocations are in Appendix 5. Assessments for other shortlisted sites are in Appendix 6.

Stage 3c: Establishment of detailed Site Boundaries / Developable Areas / Conditions on development

- 3.32 For the sites proposed for allocation, detailed site boundaries were identified, excluding areas of constraints identified within the planning appraisal (for example, Local Wildlife Sites). Housing and employment land capacities were updated where necessary.
- 3.33 Any adjoining potential site allocations were reviewed and where it was deemed beneficial, they were combined to form one larger site allocation.
- 3.34 Any site-specific conditions on development that would be required to suitably mitigate any adverse impacts of development were also identified and can be found in Annex A of the Sheffield Plan: Proposed Additional Site Allocations document. These reflect the evidence gathered from the sustainability and planning appraisals.

Stage 4: Availability assessment

- 3.35 Although only promoted sites were considered through this exercise, additional availability checks were made with landowners/promoters of the proposed Site Allocations, where additional certainty was required.

Stage 5: Achievability Assessment

- 3.36 The Whole Plan Viability Assessment (WPVA) had previously assessed a set of development site typologies that are broadly representative of the type of development that is likely to come forward in the Local Plan. The typologies were then tested against the policy requirements within the Plan.
- 3.37 The WPVA concluded that all the typologies tested were viable to some extent. It was therefore concluded that - sites should be considered to be achievable over the entirety of the plan period.
- 3.38 Additional testing of typologies to support the proposed Site Allocations will be available during the public consultation period.

4. Further site impact assessments

- 4.1 Following identification of the proposed Site Allocations, a number of pieces of evidence supporting the Plan were updated to take account of the sites. The assessments identified if additional mitigation measures were needed. If further mitigation was required on specific sites, this has been addressed through updated conditions on development.

Appendix 1 – List of sites assessed

Sites assessed in the Northwest sub-area

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
GBOM21	N/A	Land to the east of 457 - 539 Loxley Road, Low Matlock Lane, S6 6RP	Housing	Do not allocate site – fundamental constraint	N/A
S02055	N/A	Land at Stannington Road, S6 5FH	Housing	Do not allocate site – fundamental constraint	N/A
S02879	N/A	Land at Loxley Park, Loxley Road, S6 4TF	Housing	Do not allocate site	N/A
S02880	N/A	Land at Hagg Lane, S10 5PX	Housing	Do not allocate site – fundamental constraint	N/A
S02894	N/A	Hepworths, Former Loxley Works, Storrs Bridge Lane, S6 6SX	Housing	Do not allocate site	N/A
S03025	N/A	Land between 579 and Chase Barn, Loxley Road, S6 6RR	Housing	Do not allocate site	N/A
S03032	NWS30	Land at Forge Lane, S35 0GG	Housing	Allocate site	Housing
S03033	N/A	Land at Brightholmlee Lane, S35 0DD	Housing	Do not allocate site (Shortlisted site)	N/A
S03054	N/A	Land to the north of Kirk Edge Road, S35 0BF	Housing	Do not allocate site	N/A
S03057	N/A	Land adjacent to 70 Cockshutts Lane, S35 0FX	Housing	Do not allocate site	N/A
S03059	N/A	Land to the east of Long Lane and north of Hanson Road, S6 6RF	Housing	Do not allocate site (Shortlisted site)	N/A

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
S03087	N/A	Land at Kirk Edge Road and Long Lane, S35 0AZ	Housing	Do not allocate site	N/A
S03094	N/A	Land between Stockarth Lane and Worrall Road, S35 0JT	Housing	Do not allocate site	N/A
S03252	N/A	Land to the north of Marchwood Road, S6 5LD	Housing	Do not allocate site	N/A
S03260	N/A	Land at Stour Lane, S6 4BN	Housing	Do not allocate site (Shortlisted site)	N/A
S03482	N/A	Land to the east of Long Lane, S35 0BA	Housing	Do not allocate site	N/A
S03483	NWS31	Land between Storth Lane and School Lane, S35 0DT	Housing	Allocate site	Housing
S03625	N/A	22 Stannington Road and land adjacent, S6 5JG	Housing	Do not allocate site – fundamental constraint	N/A
S04047	N/A	Land to the north of Myers Grove Lane, S6 5LP	Housing	Do not allocate site	N/A
S04054	N/A	Land to the north of Greaves Lane, S6 5JH	Housing	Do not allocate site	N/A
S04128	N/A	Sherratt Farm, Uppergate Road, S6 6BY	Housing	Do not allocate site	N/A
S04261	N/A	Land to the north of Ben Lane, S6 6SG	Housing	Do not allocate site	N/A

Sites assessed in the Northeast sub-area

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
GBOM30	N/A	Land to the west of Sicey Avenue	Housing	Do not allocate site – fundamental constraint	N/A
S02833	N/A	Land to the south of Loicher Lane, S35 9WA	Employment	Do not allocate site	N/A
S03028	NES38	Land to the west of Grenoside Grange, Fox Hill Road, S35 8QS	Housing	Allocate site	Housing
S03034	NES37	Land between Creswick Avenue and Yew Lane, S35 8QN	Housing	Allocate site	Housing
S03035	NES39	Land at Wheel Lane and Middleton Lane, S35 8PU	Housing	Allocate site	Housing
S03036	N/A	Land at Skew Hill Lane and Cross House Road, S35 8RX	Housing	Do not allocate site – fundamental constraint	N/A
S03042	N/A	Land to the east of Platts Lane, S35 0HN	Housing	Do not allocate site – fundamental constraint	N/A
S03051	NES37	Land to the south of Wheel Lane, S35 8RY	Housing	Allocate site	Housing
S03086	N/A	Land to the west of Hartley Brook Avenue and Godric Road, S5 0AH	Housing	Do not allocate site – fundamental constraint	N/A
S03091	N/A	Land between Skew Hill and Fox Hill Road, S35 8QW	Housing	Do not allocate site	N/A
S03100	NES38	Holme Lane Farm, Halifax Road, S35 8PB	Housing	Allocate site	Housing
S03143	N/A	Land at Hagg Hill, Baxter Road and Midhurst Road, S6 1EY	Housing	Do not allocate site	N/A

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
S03465	N/A	Land adjacent to 4 Cross Hill Close, S35 9WW	Housing	Do not allocate site – fundamental constraint	N/A
S04059	N/A	Land adjacent to 115 Church Street, S35 9WE	Housing	Do not allocate site	N/A
S04098	N/A	Land to the north and south of Whitley Lane, S35 8RP	Housing	Do not allocate site	N/A
S04101	NES36	Land to the south of the M1 Motorway Junction 35, S35 1QP	Employment	Allocate site	Employment
S04107	N/A	Land at Fox Hill Road and Edge Lane, S6 1BL	Housing	Do not allocate site – fundamental constraint	N/A
S04108	N/A	Civil Sports Club, Green Lane, S35 9WY	Housing	Do not allocate site – fundamental constraint	N/A
S04111	N/A	Land to the rear of 87-95 Cross Hill, S35 9WR	Housing	Do not allocate site – fundamental constraint	N/A

Sites assessed in the East sub-area

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
S02397	N/A	Davy Sports Club, Prince of Wales Road, S9 4ER	Housing	Do not allocate site – fundamental constraint	N/A

Sites assessed in the Southeast sub-area

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
GBOM01	N/A	Land to the north of Woodhouse Lane, S20 1AF	Housing	Do not allocate site (Shortlisted site)	N/A
GBOM09	N/A	Land to the west of Moss Way, S20 5AS	Housing	Do not allocate site	N/A
GBOM22	N/A	Land to the south of Lambcroft Lane, S13 7QD	Housing	Do not allocate site	N/A
S02426	N/A	Sports Ground to the north of Medlock Close, S13 9BA	Housing	Do not allocate site – fundamental constraint	N/A
S02502	SES30	Land at Beaver Hill Road, S13 9QL	Housing	Allocate site	Housing
S03004	N/A	Land to the west of Moor Valley, S20 5BB	Housing	Do not allocate site (Shortlisted site)	N/A
S03005	N/A	Land to the east of Eckington Way and south of A57, S20 1XE	Employment	Do not allocate site (Shortlisted site)	N/A
S03020	SES30	Land between Bramley Lane and Beaver Hill Road, S13 7JH	Housing	Allocate site	Housing

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
S03049	N/A	Land to the north of Woodhouse Lane, S20 1AF	Housing	Do not allocate site (Shortlisted site)	N/A
S03061	SES29	Handsworth Hall Farm, Land at Finchwell Road, S13 9AS	Mixed Use	Allocate site	Mixed Use
S03062	N/A	Land between Quarry Hill and Plumbley Lane, S20 5BJ	Housing	Do not allocate site	N/A
S04030	N/A	Land to the west of Moss Way, S20 5AS	Housing	Do not allocate site (Shortlisted site)	N/A
S04065	N/A	Land to the southwest of Chapel Street, S20 5BT	Housing	Do not allocate site	N/A
S04262	N/A	Land to the north of Meadow Gate Lane, S20 2PS	Housing	Do not allocate site – fundamental constraint	N/A

Sites assessed in the South sub-area

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
S01586	N/A	Totley Hall Park, Totley Hall Lane, S17 4FS	Housing	Do not allocate site – fundamental constraint	N/A
S02437	N/A	Moor View Golf Centre, Bradway Road, S17 4RH	Housing	Do not allocate site – fundamental constraint	N/A
S02895	N/A	Dyson Technical Ceramics, Baslow Road, S17 3BB	Housing	Do not allocate site	N/A
S02898	SS19	Land to the south of White Lane, S12 3HS	Housing	Allocate site	Housing
S03007	N/A	Land at Little Wood, Baslow Road, S17 4BE	Housing	Do not allocate site	N/A
S03008	N/A	Land at Totley Hall Lane, S17 4BE	Housing	Do not allocate site	N/A
S03010	N/A	Land to the northeast of Totley Hall Croft, S17 4BE	Housing	Do not allocate site – fundamental constraint	N/A
S03070	N/A	Crown Inn, Hillfoot Road, S17 3AX	Housing	Do not allocate site	N/A
S03117	N/A	Oxclose Farm, north of Totley Lane, S17 4PA	Housing	Do not allocate site – fundamental constraint	N/A
S04031	N/A	Land adjoining Cockshutt Farm, Wingerworth Avenue, S8 7ED	Housing	Do not allocate site – fundamental constraint	N/A
S04106	N/A	The Boundary Club, Jordanthorpe Parkway, S8 8BU	Housing	Do not allocate site – fundamental constraint	N/A

Sites assessed in the Southwest sub-area

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
GBOM06	SWS19	Land to the north of Parkers Lane, S17 3DP	Housing	Allocate site	Housing
GBOM11	N/A	Land to the east of Old Hay Lane, S17 3GQ	Housing	Do not allocate site	N/A
GBOM12	N/A	Dore Moor Garden Centre and Nursery, Brickhouse Lane, S17 3DQ	Housing	Do not allocate site	N/A
GBOM13	N/A	Land to the east of Old Hay Lane, S17 3GQ	Housing	Do not allocate site	N/A
S01265	N/A	Land at Crimicar Lane, S10 4EQ	Housing	Do not allocate site – fundamental constraint	N/A
S02342	N/A	Land to the south of Long Line, Sheffield, S11 7TX	Housing	Do not allocate site	N/A
S02383	N/A	Land to the south of Manchester Road, S10 5PS	Housing	Do not allocate site	N/A
S02434	N/A	Land adjacent to 127 - 139 Long Line, S11 7TX	Housing	Do not allocate site – fundamental constraint	N/A
S02436	N/A	Land at Manchester Road, S10 5TZ	Housing	Do not allocate site	N/A
S02877	N/A	Land at Hollis Hospital, Ecclesall Road to the south, S11 9QB	Housing	Do not allocate site	N/A
S03052	N/A	Land to the east of Blackbrook Road, S10 4GU	Housing	Do not allocate site	N/A
S03068	N/A	Land to the south of Hathersage Road, S17 3AB	Housing	Do not allocate site	N/A
S03069	N/A	Land to the east of Old Hay Lane, S17 3GQ	Housing	Do not allocate site	N/A
S03076	SWS18	Land between Lodge Moor Road and Redmires Conduit, S10 4LZ	Housing	Allocate site	Housing
S03123	N/A	Land at Newfield Stables, Newfield Lane, S17 3DB	Housing	Do not allocate site – fundamental constraint	N/A
S04020	N/A	Land at Long Line and Hathersage Road, S11 7TX	Housing	Do not allocate site	N/A

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
S04039	N/A	Fox Holes Lodge, Wyming Brook Drive, S6 6GH	Housing	Do not allocate site – fundamental constraint	N/A
S04055	N/A	Land adjacent to 686 Abbey Lane, S11 9NB	Housing	Do not allocate site	N/A
S04141	N/A	Land to the west of Trap Lane, S11 7RL	Housing	Do not allocate site – fundamental constraint	N/A

Sites assessed in the Stocksbridge/Deepcar sub-area

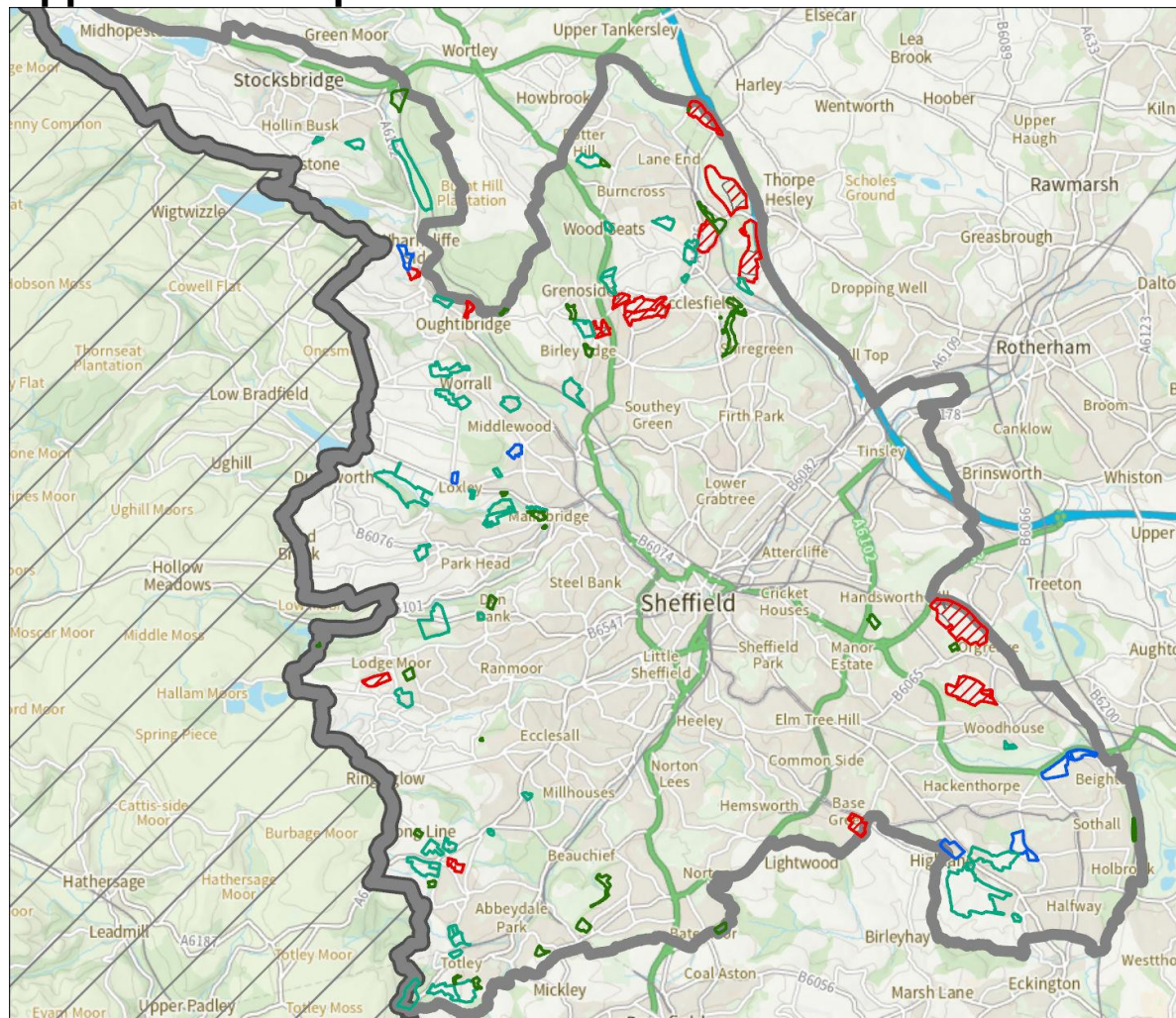
Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
S03031	N/A	Land at Townend Lane, S26 2UT	Housing	Do not allocate site	N/A
S03257	N/A	Land to the east of Manchester Road, S35 0BN	Housing	Do not allocate site	N/A
S04072	N/A	Land to the east of Station Road, S36 2SQ	Housing	Do not allocate site – fundamental constraint	N/A
S04085	N/A	Land at Hollin Busk Lane and Cockshot Lane, S36 1QP	Housing	Do not allocate site	N/A

Sites assessed in the Chapeltown/High Green sub-area

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
GBOM03	N/A	Oak Lodge Farm, Thompson Hill, S35 4JT	Housing	Do not allocate site	N/A

Site reference	Site Allocation reference	Address	Assessed Uses	Site appraisal conclusion	Site allocation use
S02823	N/A	530 Penistone Road, S35 8QJ	Housing	Do not allocate site	N/A
S03038	CH05	Land to the east of Chapeltown Road, S35 9ZX	Housing	Allocate site	Housing
S03039	N/A	Land at Chapeltown Road and Crakehall Road, S35 9WQ	Housing	Do not allocate site	N/A
S03050	N/A	Land between Whitley Lane and Chapeltown Road, S35 9ZD	Housing	Do not allocate site	N/A
S03101	N/A	Land at Pinecroft Way, S35 1EA	Housing	Do not allocate site	N/A
S03112	CH03	Land bordered by M1, Thornccliffe Road, Warren Lane, and White Lane, S35 2YA	Employment	Allocate site	Employment
S03124	N/A	Land to the west of Nether Lane, S35 1RY	Employment	Do not allocate site – fundamental constraint	N/A
S03312	N/A	Land 50 Metres Southwest Of 142 Top Warren, Warren Lane Sheffield S35 2XT	Housing	Do not allocate site – fundamental constraint	N/A
S04067	N/A	Land at 266 Springwood Lane, S35 4JP	Housing	Do not allocate site – fundamental constraint	N/A
S04099	N/A	Land to the east of Greno Wood House, Whitley Carr, S35 8RR	Housing	Do not allocate site	N/A
S04639	CH04	Hesley Wood, north of Cowley Hill, S35 2YH	Employment	Allocate site	Employment

Appendix 2 - Map of sites assessed



Legend

Site assessment recommendation

Allocate site

Do not allocate site (Shotlisted site)

Do not allocate site

Do not allocate site – fundamental constraint

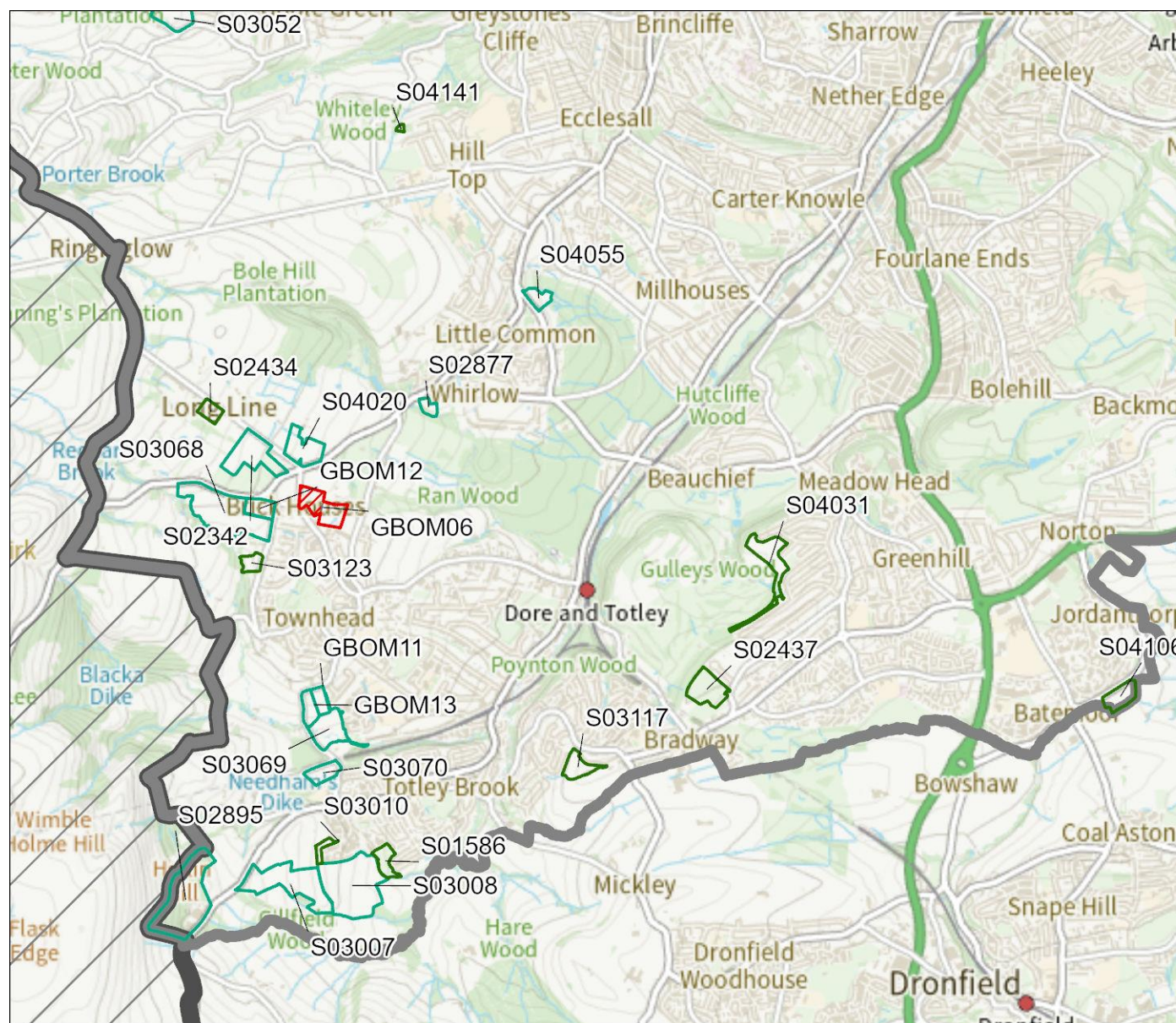
Proposed Additional Site Allocation Boundary

Sheffield Local Planning Authority

Peak District National Park

Note - this map shows the full extent of sites that were appraised. In some instances the proposed site allocation boundary is smaller, where it has been reduced to take account of specific constraints.

This is shown by the red hatching.



Legend

Site assessment recommendation

Allocate site

Do not allocate site
(Shotlisted site)

Do not allocate site

Do not allocate site –
fundamental
constraint

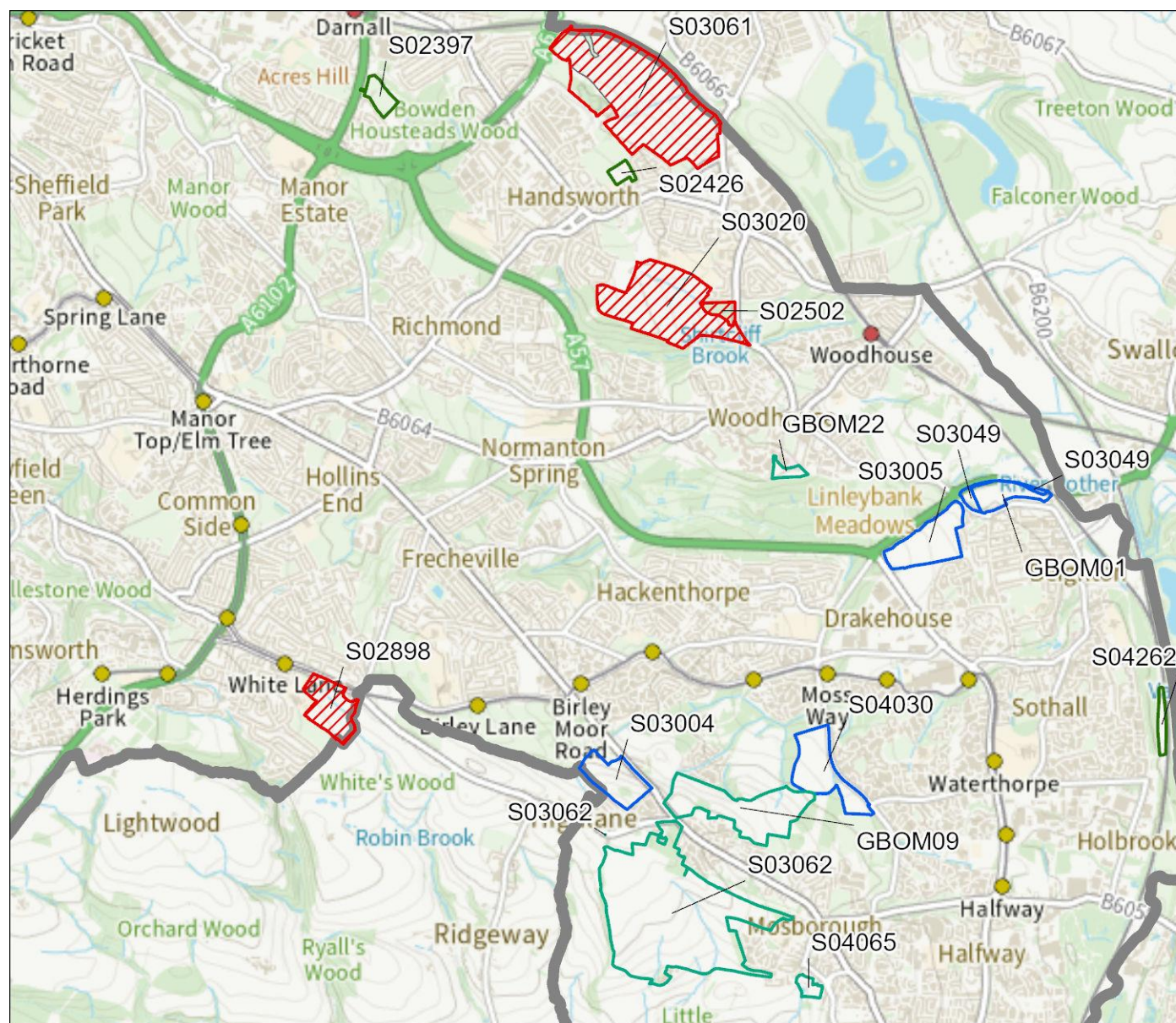
Proposed Additional
Site Allocation
Boundary

Sheffield Local
Planning Authority

Peak District National
Park

Note - this map shows the full extent of sites that were appraised. In some instances the proposed site allocation boundary is smaller, where it has been reduced to take account of specific constraints.

This is shown by the red hatching.



Legend

Site assessment recommendation

 Allocate site

 Do not allocate site
(Shotlisted site)

 Do not allocate site

 Do not allocate site –
fundamental
constraint

 Proposed Additional
Site Allocation
Boundary

 Sheffield Local
Planning Authority

 Peak District National
Park

Note - this map shows the full extent of sites that were appraised. In some instances the proposed site allocation boundary is smaller, where it has been reduced to take account of specific constraints.

This is shown by the red hatching.

Appendix 3 – Sites ruled out due to fundamental constraints

Site Reference	Constraint identified
GBOM21	Site is too small (less than 10 dwellings)
GBOM30	Active informal open space (Hartley Brook). Remaining area is too small (less than 10 dwellings)
S01265	The site is in active outdoor sports use (Hallam Cricket Club)
S01586	Active Park and Children's Play facility (Totley Hall Park)
S02055	Site is too small (less than 10 dwellings)
S02397	Active Outdoor Sports facility (The Soccer Centre)
S02426	Currently unused outdoor sports ground (Handsworth Working Men's Club).
S02434	Local Wildlife Site covers entire site
S02437	Active Sports facility (Moorview Golf Centre)
S02880	Local Wildlife Site covers entire site
S03010	Site was not promoted for housing or employment use
S03036	Site promoter has confirmed they are not currently in control of the site
S03042	Mature trees cover entire site
S03086	Site is an active informal open space (Hartley Brook) and entirely covered by a Local Wildlife Site
S03117	Site promoter has confirmed they are not currently in control of the site
S03123	Historic Park, Garden or Cemetery designation covers entire site

Site Reference	Constraint identified
S03124	Site promoter has confirmed they are not currently in control of the site
S03312	Site is too small (less than 10 dwellings)
S03465	Informal open space (Hartley Brook).
S03625	Active Outdoor Sports (Myers Grove Lane), currently unused Outdoor Sports (Malin Bridge Sports Ground). Remaining area is too small (less than 10 dwellings)
S04031	Local Wildlife Site covers majority of site. Remaining area is too small (less than 10 dwellings)
S04039	Site is too small (less than 10 dwellings)
S04067	Site is not currently available
S04072	Local Wildlife Site covers entire site
S04106	Currently unused Outdoor Sports (Jordanthorpe Parkway Sports Ground).
S04107	Local Wildlife Site covers entire site
S04108	Active Outdoor Sports (Green Lane Sports Ground)
S04111	Site is too small (less than 10 dwellings)
S04141	Site is too small (less than 10 dwellings)
S04262	Local Wildlife Site covers entire site

Appendix 4 – Shortlisted sites

Site Reference	Proposed Site Allocation?	Address
GBOM01	N	Land to the north of Woodhouse Lane, S20 1AF
GBOM06	Y – SWS19	Land to the north of Parkers Lane, S17 3DP
S02502	Y – SES30	Land at Beaver Hill Road, S13 9QL
S02898	Y – SS19	Land to the south of White Lane, S12 3HS
S03004	N	Land to the west of Moor Valley, S20 5BB
S03005	N	Land to the east of Eckington Way and south of A57, S20 1XE
S03020	Y – SES30	Land between Bramley Lane and Beaver Hill Road, S13 7JH
S03028	Y – NES38	Land to the west of Grenoside Grange, Fox Hill Road, S35 8QS
S03032	Y – NWS30	Land at Forge Lane, S35 0GG
S03033	N	Land at Brightholmlee Lane, S35 0DD
S03034	Y – NES37	Land between Creswick Avenue and Yew Lane, S35 8QN
S03035	Y – NES39	Land at Wheel Lane and Middleton Lane, S35 8PU
S03038	Y – CH05	Land to the east of Chapeltown Road, S35 9ZX
S03049	N	Land to the north of Woodhouse Lane, S20 1AF
S03051	Y – NES37	Land to the south of Wheel Lane, S35 8RY
S03059	N	Land to the east of Long Lane and north of Hanson Road, S6 6RF
S03061	Y – SES31	Handsworth Hall Farm, Land at Finchwell Road, S13 9AS
S03076	Y – SWS18	Land between Lodge Moor Road and Redmires Conduit, S10 4LZ
S03100	Y – NES38	Holme Lane Farm, Halifax Road, S35 8PB
S03112	Y – CH03	Land bordered by M1, Thorncliffe Road, Warren Lane, and White Lane, S35 2YA
S03260	N	Land at Stour Lane, S6 4BN
S03483	Y – NWS31	Land between Storth Lane and School Lane, S35 0DT

Site Reference	Proposed Site Allocation?	Address
S04030	N	Land to the west of Moss Way, S20 5AS
S04101	Y – NES36	Land to the south of the M1 Motorway Junction 35, S35 1QP
S04639	Y – CH04	Hesley Wood, north of Cowley Hill, S35 2YH

Appendix 5 - Individual site assessments for the proposed site allocations

Green Belt site allocation appraisal (Housing)

Site Reference: GBOM06

Address: Land to the north of Parkers Lane, S17 3DP

Gross site area (Site Allocation): 2.61 Hectares

Net housing area: 2.35 Hectares

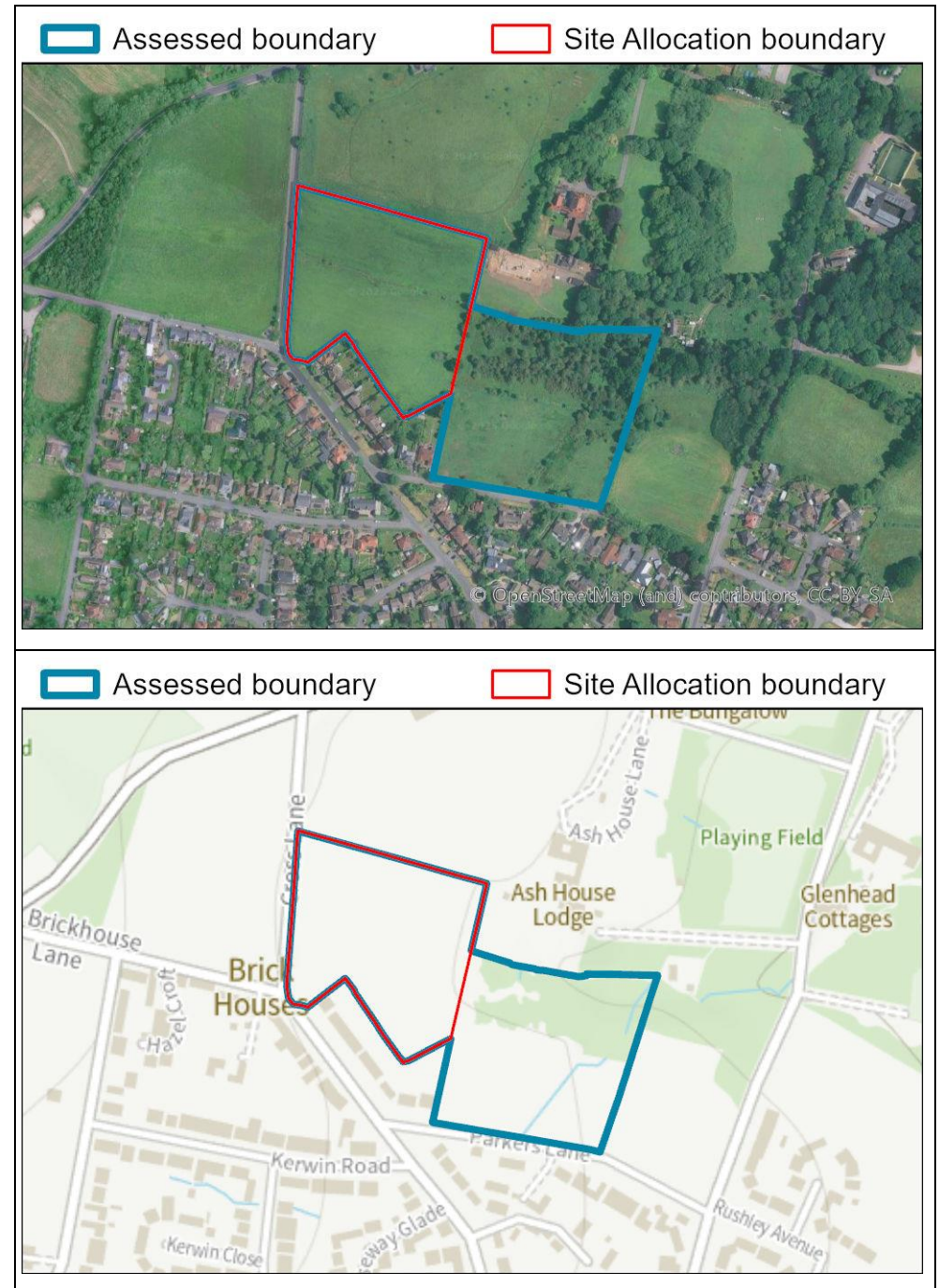
Estimated housing capacity: 82 homes

Net employment area: 0.00 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	N	Potential for archaeology constraints. Investigation required at planning application stage.
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area but development will contribute to emissions
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- Some of the site is close to the Core Public Transport Network or within 400m of a 3 bus per hour bus stop. Site is approximately 1.4 miles from Dore and Totley Railway Station.
- Close to active travel/cycle network.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Provides a development site in a sub-area where there are few other housing sites.
- Close to local facilities, including convenience shop, schools and health facility.
- No loss of open space.
- There are no designated heritage assets within the vicinity of the site.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment will identify any specific mitigation required.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- No potential highway capacity issues previously identified within 2km of the site and site is more than 5km from the M1 or A616.
- No current surplus capacity for either primary or secondary education.
- Landscape has low capacity for absorbing development. Some additional mitigation can be provided through design and layout that conforms with Policy GS3.
- Potential for archaeology constraints. Development must follow the recommendations set out in the Heritage Impact Assessment
- The Local Wildlife Site (Ecclesall Wood) should be excluded from the site allocation. A 6 metre buffer should also be provided.
- Within 250m of a closed landfill site.
- Loss of agricultural land (but likely to be Grade 3b, 4, 5, urban or non-agricultural land) – relatively small site so unlikely to impact on the viability of an agricultural unit.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: GBOM06

- Scores 4 against Green Belt purpose 1 – only minor opportunities to ‘round off’ existing patterns of development. Performs a strong role in checking the sprawl of the urban area.
- Scores 1 against Green Belt purpose 2 – land does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- This site is identified as impacting on an area of known archaeological interest and due consideration should be given to the impact of any proposal at the planning application stage. Development proposals should implement the recommendations set out in the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed with the Local Planning Authority, to avoid or minimise harm to the significance of archaeological interest.
- 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.
- Development must comply with policy GS3 so that the character and features of the landscape are safeguarded or enhanced.
- A 6m buffer is required from the adjacent Local Wildlife Site (grassland) to protect this area from development.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."

Green Belt site allocation appraisal (Housing)

Site Reference: S02898

Address: Land to the south of White Lane, S12 3HS

Gross site area (Site Allocation): 10.84 Hectares

Net housing area: 7.59 Hectares

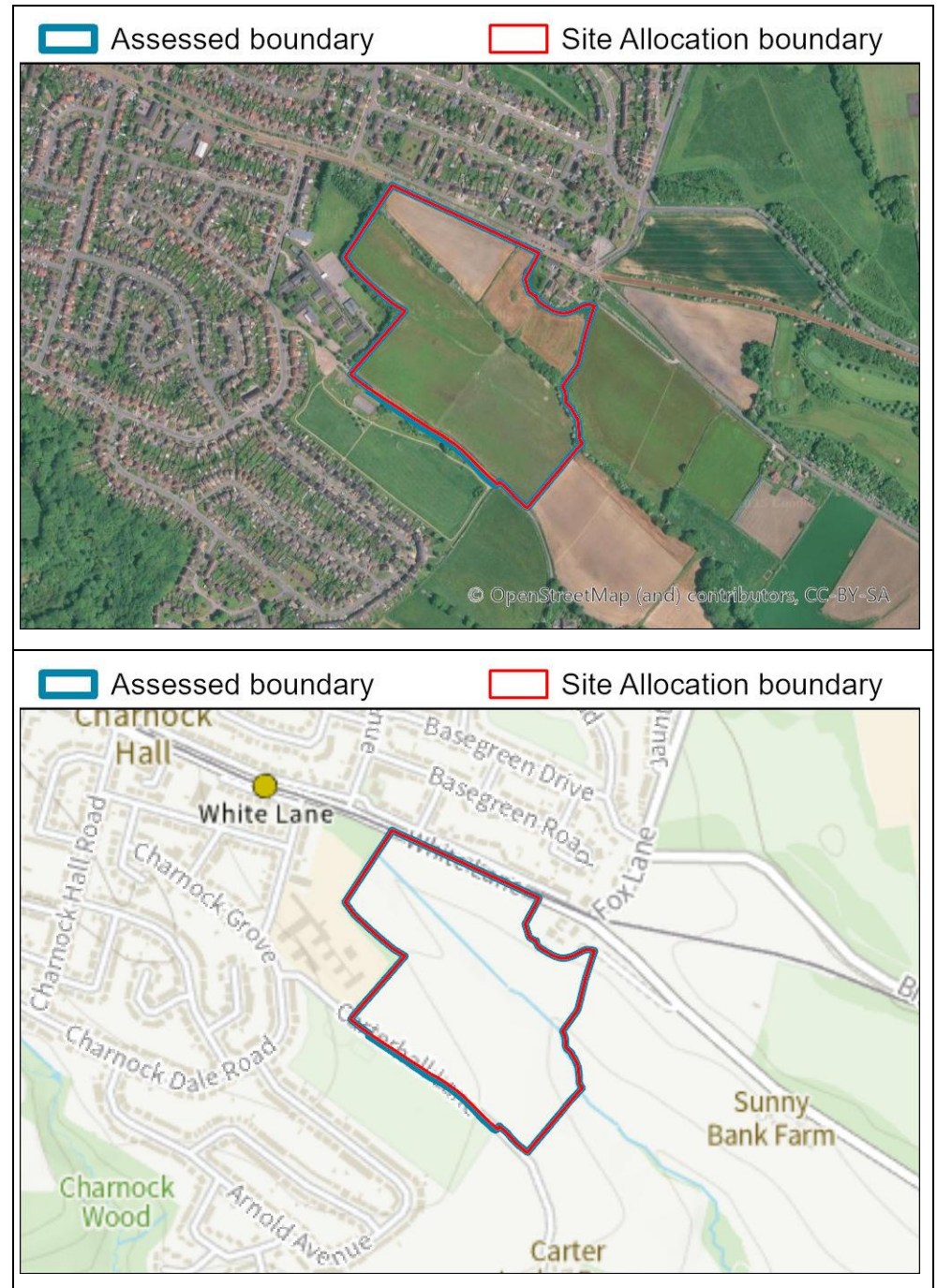
Estimated housing capacity: 304 homes

Net employment area: 0.00 Hectares

Ward: Birley Ward

Housing Market Area: South East

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	-	Existing onsite open space is surplus but may be needed for another open space function
	NN	Insufficient open space in the surrounding area - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Residential site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning Appraisal:

- Site is close to the Core Public Transport Network (adjoins Tram route) or within 400m of a 3 bus per hour bus stop.
- Close to local facilities, including convenience shop, schools and health facility.
- Current surplus for early years, primary and secondary education.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Provides a development site in a sub-area where there are few other housing sites.
- Landscape has medium capacity for absorbing development
- Little or no archaeological constraints.
- Some surface water flood risk issues present on a small area of the site (in relation to Robin Brook), a Level 2 SFRA site assessment will identify any specific mitigation Minimal risk of land contamination.
- Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Site not within 200m of an Environment Agency permitted waste site.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- Open space provision is relatively poor – but new development would provide an opportunity to provide new open space.
- Site is not a Local Wildlife Site but is likely to have ecological value. Robin Brook should be protected from development (alongside an appropriate buffer).
- Residential site outside an air quality exceedance area.
- The site is adjacent to the Moss Valley Conservation Area. Development of this area could harm elements which contribute to the significance of this heritage asset. Development must follow the recommendations set out in the Heritage Impact Assessment.
- Loss of agricultural land (likely to be Grade 3 land but site-specific survey required to determine whether it includes any higher quality Grade 3a land) - could impact on the viability of an agricultural holding. Development should be consistent with Policy GS4.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S-4-a

- Scores 3 against Green Belt purpose 1 –limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.
- Scores 1 against Green Belt purpose 2 – land does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Other considerations

- The site adjoins the boundary with North East Derbyshire District Council.
- Access could potentially be achieved from White Lane and Carter Hall Lane.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- Agricultural land surveys required at planning application stage to determine whether land is Grade 3a to ensure that development is consistent with policy GS4.
- This site is identified as impacting on Heritage Assets and due consideration should be given to the impact of any proposal prior to the submission of any planning application. Development proposals should implement the recommendations set out in the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed with the Local Planning Authority, to avoid or minimise harm to the significance of heritage assets and their settings.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- The watercourse through the site (Robin Brook) and an appropriate buffer to it will be protected from development.

Green Belt site allocation appraisal (Housing)

Site Reference: S03020 & S02502

Address: Land between Bramley Lane and Beaver Hill Road, S13 7JH

Gross site area (Site Allocation): 36.55 Hectares

Net housing area: 24.80 Hectares

Estimated housing capacity: 868

Net education use area: Up to 5.00 Hectares

Net multi-faith burial ground use area: Up to 4.00 Hectares

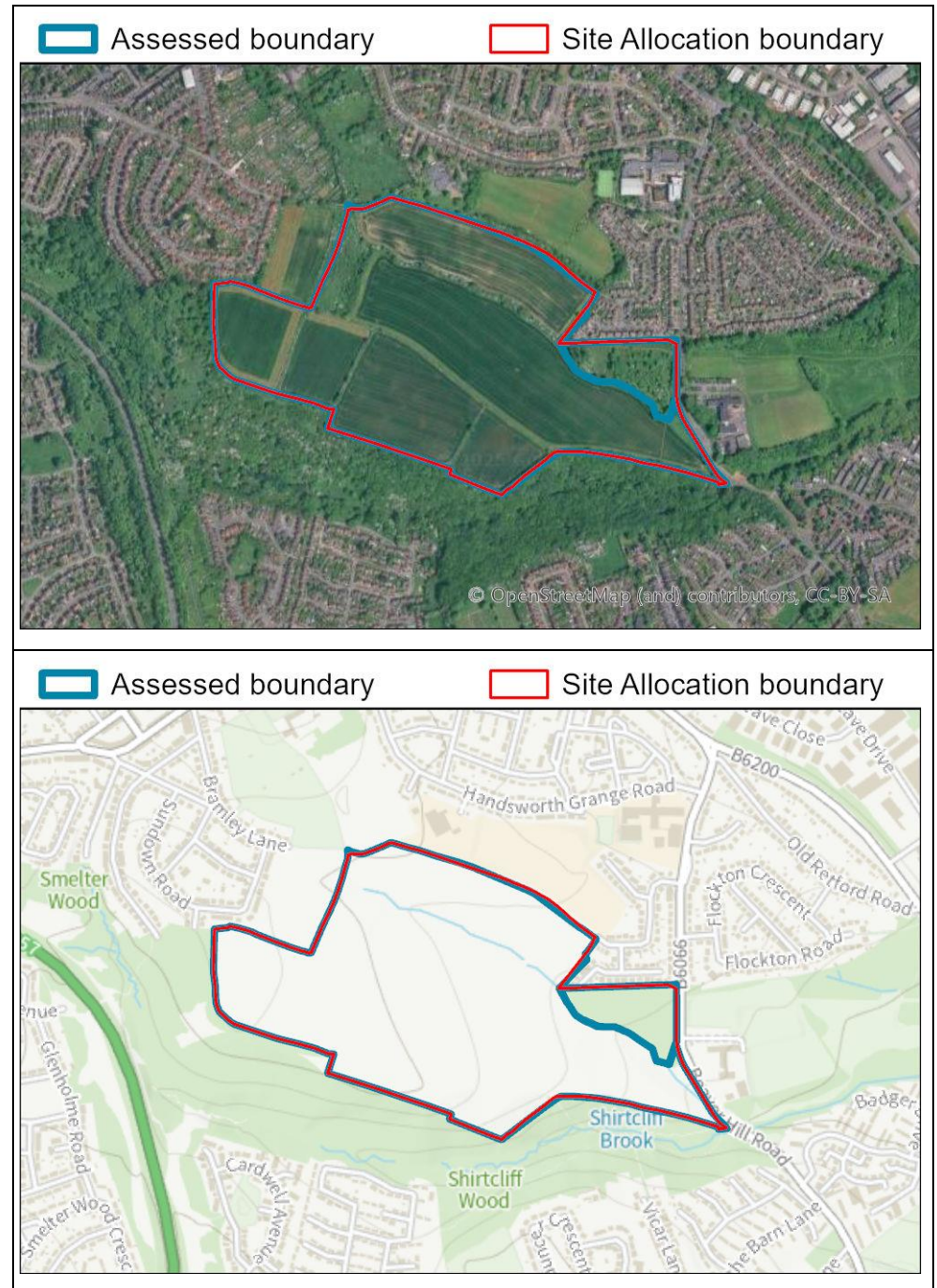
Net employment area: 0.00 Hectares

Ward: Woodhouse Ward

Housing Market Area: South East

Ownership: SCC

Note the capacity of these sites in combination is up to 878 homes allowing for up to 5 hectares of land for a Secondary School and 4 hectares of land for a multi-faith burial ground. If adjoining SCC owned land could be brought forward for a burial ground capacity could increase to 1,005.



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within 800m of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	-	Existing onsite open space is surplus but may be needed for another open space function
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	-	
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area but development will add to emissions
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- Some of the site is close to the Core Public Transport Network or within 400m of a 3 bus per hour bus stop.
- Close to active travel/cycle network. Footpaths on site should be retained.
- Close to local facilities, including convenience shop, schools and health facility.
- Current surplus for early years, primary and secondary education.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Potential archaeological constraints - development must follow the recommendations set out in the Heritage Impact Assessment.
- No designated heritage assets in the vicinity of the site that are likely to be affected by development.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment will identify any specific mitigation. required.
- Minimal risk of land contamination.
- Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Site not within 200m of an Environment Agency permitted waste site.
- Potential highway improvements required at the Junction of Retford Rd / Beaver Hill Rd, Junction of A630 Sheffield Parkway / B6200 Handsworth Road and Junction of A57 Mosborough Parkway/Coisley Hill.
- Landscape has low capacity for absorbing development. Some additional mitigation can be provided through design and layout that conforms with Policy NC1.
- A 15 metre buffer should be provided to the adjacent 3 Local Wildlife Sites (Shirtcliffe Woods and Fields, Shirtcliffe Valley Grasslands and Smelter Wood). Any existing hedgerows should be retained.
- Loss of agricultural land (likely to be Grade 3 land but site-specific survey required to determine whether any is higher quality Grade 3a land) – could impact on the viability of an agricultural holding. Development should be consistent with Policy GS4.
- Loss of accessible natural greenspace adjacent to Beaver Hill.
- Note a small area of privately owned, non-promoted land is included within the site boundary.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: SE-3-a (S03020) and C4SS02502 (S02502)

- Scores 1 against Green Belt purpose 2 – it performs a weak role in preventing settlements from merging.
- Scores 4 against Green Belt purpose 1 – only minor opportunities to ‘round off’ existing patterns of development, so performs a strong role in checking the sprawl of the urban area.

Other considerations

- The main access point to this site would need to be through site S02502– the sites therefore need to be considered together. Other access points would potentially be from Bramley Lane/Grange Lane and Beaver Avenue/Grange Lane.
- Around 4ha of the gross site area could be set aside for use as a multi-faith burial ground and 5ha for a secondary school.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- Agricultural land surveys required at planning application stage to determine whether the land is Grade 3a and ensure that development is consistent with policy GS4.
- Any public footpaths/permissive footpaths that cross the site will need to be taken into account and protected through subsequent site masterplanning and/or planning applications on the site.
- Contributions may be required to strategic highways improvements at junctions on the M1 and the local road network.
- A 15m buffer is required to the adjacent Local Wildlife Site. Green corridors will also be required within the site where appropriate to ensure hedgerows and watercourses are protected.
- In accordance with policy NC1, the masterplanning of the site must include mitigation measures that address any significant visual and landscape impacts whilst enabling integration with the surrounding area.
- This site is identified as impacting on an area of known archaeological interest and due consideration should be given to the impact of any proposal prior to the submission of any planning application. Development proposals should implement the recommendations set out in the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed with the Local Planning Authority, to avoid or minimise harm to the significance of archaeological assets.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."

Green Belt site allocation appraisal (Housing)

Site Reference: S03028

Address: Land to the west of Grenoside Grange, Fox Hill Road, S35 8QS

Gross site area (Site Allocation*): 6.72 Hectares

Net housing area: 5.38 Hectares

Estimated housing capacity: 188 homes

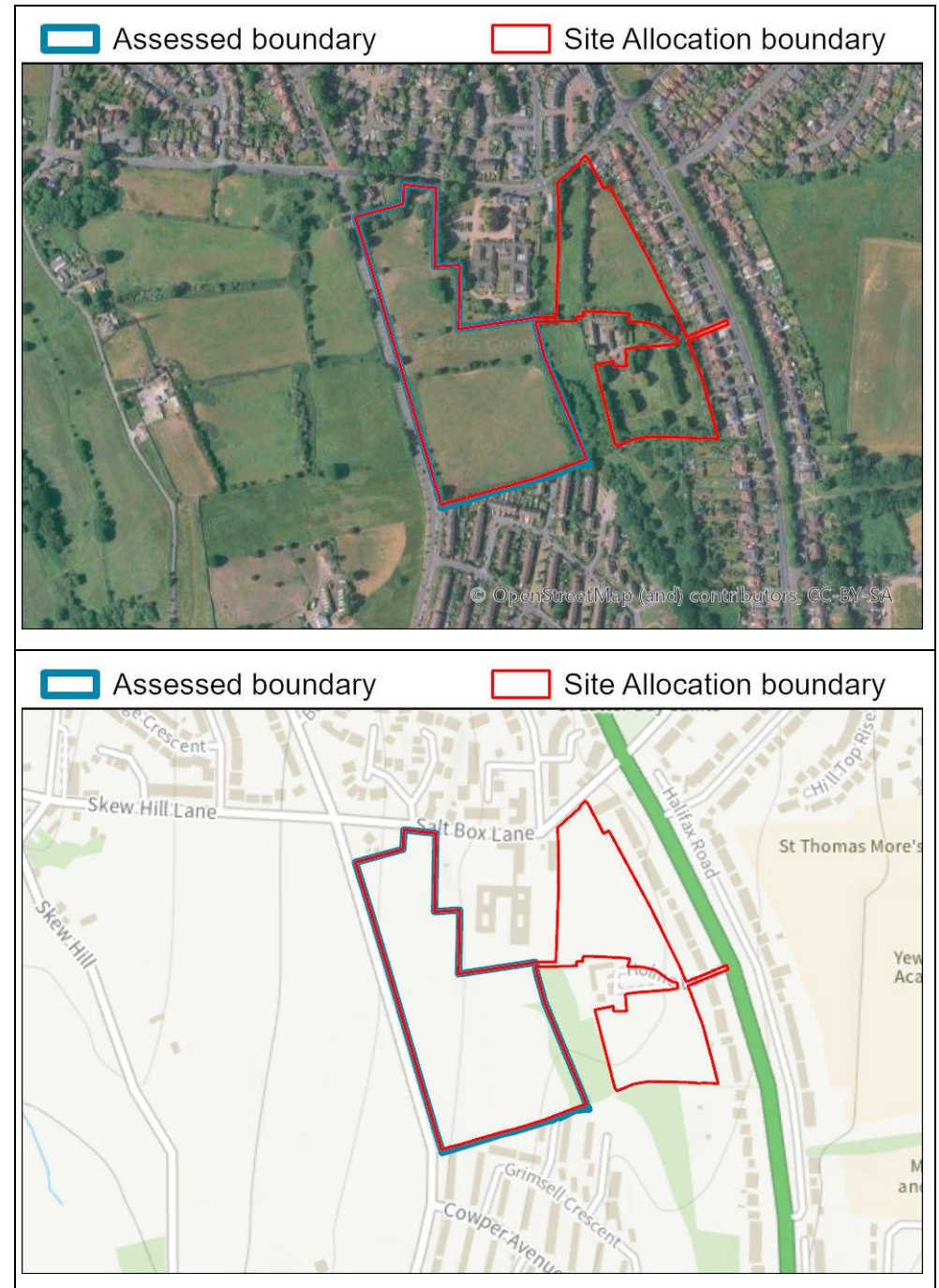
Net employment area: 0.00 Hectares

Ward: West Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

*Note – Site combined with S03100 to form one allocation



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within 800m of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses neighbouring the site or in close proximity
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	NN	Residential site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- No potential highway capacity issues previously identified within 2km of the site.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Location and size offers opportunity to provide family housing.
- Site is within 400m of a cycle route. Footpaths on site should be retained.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site (although no surplus capacity).
- There is a secondary school within 4.8km of the site (although no surplus capacity).
- There is a primary health care facility within 3.2km of the site.
- Provides development site in a ward where there are few other housing sites.
- Limited archaeological or geological concerns.
- It is not constrained by contaminated land, waste sites, or incompatible uses.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Site more than 1200m from the Core Public Transport Network (as of December 2023)
- Insufficient open space within the area.
- Would result in the loss of 4.6ha of agricultural land (but unlikely to be Best and Most Versatile Land). However, the land is currently in use for grazing horses so is not being used for food production.
- The Local Wildlife Site (Cowper Avenue greenspace) should be removed from the allocation, and a 15 metre buffer provided. Hedgerows on site should be retained.
- Landscape has a lower capacity to absorb development. Some additional mitigation can be provided through design and layout that conforms with Policy GS3 and NC1.
- Residential site is close to air quality exceedance area.
- Site is within 250m of a closed landfill site.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: G-3-c Scores 2 against purpose 1 – Some opportunities to ‘round off’ existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.

- Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Other considerations

- The site could be developed in combination with adjacent site S03100, providing a combined capacity of 188 homes.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- In accordance with Policy NC1, the development of this strategic housing site must be masterplanned and this masterplan must be submitted as part of any planning application.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- In accordance with Policy NC1, the masterplanning of the site must include mitigation measures that address any significant visual and landscape impacts whilst enabling integration with the surrounding area.
- A buffer is required to the adjacent Local Wildlife Site (LWS). As the wildlife site comprises ancient woodland/woodland this buffer must be 15 metres wide and measured from the edge of the canopy.
- Hedgerows must be retained as wildlife corridors as part of the masterplanning of the site and within subsequent planning applications.
- The public/permissive footpath that crosses the site will be retained as part of the masterplanning of the site and subsequent planning application.
- A detailed Air Quality Assessment will be required at the planning application stage to detail the extent of residential uses within the air quality exceedance area. Residential development can only occur in exceedance area if there are overriding regeneration benefits and sufficient mitigation measures.
- The site is within 250m of 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 the planning application stage.

Green Belt site allocation appraisal (Housing)

Site Reference: S03032

Address: Land at Forge Lane, S35 0GG

Gross site area (Site Allocation): 2.56 Hectares

Net housing area: 2.30 Hectares

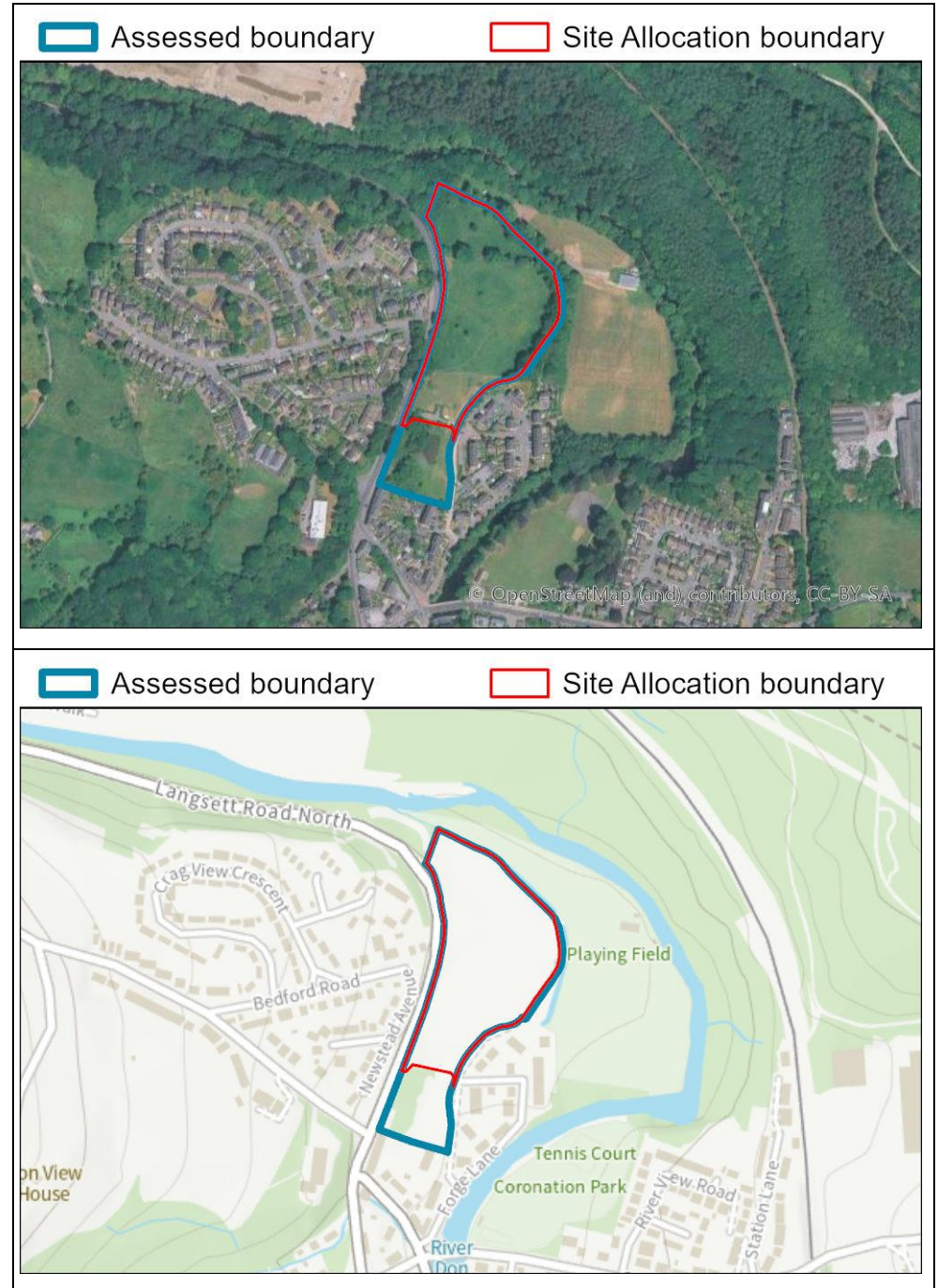
Estimated housing capacity: 69 homes

Net employment area: 0.00 Hectares

Ward: Stocksbridge & Upper Don Ward

Housing Market Area: Rural Upper Don Valley

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network.
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within 800m of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	NN	Insufficient open space in the surrounding area - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses neighbouring the site or in close proximity
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Residential site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal:

- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Location and size offers opportunity to provide family housing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services
- There is a primary school within 3.2km of the site and there is a secondary school within 4.8km of the site.
- Site is within 400m of an active travel/cycle network. Development would additionally provide improvements to the Upper Don Trail.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Landscape has medium capacity for absorbing development
- No archaeological or geological concerns.
- It is not constrained by contaminated land, nearby hazardous or waste sites, or incompatible uses
- There is an area of significant risk of surface water flooding to the south of the site, near the existing pond. This area should be removed from the site allocation. Minimal flood risk issues present on the remainder of the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Contributions to an increase to/effects from air quality issues are no worse than other potential Green Belt options.
- Land is not in active use for agriculture and is not best and most versatile land.
- Potential capacity issues previously identified at junction of Langsett Road/Church Street and Orchard Street/Station Lane within the centre of Oughtibridge. Contributions may be required to local highway improvements identified through the additional transport modelling and/or Infrastructure Delivery Plan.
- Adds further development in a ward where there are already other housing sites.
- Site more than 1200m from the Core Public Transport Network (as at December 2023).
- Insufficient open space in the surrounding area.
- An initial ecological assessment has identified no significant ecological impacts. A 15 metre buffer should be provided to the adjacent Local Wildlife Site (Upper River Don: Deepcar to Hillsborough).
- Potential impact on heritage assets development must follow the recommendations set out in the Heritage Impact Assessment.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: O-3-a Scores 2 against purpose 1 – some opportunities to ‘round off’ existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.

- Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Other Considerations

- The potential to reopen the Upper Don Valley Rail Line to passenger services is being examined (including a possible new station at Oughtibridge). However, it is uncertain whether this will be viable

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- Contributions may be required to local highway improvements.
- Any masterplanning and subsequent planning application should include a pedestrian and cycle route on the site's eastern boundary. This would form part of improvements to the Upper Don Trail which, in this locality, will link Forge Lane with Oughtibridge Mill.
- This site is identified as impacting on a Heritage Asset and due consideration should be given to the impact of any proposal prior to the submission of any planning application. Development proposals should implement the recommendations set out in the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed with the Local Planning Authority, to avoid or minimise harm to the significance of heritage assets and their settings.

Green Belt site allocation appraisal (Housing)

Site Reference: S03035

Address: Land at Wheel Lane and Middleton Lane, S35 8PU

Gross site area (Site Allocation): 5.30 Hectares

Net housing area: 4.24 Hectares

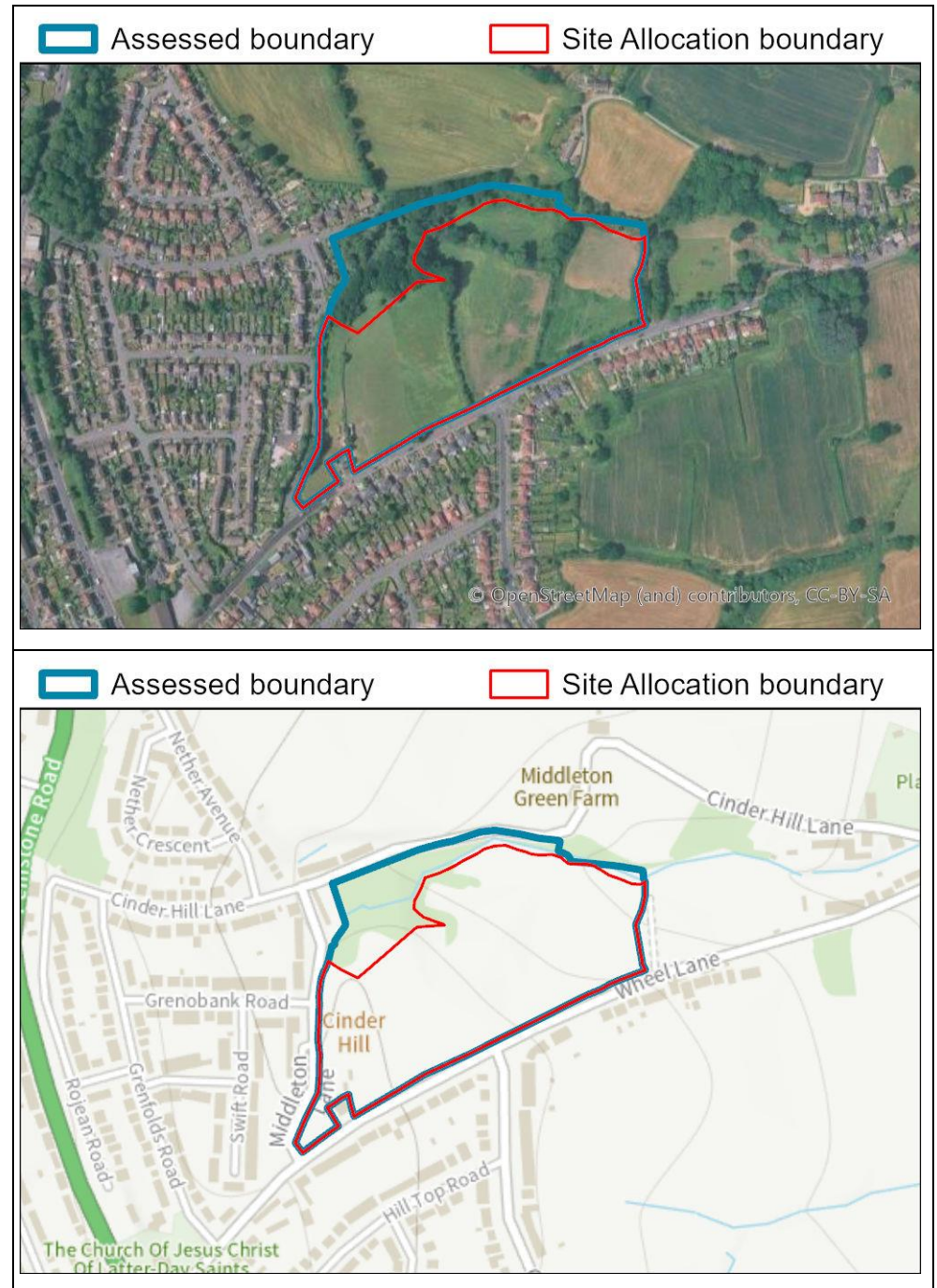
Estimated housing capacity: 148 homes

Net employment area: 0.00 Hectares

Ward: West Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within 800m of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	NN	Insufficient open space in the surrounding area - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	'medium' capacity to absorb development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses neighbouring the site or in close proximity
Archaeology constraints	N	Potential for archaeology constraints. Investigation required at planning application stage.
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- No potential junction capacity issues previously identified within 2km of the site.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- There is a primary school within 3.2km of the site (although no surplus capacity).
- There is a secondary school within 4.8km of the site (although no surplus capacity).
- There is a primary health care facility within 3.2km of the site.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Provides development site in a ward where there are few other housing sites.
- Location and size offers opportunity to provide family housing.
- It is not constrained by hazardous or waste sites, or incompatible uses.
- Some areas of significant flood risk on site (next to the watercourse). This can be mitigated by removing the areas from the site allocation and/or inclusion within the Local Wildlife Site buffer. Minimal flood risk issues present on the remaining site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- No geological concerns.
- The site is not in or near to an air quality exceedance area
- Site more than 1200m from the Core Public Transport Network (as of December 2023).
- Site is more than a 10-minute walk (800 metres) to a convenience shop and at least 3 other types of community facilities or important local services.
- Site is further than 400m from an active travel/cycle network. Footpaths onsite should be retained
- Insufficient open space in the surrounding area.
- Would result in the loss of 5ha of agricultural land (which could be Best and Most Versatile Land) and may affect the viability of an agricultural unit. However, the land is currently mainly in use for grazing horses so is not being used for food production.
- The Local Wildlife Site (Cinder Hill brook) should be removed from the allocation, and a 15 metre buffer provided.
- Potential for archaeology constraints. Development must follow the recommendations set out in the Heritage Impact Assessment.
- Development could possibly harm elements which contribute to the significance of heritage assets. Development must follow the recommendations set out in the Heritage Impact Assessment.
- More than a minimal risk of land contamination.
- Medium landscape capacity to absorb development.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: EC-3-b Scores 2 against purpose 1 –some opportunities to ‘round off’ existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.

- Scores 2 against purpose 2 – Land between settlements where some limited increase in proximity may be perceived but where there would be no impact on an essential gap. It performs a relatively weak role in preventing settlements from merging.

Other considerations

- This site can be considered in conjunction with site S03034 and also site S03051.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- In accordance with Policy NC1, the development of this strategic housing site must be masterplanned and this masterplan must be submitted as part of any planning application.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- Development of the site should complement and not adversely affect the delivery of the housing allocation NES37 which is located on the opposite side of The Wheel. This includes working collaboratively on the production and implementation of a single infrastructure delivery plan as required by Policy DC1.
- A buffer is required to the adjacent Local Wildlife Site (LWS). As the wildlife site comprises ancient woodland/woodland this buffer must be 15 metres wide and measured from the edge of the canopy.
- The public/permissive footpath that crosses the site will be retained as part of the masterplanning of the site and subsequent planning application.
- This site is identified as containing historic landscape characteristics, an area of known archaeological interest and contributes to the setting of nearby Heritage Assets and due consideration should be given to the impact of any proposal prior to the submission of any planning application. Development proposals should implement the recommendations set out in the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed with the Local Planning Authority, to avoid or minimise harm to the significance of the historic landscape, archaeology and heritage assets and their settings.

- The site has been identified as having potentially contaminated land. A detailed assessment of the extent of the land contamination and identifying sufficient mitigation/remediation will be required at planning application stage.

Green Belt site allocation appraisal (Housing)

Site Reference: S03038

Address: Land to the east of Chapeltown Road, S35 9ZX

Gross site area: 19.62 Hectares

Net housing area: 13.73 Hectares

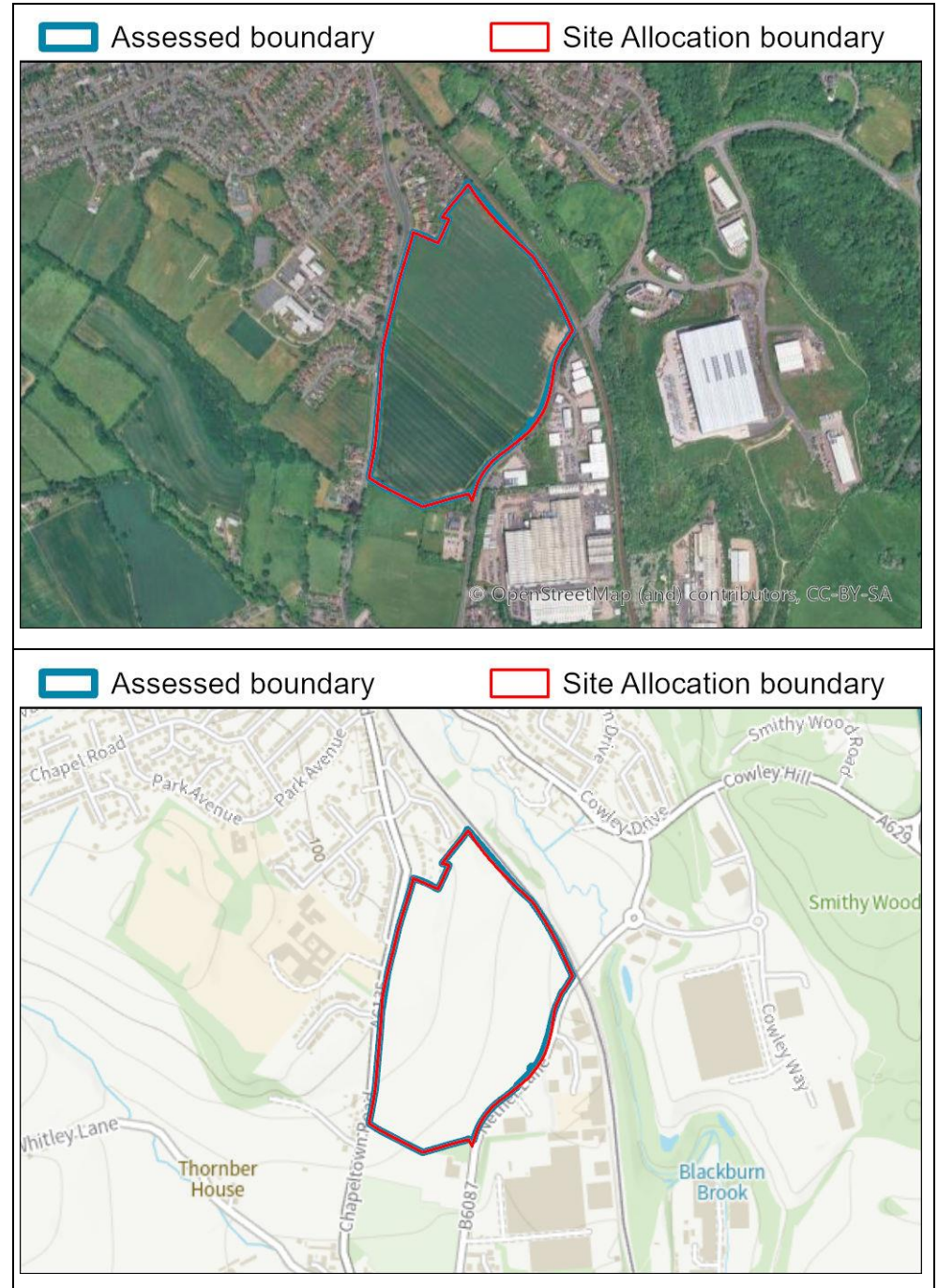
Estimated housing capacity: 549 homes

Net employment area: 0.00 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within 800m of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	N	Employment land is adjacent to the site, south of Nether Lane
Archaeology constraints	-	Uncertain level of archaeological constraints. Investigation required at planning application stage.
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	NN	Residential site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- Part of the site is around 800m of Chapeltown railway station, and the entire site is within 1.6km.
- Some of the site is within 400m of the Core Bus Network (as at December 2023).
- Site is within 400m of an active travel/cycle network. Footpaths on site should be retained.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Location and size offers opportunity to provide family housing.
- Provides development site in a ward where there are few other housing sites.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services within Chapeltown.
- There is a primary school within 3.2km of the site (although no surplus capacity).
- There is a secondary school within 4.8km of the site (although no surplus capacity).
- There is a primary health care facility within 3.2km of the site.
- No geological, land contamination or waste site constraints.
- Minimal identified risks from flooding, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Potential capacity issues previously identified at the junctions of A6135 Ecclesfield Road / A629 Cowley Lane and Burncross Road / Lound Side in the centre of Chapeltown.
- Site is within 5km of an M1 junction.
- Would result in the loss of 16ha of agricultural land (which could be Best and Most Versatile Land) and may affect the viability of an agricultural unit.
- Landscape has low capacity for absorbing development. Some additional mitigation can be provided through design and layout that conforms with Policy NC1.
- Residential site in or close to air quality exceedance area.
- Site is within 250m of a closed landfill site.
- Uncertain archaeological impacts.
- An initial ecological assessment has identified no significant ecological impacts.
- Possible harm to elements which contribute to the significance of heritage assets. Development must follow the recommendations set out in the Heritage Impact Assessment.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: EC-2-b

- Scores 3 against purpose 1 – limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.
- Scores 4 against purpose 2 – Parcel contains areas of land which form part of an essential gap (less than 500m between urban areas) but where limited development elsewhere within the parcel would not impact on the perceived or actual coalescence with another settlement. It performs a strong role in preventing settlements from merging.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- In accordance with Policy NC1, the development of this strategic housing site must be masterplanned and this must be submitted as part of any planning application.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- This site is identified as making a positive contribution to the setting of a Heritage Asset and due consideration should be given to the impact of any proposal prior to the submission of any planning application. Development proposals should implement the recommendations set out in the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed with the Local Planning Authority, to avoid or minimise harm to the significance of heritage assets and their settings.
- A detailed Air Quality Assessment will be required at the planning application stage to detail the extent of residential uses within the air quality exceedance area. Residential development can only occur in exceedance area if there are overriding regeneration benefits and sufficient mitigation measures.
- In accordance with Policy NC1, the masterplanning of the site must include mitigation measures that address any significant visual and landscape impacts whilst enabling integration with the surrounding area.
- The public/permissive footpaths that cross the site will be retained as part of the masterplanning of the site and subsequent planning application.

- 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.

Green Belt site allocation appraisal (Housing)

Site Reference: S03051 & S03034 (combined)

Address: Land south of Wheel Lane between Creswick Avenue and Wheel Lane, S35

Gross site area (Site Allocation): 30.34 Hectares

Net housing area: 17.41 Hectares

Estimated housing capacity: 609 homes

Net education use area: Up to 7.00 Hectares

Net multi-faith burial ground use area: Up to 4.00 Hectares

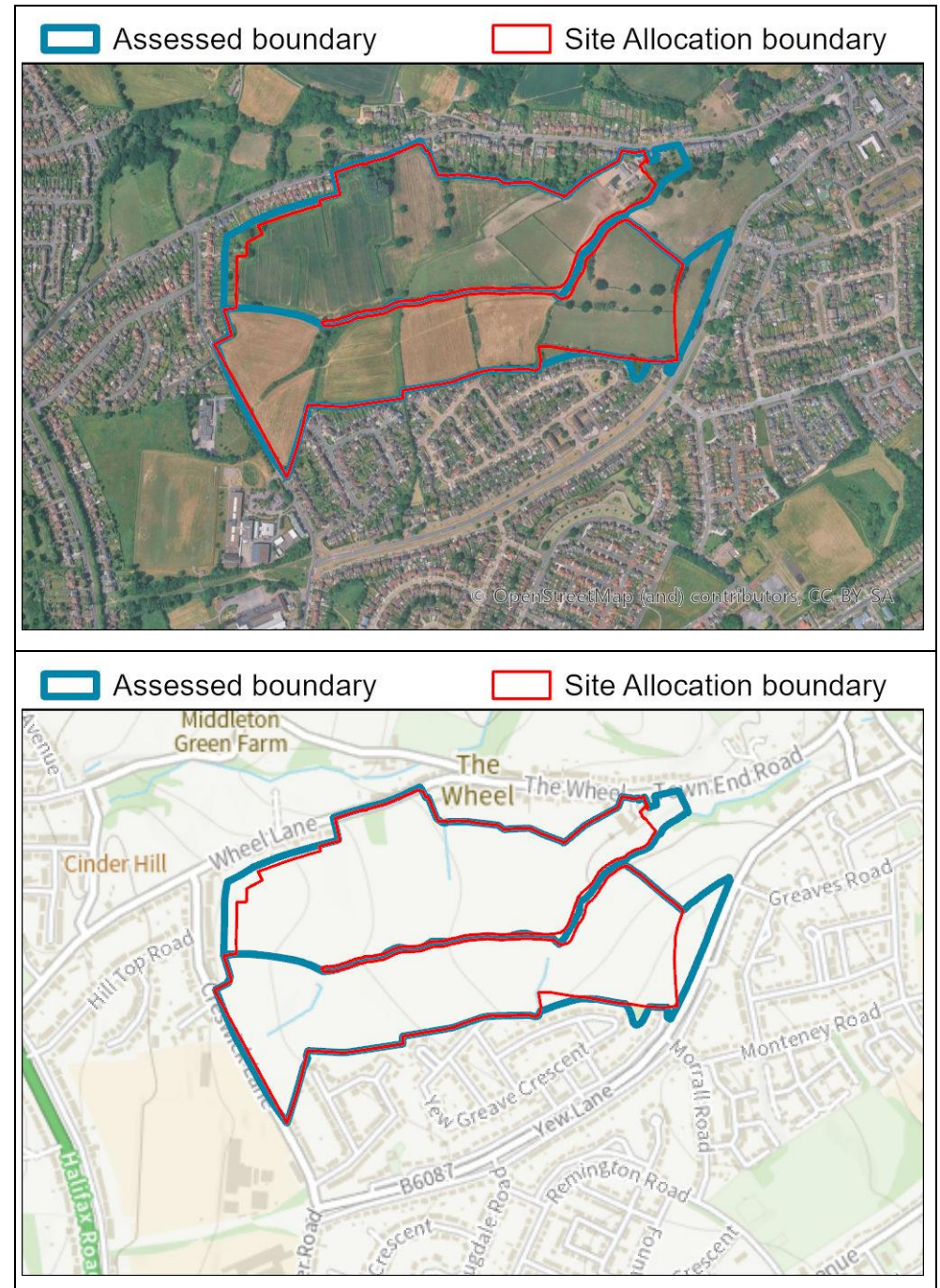
Net employment area: 0.00 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: SCC

Note the capacity of these sites in combination is reduced to 609 homes to allow up to 7 hectares of land for a Secondary School (5ha) and SEND School (2ha) and 4 hectares of land for a burial ground.



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network.
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within 800m of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	NN	Insufficient open space in the surrounding area - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses neighbouring the site or in close proximity
Archaeology constraints	N	Potential for archaeology constraints. Investigation required at planning application stage.
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Residential site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- Location and size offers opportunity to provide family housing.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site (although no surplus capacity).
- There is a secondary school within 4.8km of the site (although no surplus capacity).
- There is a primary health care facility within 3.2km of the site.
- No geological, land contamination, hazardous or waste site constraints.
- Site more than 1200m from the Core Public Transport Network (as of December 2023).
- Site is further than 400m from an active travel/cycle network. Footpaths on site should be retained.
- Potential capacity issues previously identified at the junctions of A6135 Ecclesfield Road / A629 Cowley Lane and Burncross Road / Lound Side in the centre of Chapeltown. Contributions may be required to local highway improvements identified through the additional transport modelling and/or Infrastructure Delivery Plan.
- Site is within 5km of an M1 junction.
- Small areas of functional floodplain on site (next to the watercourse). This can be mitigated by removing the areas from the site allocation and/or inclusion within the Local Wildlife Site buffer. Some flood risk issues present on small areas of the remaining site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Potential archaeological constraints and harm to heritage assets. Development must follow the recommendations set out in the Heritage Impact Assessment.
- The Local Wildlife Site (Yew Lane Field) should be removed from the allocation, and a 10 metre buffer provided.
- Insufficient open space in the surrounding area.
- Landscape has low capacity for absorbing development. Some additional mitigation can be provided through design and layout that conforms with Policy GS3 and NC1.
- Would result in the loss of 16ha of agricultural land (which could be Best and Most Versatile Land). Development should be consistent with Policy GS4.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: E-3-a (S03051) and E-3-b (S03034)

- Score 2 against purpose 1 –some opportunities to ‘round off’ existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.
- Score 1 against purpose 2 – there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Other considerations

- This site should be considered in conjunction with S03035 (located north of The Wheel).
- Part of this site may be required to deliver a multi-faith burial ground, secondary school and SEND school.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- In accordance with Policy NC1, the development of this strategic housing site must be masterplanned and this masterplan must be submitted as part of any planning application.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- This site is identified as containing historic landscape characteristics, an area of known archaeological interest and contributes to the setting of nearby Heritage Assets and due consideration should be given to the impact of any proposal prior to the submission of any planning application. Development proposals should implement the recommendations set out in the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed with the Local Planning Authority, to avoid or minimise harm to the significance of the historic landscape, archaeology and heritage assets and their settings.
- Sufficient land within the site will be provided for a mainstream secondary school and a Special Educational Needs and Disability (SEND) School. Its location should be identified through the masterplanning of the site and within subsequent planning applications.
- Sufficient land within the site will be provided for a multi-faith burial site. Its location should be identified through the masterplanning of the site and within subsequent planning applications.
- Development of the site should complement and not adversely affect the delivery of the housing allocation NES39 which is located on the opposite side of The Wheel. This includes working collaboratively on the production and implementation of a single infrastructure delivery plan as required by Policy DC1.
- In accordance with Policy NC1, the masterplanning of the site must include mitigation measures that address any significant visual and landscape impacts whilst enabling integration with the surrounding area.

- The public/permissive footpaths that cross the site will be retained as part of the masterplanning of the site and subsequent planning applications.
- A buffer is required to the adjacent Local Wildlife Site (LWS). As the wildlife site comprises a water course this buffer must extend 10 metres either side.
- Agricultural land surveys required at planning application stage to determine whether land is Grade 3a and ensure that development is consistent with Policy GS4.

Green Belt site allocation appraisal (Mixed Use – Employment and Housing)

Site Reference: S03061

Address: Handsworth Hall Farm, Land at Finchwell Road, S13 9AS

Gross site area (Site allocation): 56.92 Hectares

Net housing area: 24.84 Hectares

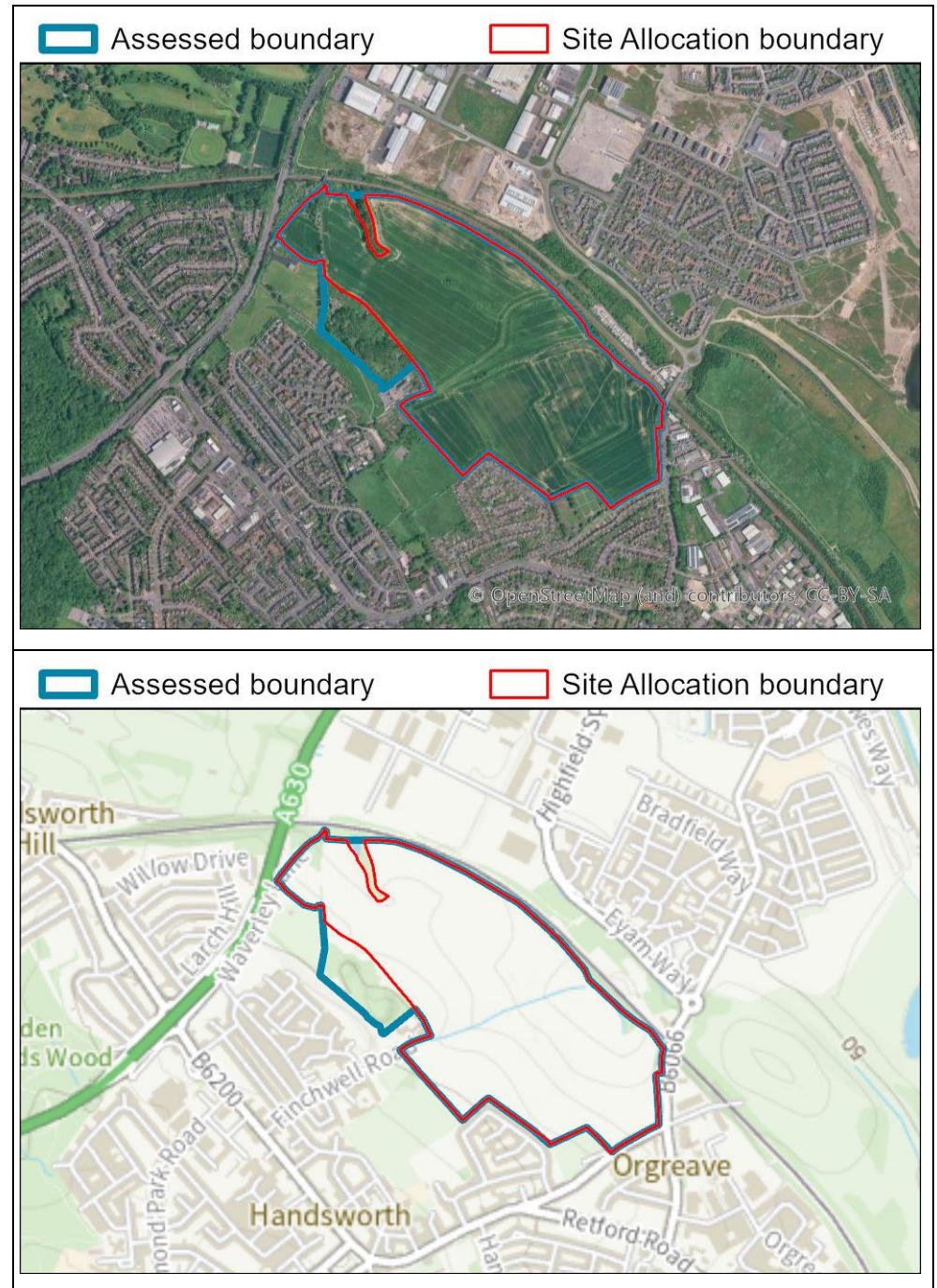
Estimated housing capacity: 870 (770 homes within the Plan period to 2039).

Net employment area: 20.00 Hectares

Ward: Woodhouse Ward

Housing Market Area: South East

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	Y	Site within 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	Y	Employment site within 3km of one of the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within 800m of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	N	Community/leisure/recreation facility on-site – Unknown whether facility still required
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	N	Potential for archaeology constraints. Investigation required at planning application stage.
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	NN	Residential site in or close to air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	N	Site within 200m of an Environment Agency permitted waste site

Planning appraisal

- Some of the site is close to the Core Public Transport Network or within 400m of a 3 bus per hour bus stop.
- Development here would potentially support the case for reopening the Barrow Hill railway line for passenger services, including a new station serving this site (as well as the Waverley development and the Advance Manufacturing Park in Rotherham). The layout of the site should take account of the opportunities this presents.
- Close to active travel/cycle network. Footpaths on site should be retained.
- Close of local facilities, including convenience shop, schools and health facility.
- Current surplus for early years, primary and secondary education.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- No loss of open space.
- No designated heritage assets in the vicinity of the site that are likely to be affected by development.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment will identify any specific mitigation required.
- Landscape has low capacity for absorbing development. Some additional mitigation can be provided through design and layout that conforms with Policy NC1
- Potential for archaeology constraints. Heritage Statement required at planning application stage.
- The Local Wildlife Sites (Handsworth Tip and Waverley Pond) should be removed from the allocation, and a 15 metre buffer to each provided. Residential site in or close to air quality exceedance area.
- More than minimal risk of land contamination.
- Site is within 250m of a closed landfill site and within 200m of an Environment Agency permitted waste site.
- Site is within 5km of an M1 junction (J33).
- Potential highway improvements required at the Junction of Retford Rd / Beaver Hill Rd, Junction of A630 Sheffield Parkway / B6200 Handsworth Road and Junction of A57 Mosborough Parkway/Coisley Hill.
- Loss of agricultural land (but likely to be Grade 3b, 4, 5, urban or non-agricultural land) - could impact on the viability of an agricultural holding.

Assessment Against Green Belt Purposes 1 and 2

Green Belt Review Parcel Reference: SE-2-a

- Scores 2 against Green Belt purpose 1 –some opportunities to ‘round off’ existing patterns of development, so performs a relatively weak role in checking the sprawl of the urban area.
- Scores 2 against Green Belt purpose 2 – it performs a relatively weak role in preventing settlements from merging.

Other considerations

- If the site was developed solely for housing this would increase the housing capacity to around 1,210 homes. However, it is unlikely that all of this would be deliverable by 2039 – some homes would be delivered after the end of the Plan period.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- 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 detailed Air Quality Assessment will be required at planning application stage to detail the extent of residential uses within the air quality exceedance area. Residential development can only occur in the exceedance area if there are overriding regeneration benefits and sufficient mitigation measures.
- Site is within 250m of a historic landfill site. An assessment of the impact (including identifying any necessary mitigation/remediation works) will be required at planning application stage.
- Assessment will be required at planning application stage to determine the impact of the nearby Environment Agency waste permit site(s) and any mitigation required.
- A suitably detailed Heritage Statement that explains how potential archaeological impacts have been addressed will be required prior to the submission of any planning application. This will need to be informed by the results of a staged archaeological evaluation, with the results addressed by the design of the scheme. The resulting development proposal can then avoid or minimise harm to the significance of identified archaeology and heritage assets and their settings.
- In accordance with policy NC1, the masterplanning of the site must include mitigation measures that address any significant visual and landscape impacts whilst enabling integration with the surrounding area.

- A 15m buffer is required to the adjacent Local Wildlife Site.
- Contributions may be required to strategic highways improvements at junctions on the M1 and the local road network.
- Any public footpaths/permissive footpaths that cross the site will need to be taken into account and protected through subsequent site masterplanning and/or planning applications.
- 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 “Recommendations, FRA requirements, and further work” section of the Level 2 SFRA site assessment should be addressed at or before planning application stage.”
- The layout of the site should take account of the opportunity to provide a new station on the Barrow Hill Rail Line.

Green Belt site allocation appraisal

Site Reference: S03076

Address: Land between Lodge Moor Road and Redmires Conduit,
S10 4LZ

Gross site area: 9.20 Hectares

Net housing area: 7.36 Hectares

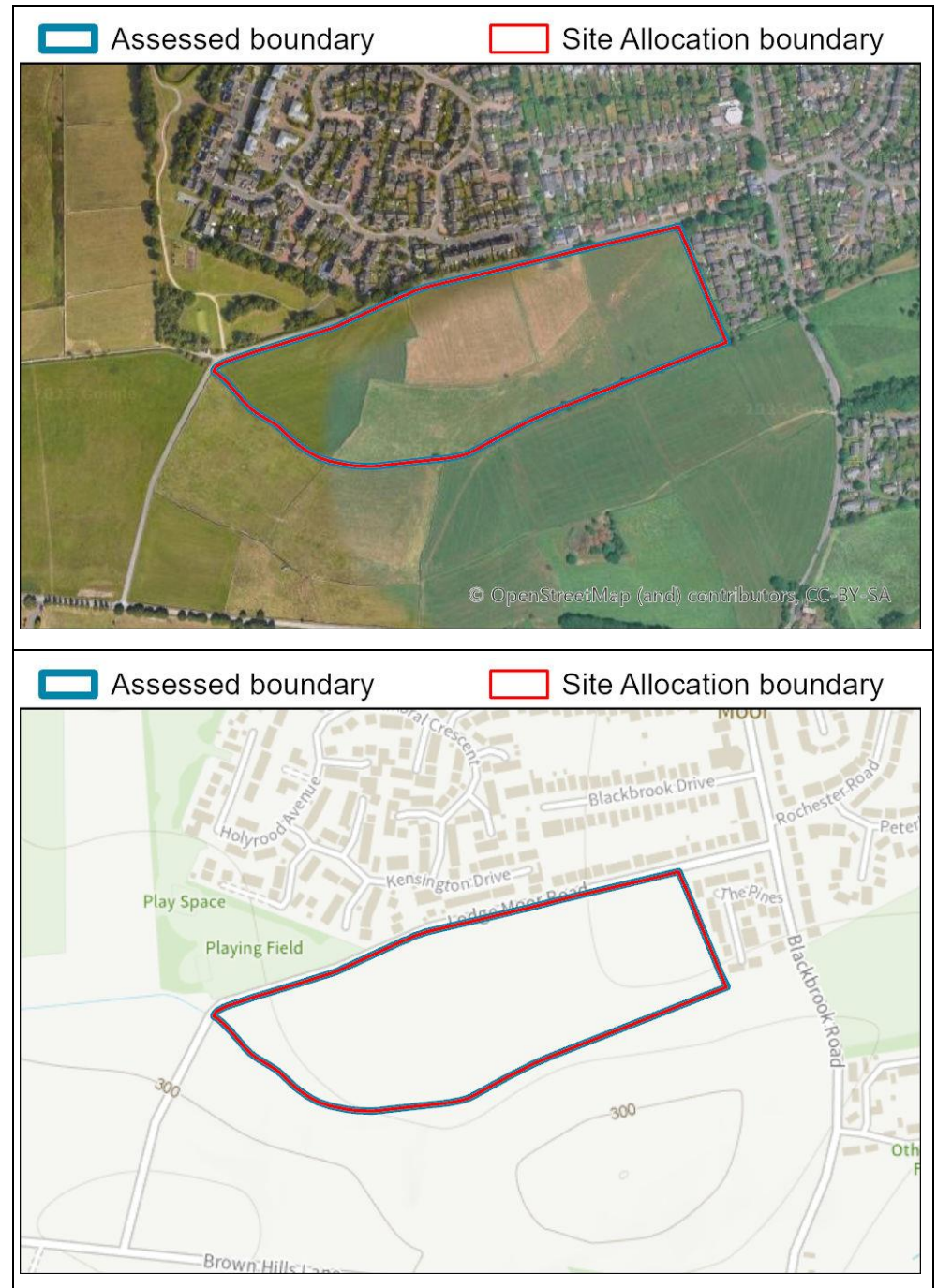
Estimated housing capacity: 258 homes

Net employment area: 0.00 Hectares

Ward: Fulwood Ward

Housing Market Area: South West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Within proximity of three classes of local facility.
- No loss of open space.
- Little or no archaeological constraints.
- Some surface water flood risk issues present on a small area of the site, a Level 2 SFRA site assessment will identify any specific mitigation.
- Outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- Site is more than 1200m from the Core Public Transport Network.
- No current surplus capacity for either primary or secondary education.
- Development of this area could possibly harm elements which contribute to the significance of heritage assets. Development must follow the recommendations set out in the Heritage Impact Assessment.
- Landscape has low capacity for absorbing development. Some additional mitigation can be provided through design and layout that conforms with Policy NC1.
- A 10 metre buffer should be provided to the adjacent Local Wildlife Site (Redmires Conduit).

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: F-2-d

Scores 3 against purpose 1 – it performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – it performs a weak role in preventing settlements from merging.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.

- 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 “Recommendations, FRA requirements, and further work” section of the Level 2 SFRA site assessment should be addressed at or before planning application stage.”
- A 10m buffer from the adjacent Local Wildlife Site/watercourse is required to protect this area from development.
- In accordance with policy NC1, the masterplanning of the site must include mitigation measures that address any significant visual and landscape impacts whilst enabling integration with the surrounding area.
- This site is identified as impacting on Heritage Assets and due consideration should be given to the impact of any proposal prior to the submission of any planning application. Development proposals should implement the recommendations set out in the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed with the Local Planning Authority, to avoid or minimise harm to the significance of heritage assets and their settings.

Green Belt site allocation appraisal (Housing)

Site Reference: S03100

Address: Holme Lane Farm, Halifax Road, S35 8PB

Gross site area (Site Allocation*): 6.72 Hectares

Net housing area: 5.38 Hectares

Estimated housing capacity: 188 homes

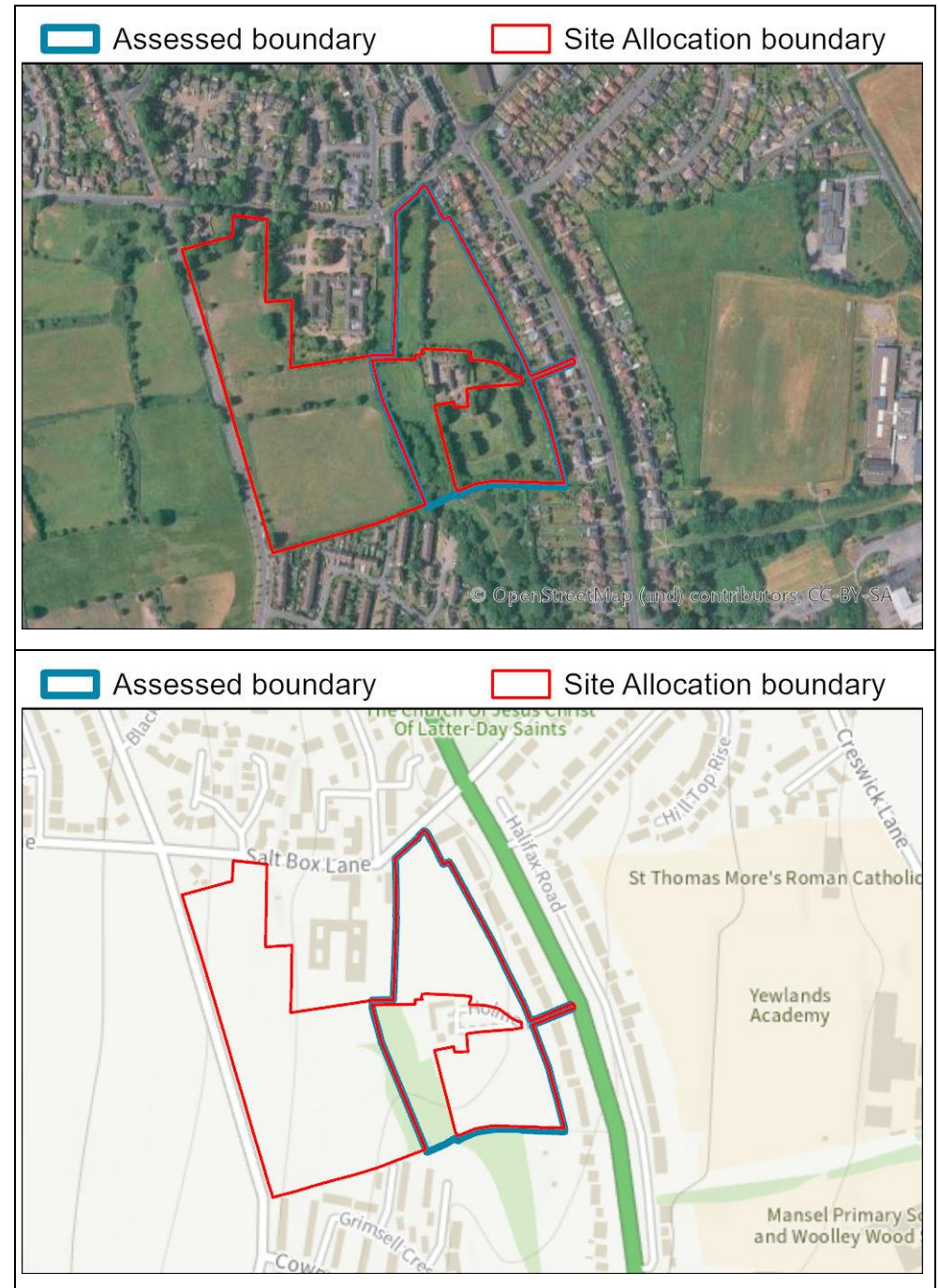
Net employment area: 0.00 Hectares

Ward: West Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

*Note – Site combined with S03028 to form one allocation



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within 800m of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	NN	Insufficient open space in the surrounding area - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses neighbouring the site or in close proximity
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	NN	Residential site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- No potential highway capacity issues previously identified within 2km of the site.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Site is within 400m of a cycle route. Footpaths on site should be retained.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site (although no surplus capacity).
- There is a secondary school within 4.8km of the site (although no surplus capacity).
- There is a primary health care facility within 3.2km of the site.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Location and size offers opportunity to provide family housing.
- Landscape has a medium or higher capacity to absorb development
- Limited/no archaeological, heritage or geological concerns.
- It is not constrained by contaminated land, hazardous installations, waste sites, or incompatible uses.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Site more than 1200m from the Core Public Transport Network (as of December 2023).
- Insufficient open space within the area.
- Would result in the loss of 3ha of agricultural land (but unlikely to be Best and Most Versatile Land). However, the land is currently in use for grazing horses so is not being used for food production.
- The Local Wildlife Site (Cowper Avenue greenspace) should be removed from the allocation, and a 15 metre buffer provided. Hedgerows on site should be retained.
- There are existing farm buildings on site that have already been developed into residential dwellings. These should be removed from the site allocation.
- Residential site in or close to air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: G-3-d Scores 1 against purpose 1 – significant opportunities to ‘round off’ existing patterns of development. Performs a weak role in checking the sprawl of the urban area.

- Scores 1 against purpose 2 – land does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Other considerations

- The site could be developed in combination with site S03028, providing a combined capacity of 188 homes.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- In accordance with Policy NC1, the development of this strategic housing site must be masterplanned and this masterplan must be submitted as part of any planning application.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- In accordance with Policy NC1, the masterplanning of the site must include mitigation measures that address any significant visual and landscape impacts whilst enabling integration with the surrounding area.
- A buffer is required to the adjacent Local Wildlife Site (LWS). As the wildlife site comprises ancient woodland/woodland this buffer must be 15 metres wide and measured from the edge of the canopy.
- Hedgerows must be retained as wildlife corridors as part of the masterplanning of the site and within subsequent planning applications.
- The public/permissive footpath that crosses the site will be retained as part of the masterplanning of the site and subsequent planning application.
- A detailed Air Quality Assessment will be required at the planning application stage to detail the extent of residential uses within the air quality exceedance area. Residential development can only occur in exceedance area if there are overriding regeneration benefits and sufficient mitigation measures.
- The site is within 250m of 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 the planning application stage.

Green Belt site allocation appraisal (Employment)

Site Reference: S03112

Address: Land bordered by M1, Thorncliffe Road, Warren Lane, and White Lane, S35 2YA

Gross site area: 18.06 Hectares

Net housing area: 0.00 Hectares

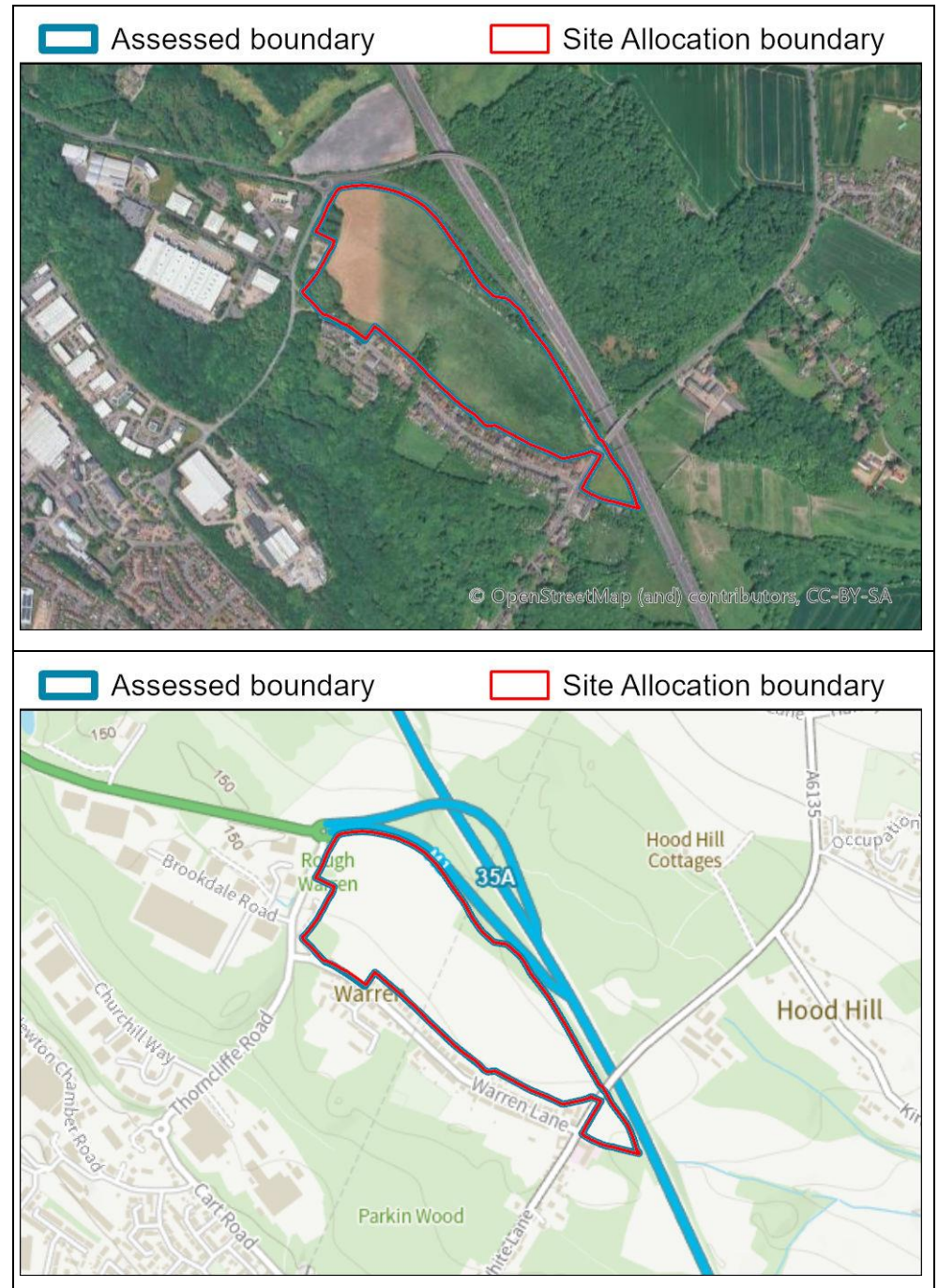
Estimated housing capacity: 0 homes

Net employment area: 18.06 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



Suitability assessment (Employment)

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide development that would be beneficial to disadvantaged communities	Y	Employment site within 3km of one of the 20% most deprived areas of England
Loss of community facilities	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	N	Residential development extends along the site's southern boundary
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Employment use
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site

Planning appraisal

- Some of the site is within the Core Public Transport Network, or within a 400m walk from a 3 bus per hour bus stop (as of December 2023). It is about 1.5km from Chapeltown Railway Station.
- Landscape has medium capacity for absorbing development.
- Within 3km of an area of high unemployment/deprivation.
- Site is within 400m of an active travel/cycle network.
- No identified archaeological, geological or heritage constraints.
- Minimal identified risks from flooding, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Potential capacity issues previously identified at junctions (roundabouts) of Burncross Road/Lound Side and Ecclesfield Road/Cowley Lane in Chapeltown town centre (within 2km). Contributions may be required to local highway improvements identified through the additional transport modelling and/or Infrastructure Delivery Plan.
- Site adjoins the M1 and junction(s) of the A616. Contributions may be required to strategic highways improvements at junctions on the M1.
- Would result in the loss of 17.8ha of agricultural land (and could be Best and Most Versatile Land). Could impact on the viability of an agricultural unit. Development should be consistent with Policy GS4.
- Adjacent to residential dwellings on Warren Lane. A landscape buffer should be provided to prevent significant adverse impacts.
- An initial ecological assessment has identified no significant ecological impacts.
- Development for employment is likely to increase air pollution, although it is not in or close to an air quality exceedance area.
- Contamination and proximity to closed landfill have been identified.
- Northern Powergrid powerlines cross the site. Development will need to follow appropriate design guidance.
- The Tankersley Rail tunnel runs directly under the site. Built development should not take place over the tunnel.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: CN-3-b

- Scores 3 against purpose 1 – limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.
- Scores 3 against purpose 2 – land between settlements where there could be some perceived narrowing of the separation between settlements, although the M1 Motorway is a separating factor. It performs a moderate role in preventing settlements (Chapeltown/High Green and Harley) from merging.

Conditions on development

- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- Development should provide a strategy for responding to the Northern Powergrid equipment present within the site which demonstrates how the following guidance has been applied at the design stage: Northern Powergrid Guidance on Overhead Line Clearances, HSE GS6 Guidance on Avoiding Danger from Overhead Powerlines and HSE HSG47 guidance on Avoiding Danger from Underground Services, and how the impact of the assets has been reduced through good design.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- Contributions are required to strategic highways improvements at junctions on the M1 and the local road network.
- Land directly above the Tankersley Railway Tunnel, which passes under the site, must be kept free from development.
- Agricultural land surveys required at planning application stage to determine whether land is Grade 3a and ensure that development is consistent with Policy GS4.
- A landscape buffer, free from development, is required between the employment development within the site and neighbouring properties on Warren Lane. This buffer must prevent significant adverse effects on the amenity of residents.
- The site has been identified as having potentially contaminated land. A detailed assessment of the extent of the land contamination and identifying sufficient mitigation/remediation will be required at the planning application stage.
- 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 the planning application stage.

Green Belt site allocation appraisal (Housing)

Site Reference: S03483

Address: Land between Storth Lane and School Lane, S35 0DT

Gross site area (Site allocation): 3.85 Hectares

Net housing area: 3.42 Hectares

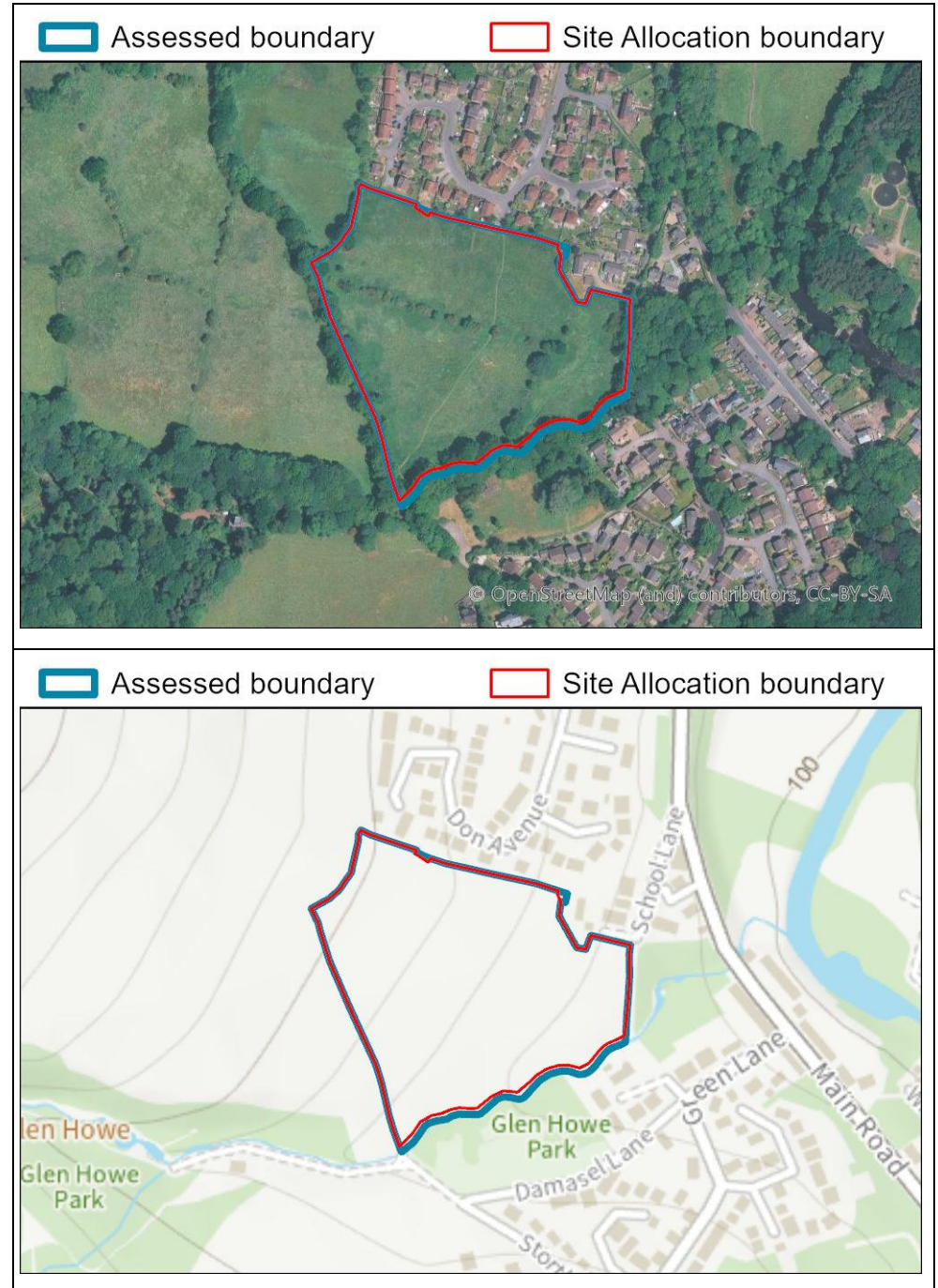
Estimated housing capacity: 103 homes

Net employment area: 0.00 Hectares

Ward: Stocksbridge & Upper Don Ward

Housing Market Area: Rural Upper Don Valley

Ownership: SCC



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within 800m of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses neighbouring the site or in close proximity
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Residential site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- Location and size offers opportunity to provide family housing.
- Close to community facilities and open spaces.
- There is a primary school within 3.2km of the site.
- There is no secondary school within 4.8km of the site and there is no primary health care facility within 3.2km of the site.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Limited archaeological, ecological or geological concerns. A 15m buffer is required to the adjacent Local Wildlife Site (Glen Howe Park), and any existing hedgerows should be retained
- Landscape has medium capacity for absorbing development.
- Is not constrained by any contaminated land, nearby hazardous or waste sites, or incompatible uses.
- Potential capacity issues previously identified at junction Langsett Road/Church Street and Orchard Street/Station Lane within the centre of Oughtibridge. Contributions may be required to local highway improvements identified through the additional transport modelling and/or Infrastructure Delivery Plan.
- Site is within 5km (4.8km) of A616 at the junction with the A6102.
- Site more than 1200m from the Core Public Transport Network (as at December 2023)
- Site is more than 400m from an active travel/cycle network. Footpaths on the site should be retained.
- Areas of functional floodplain on site that will need to remain undeveloped. This can be mitigated by removing the areas from the site allocation and/or inclusion within the Local Wildlife Site buffer. Minimal flood risk issues present on the remainder of the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Adds further development in a ward where there are already other housing sites.
- Would result in the loss of 4ha of agricultural land (and could be Best and Most Versatile Land). Development should be consistent with Policy GS4.
- Potential impact on heritage assets, development must follow the recommendations set out in the Heritage Impact Assessment.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: OW-1-b

- Scores 2 against purpose 1 –some opportunities to ‘round off’ existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.
- Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conditions on development

- This site was formerly designated as Green Belt, so the 'Golden Rules' set out in the National Planning policy Framework will apply. Open space should be provided in accordance with Policy NC15.
- In accordance with the Golden Rules the level of affordable housing required will be expected to be at a higher level than would otherwise apply to land which has not been released from the Green Belt.
- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- Contributions may be required to local highway improvements.
- Agricultural land surveys required at planning application stage to determine whether land is Grade 3a and ensure that development is consistent with Policy GS4.
- Hedgerows must be retained as wildlife corridors as part of the masterplanning of the site and within subsequent planning applications.
- A buffer is required to the adjacent Local Wildlife Site (LWS). As the wildlife site comprises ancient woodland/woodland this buffer must be 15 metres wide and measured from the edge of the canopy.
- The public/permissive footpaths that cross the site will be retained as part of the masterplanning of the site and subsequent planning application.
- This site is identified as impacting on a Heritage Asset and due consideration should be given to the impact of any proposal prior to the submission of any planning application. Development proposals should implement the recommendations set out in the Heritage Impact Assessment prepared in support of the Local Plan, or other suitable mitigation measures agreed with the Local Planning Authority, to avoid or minimise harm to the significance of heritage assets and their settings.

Green Belt site allocation appraisal (Employment)

Site Reference: S04101

Address: Land to the south of the M1 Motorway Junction 35, S35
1QP

Gross site area (Site allocation): 16.37 Hectares

Net housing area: 0.00 Hectares

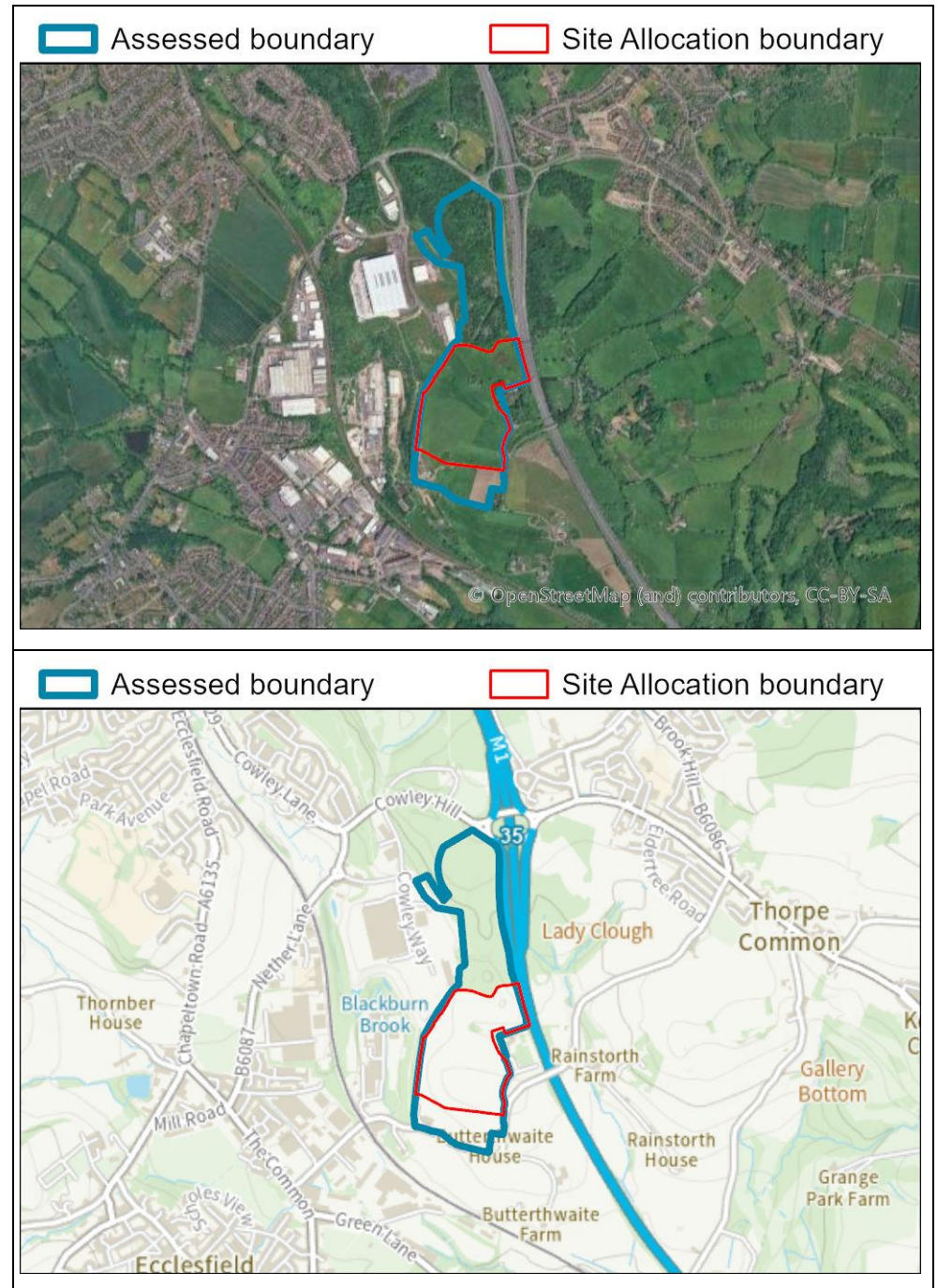
Estimated housing capacity: 0 homes

Net employment area: 15.94 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide development that would be beneficial to disadvantaged communities	Y	Employment site within 3km of one of the 20% most deprived areas of England
Loss of community facilities	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	NN	Landscape has no/very low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	Site is bounded by woodland, employment and the M1 motorway.
Archaeology constraints	NN	Major archaeology constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Employment use
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	N	Site within 200m of an Environment Agency permitted waste site

Planning appraisal

- Within 3km of an area of high unemployment/deprivation.
- Adjoins M1
- Site is within 400m of an active travel/cycle network. Footpaths on site should be retained.
- No loss/harm to community facilities.
- No loss/harm to open spaces.
- Minimal identified risks from flooding, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- No adverse effects on geological sites.
- Whole site is more than 400m from the Core Bus Network (as of December 2023) and more than 800m from a railway station or a tram stop (around 2km to Chapeltown Railway Station).
- Potential capacity issues previously identified at junctions (roundabouts) of Burncross Road/Lound Side and Ecclesfield Road/Cowley Lane in Chapeltown town centre (within 2km). Contributions may be required to local highway improvements identified through the additional transport modelling and/or Infrastructure Delivery Plan.
- Site is within 5km of an M1 junction – Contributions may be required to strategic highways improvements at junctions on the M1..
- Adds further development in a ward where there are already other employment sites.
- Landscape has a lower or no capacity to absorb development. The southern section of the site should be removed from the site allocation to address this. Some additional mitigation can be provided through design and layout that conforms with Policy GS3.
- Would result in the loss of 15ha of agricultural land (and could be Best and Most Versatile Land). Development should be consistent with Policy GS4.
- Adverse impacts upon archaeology. Development must follow the recommendations set out in the Heritage Impact Assessment.
- A significant part of the promoted sites is ancient woodland and is a Local Wildlife Site and so there would be a significant adverse impact on ecology. This area should be removed from the site allocation and a 15 metre buffer provided to the Local Wildlife Site.
- Risks identified from land contamination, a closed landfill within 250m and a waste site within 200m.
- Northern Powergrid powerlines cross the site. Development will need to follow appropriate design guidance.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S04101

- Scores 2 against purpose 2 – land that performs a relatively weak role in preventing settlements from merging.
- Scores 5 against purpose 1 – does not adjoin the urban area; no opportunities to ‘round off’ existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conditions on development

- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- Development should provide a strategy for responding to the Northern Powergrid equipment present within the site which demonstrates how the following guidance has been applied at the design stage: Northern Powergrid Guidance on Overhead Line Clearances, HSE GS6 Guidance on Avoiding Danger from Overhead Powerlines and HSE HSG47 guidance on Avoiding Danger from Underground Services, and how the impact of the assets has been reduced through good design.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- Contributions may be required to strategic highways improvements at junctions on the M1 and the local road network.
- Development must comply with Policy GS3 to ensure that the character and features of the landscape are safeguarded or enhanced.
- Agricultural land surveys required at planning application stage to determine whether land is Grade 3a and ensure that development is consistent with Policy GS4.
- A buffer is required to the adjacent Local Wildlife Site (LWS). As the wildlife site comprises ancient woodland/woodland this buffer must be 15 metres wide and measured from the edge of the canopy.
- The public/permissive footpaths that cross the site will be retained as part of the masterplanning of the site and subsequent planning application.
- 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.
- 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.
- Assessment will be required at planning application stage to determine the impact of the nearby Environment Agency waste permit site(s) and any mitigation.

- This site is identified as impacting on Heritage Assets of archaeological and/or historic landscape interest and due consideration must be given to reducing the impact of any proposal prior to the submission of any planning application. Recommendations are set out in the Heritage Impact Assessment prepared in support of the Local Plan and at the design stage, development proposals should consider and implement the recommendations set out. Further suitable mitigation measures may be agreed with the Local Planning Authority at the planning application stage. This approach will avoid or minimise harm to the significance of identified heritage assets and their settings.

Green Belt site allocation appraisal (Employment)

Site Reference: S04639

Address: Hesley Wood, north of Cowley Hill, S35 2YH

Gross site area (Site Allocation): 15.61 Hectares

Net housing area: 0.00 Hectares

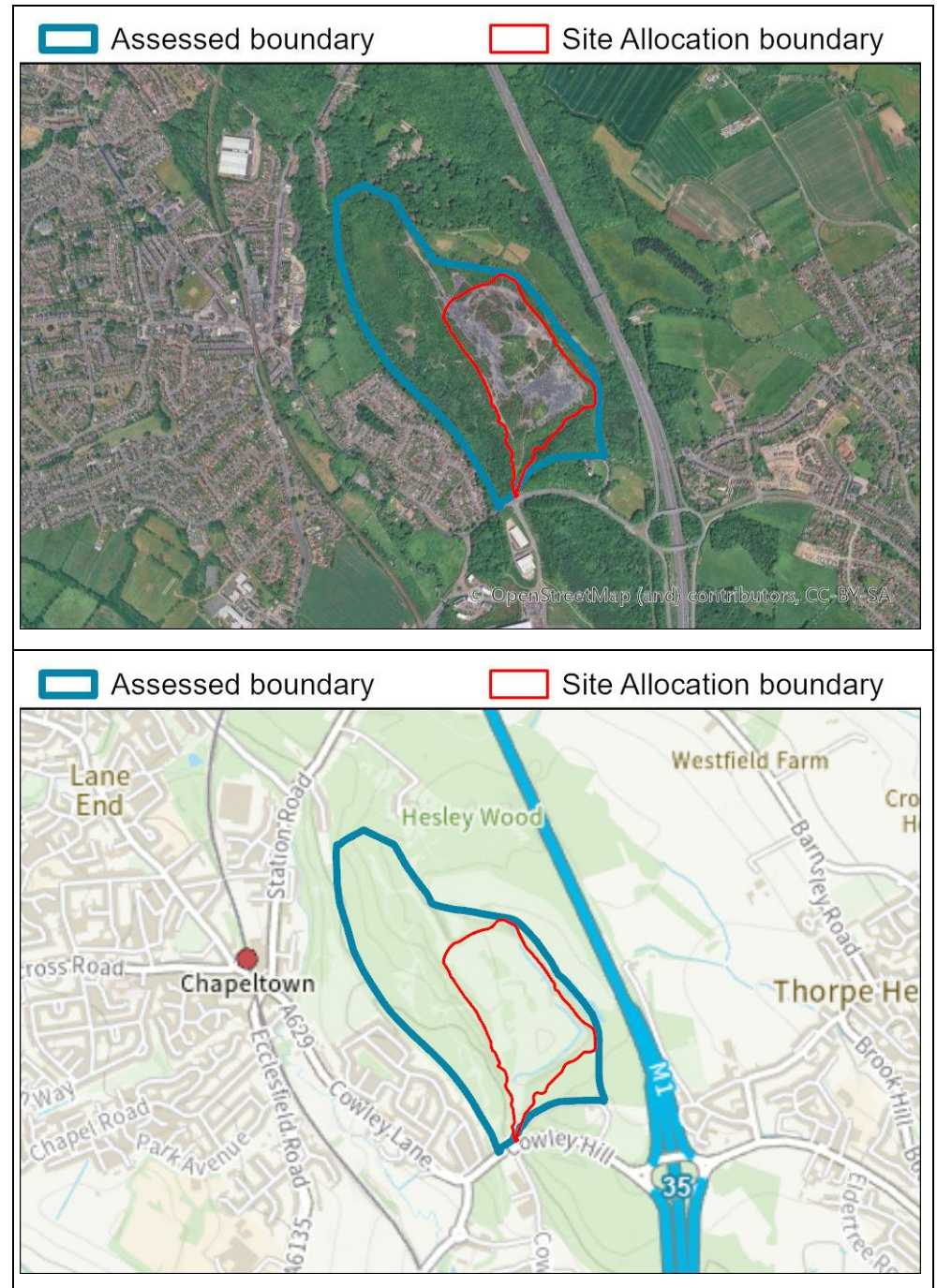
Estimated housing capacity: 0 homes

Net employment area: 13.35 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide development that would be beneficial to disadvantaged communities	Y	Employment site within 3km of one of the 20% most deprived areas of England
Loss of community facilities	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Land is not in agricultural use. Comprises spoil from former colliery.
Proximity to incompatible uses	Y	Site is surrounded by woodland.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Employment use
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- Within 3km of an area of high unemployment/deprivation.
- Adjoins M1 Motorway. Contributions may be required to strategic highways improvements at junctions on the M1.
- Some of the site is within the Core Public Transport Network (as of December 2023) or within a 400m walk from a 3 bus per hour bus stop. It is around 1.5km from Chapeltown Railway Station.
- Site is within 400m of a cycle route.
- No loss/harm to community facilities.
- No adverse impacts on open space.
- No impacts on geology or risk from hazardous installations or waste sites.
- Some surface water flood risk issues present on a small area of the site, a Level 2 SFRA site assessment will identify any specific mitigation
- Provides the opportunity to remediate despoiled land.
- Potential capacity issues previously identified at junctions (roundabouts) of Burncross Road/Lound Side and Ecclesfield Road/Cowley Lane in Chapeltown town centre (within 2km). Contributions may be required to local highway improvements identified through the additional transport modelling and/or Infrastructure Delivery Plan.
- Although comprising a former colliery (mineral extraction), it is not classed as previously developed land in national policy.
- Landscape has low capacity for absorbing development. Some additional mitigation can be provided through design and layout that conforms with Policy GS3.
- Development could possibly harm non designated heritage assets
- Site includes areas of ancient woodland that are designated as a Local Wildlife Site (Hesley Tip). This should be excluded from the site allocation and a 15 metre buffer provided.
- Development for employment is likely to increase air pollution, although it is not in or close to an air quality exceedance area.
- More than minimal risk of land contamination.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S03856

Scores 3 against purpose 2 – land is between settlements (Chapeltown and Thorpe Hesley) where some perception of narrowing separation between settlements could be likely and there are elements of essential gaps. It performs a moderate role in preventing settlements from merging. However, the M1 does provide a physical barrier between Chapeltown and Thorpe Hesley.

- Scores 5 against purpose 1 – does not adjoin the urban area; no opportunities to ‘round off’ existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conditions on development

- Planning applications must include a comprehensive assessment of the development's impacts on the environment. Where appropriate, adverse impacts should be offset through compensatory improvements to the environmental quality and accessibility of remaining areas of Green Belt.
- 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 "Recommendations, FRA requirements, and further work" section of the Level 2 SFRA site assessment should be addressed at or before planning application stage."
- Contributions are required to strategic highways improvements at junctions on the M1 and the local road network.
- Development must comply with Policy GS3 so that the character and features of the landscape are safeguarded or enhanced.
- A buffer is required to the adjacent Local Wildlife Site (LWS). As the wildlife site comprises ancient woodland/woodland this buffer must be 15 metres wide and measured from the edge of the canopy.
- 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.

Appendix 6 - Individual site assessments for shortlisted sites not proposed as site allocations

Green Belt site allocation appraisal (Housing)

Site Reference: GBOM01

Address: Land to the north of Woodhouse Lane, S20 1AF

Gross site area: 6.44 Hectares

Net housing area: 4.38 Hectares

Estimated housing capacity: 153 homes

Net employment area: 0.00 Hectares

Ward: Beighton Ward

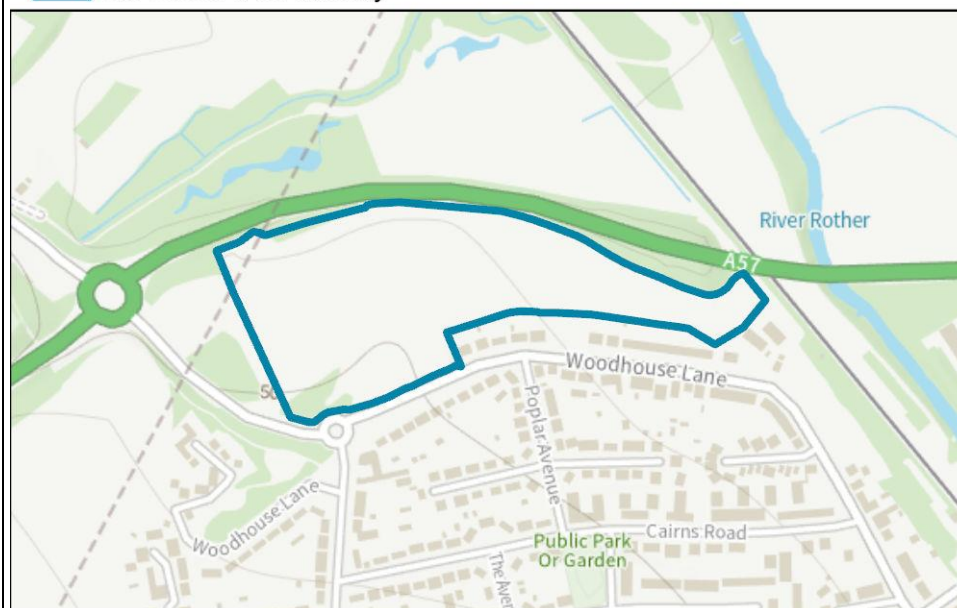
Housing Market Area: South East

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	Y	Site within 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	-	Uncertain level of archaeological constraints. Investigation required at planning application stage.
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	NN	Residential site in or close to air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	N	Site within 200m of an Environment Agency permitted waste site

Planning appraisal

- Some of the site is close to the Core Public Transport Network or within 400m of a 3 bus per hour bus stop.
- Part of the site is within 800m of a planned new railway station on the Barrow Hill line.
- Close to active travel/cycle network.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Close to local facilities, including convenience shop, schools and health facility.
- No loss of open space.
- There are no designated heritage assets within the vicinity of the site.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Landscape has low capacity for absorbing development.
- Potential for archaeology constraints. Investigation required at planning application stage.
- Site is not a designated Local Wildlife site but potential to have significant ecological value.
- More than minimal risk of land contamination.
- Within 250m of a closed landfill site.
- Within 200m of an Environment Agency permitted waste site.
- Areas of functional floodplain on site that should be excluded from any future site allocation. A Level 2 SFRA site assessment will identify any specific mitigation required.
- High voltage powerlines cross the site. Development will need to follow appropriate design guidance.
- Site is within 5km of an M1 junction (J31) –mitigation may need to be agreed with National Highways.
- Loss of agricultural land (likely to be Grade 3 land but site-specific survey required to determine whether any higher quality Grade 3a land). Development should be consistent with Policy GS4.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: GBOM01

- Scores 3 against Green Belt purpose 1 – limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.
- Scores 1 against purpose 2 – land does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Other Considerations

- The site should be considered in conjunction with adjacent site S03049 which is in different ownership.

Green Belt site allocation appraisal (Housing)

Site Reference: S03004

Address: Land to the west of Moor Valley, S20 5BB

Gross site area: 10.41 Hectares

Net housing area: 7.29 Hectares

Estimated housing capacity: 292 homes

Net employment area: 0.00 Hectares

Ward: Beighton Ward

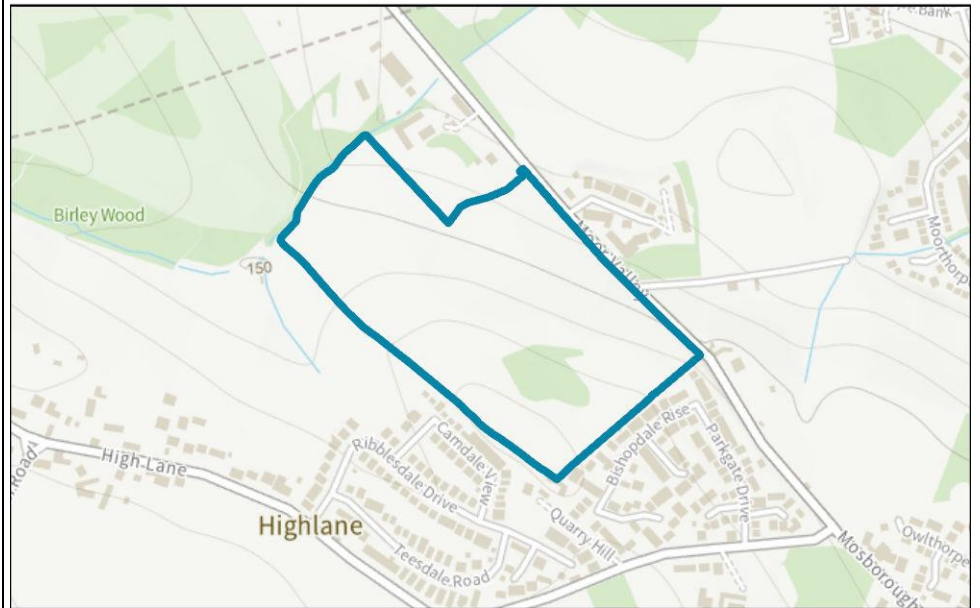
Housing Market Area: South East

Ownership: SCC

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	-	Uncertain level of archaeological constraints. Investigation required at planning application stage.
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Residential site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning Appraisal

- Some of the site is close to the Core Public Transport Network or within 400m of a 3 bus per hour bus stop.
- Close to active travel/cycle network.
- Close to local facilities, including convenience shop, schools and health facility.
- Current surplus for early years, primary and secondary education.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- No loss of open space.
- Landscape has medium capacity for absorbing development.
- Unlikely to be significant flood risks but a Level 2 SFRA site assessment will identify any specific mitigation required.
- Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Site not within 200m of an Environment Agency permitted waste site.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- Site is not a designated Local Wildlife site but potential to have a significant ecological value. More than minimal risk of land contamination.
- The site is adjacent to the Moss Valley Conservation Area. Development of this area could harm elements which contribute to the significance of this heritage asset. Heritage Impact Assessment will be required for any future site allocation.
- Steep topography on part of the site.
- Loss of agricultural land on some of the site (likely to be Grade 3 land but site-specific survey required to determine whether it includes any higher quality Grade 3a land). Could impact on the viability of an agricultural holding. Development should be consistent with Policy GS4.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: SSE-1-a

- Scores 2 against Green Belt purpose 1 – some opportunities to ‘round off’ existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.
- Scores 3 against Green Belt purpose 2 – relates to land between settlements (narrow gaps between 500m-1km) where some perception of narrowing of the separation between settlements could be likely and there are elements of essential gaps. It performs a moderate role in preventing settlements from merging.

Other Considerations

- Access can be achieved from Moor Valley.

Green Belt site allocation appraisal (Employment)

Site Reference: S03005

Address: Land to the east of Eckington Way and south of A57, S20
1XE

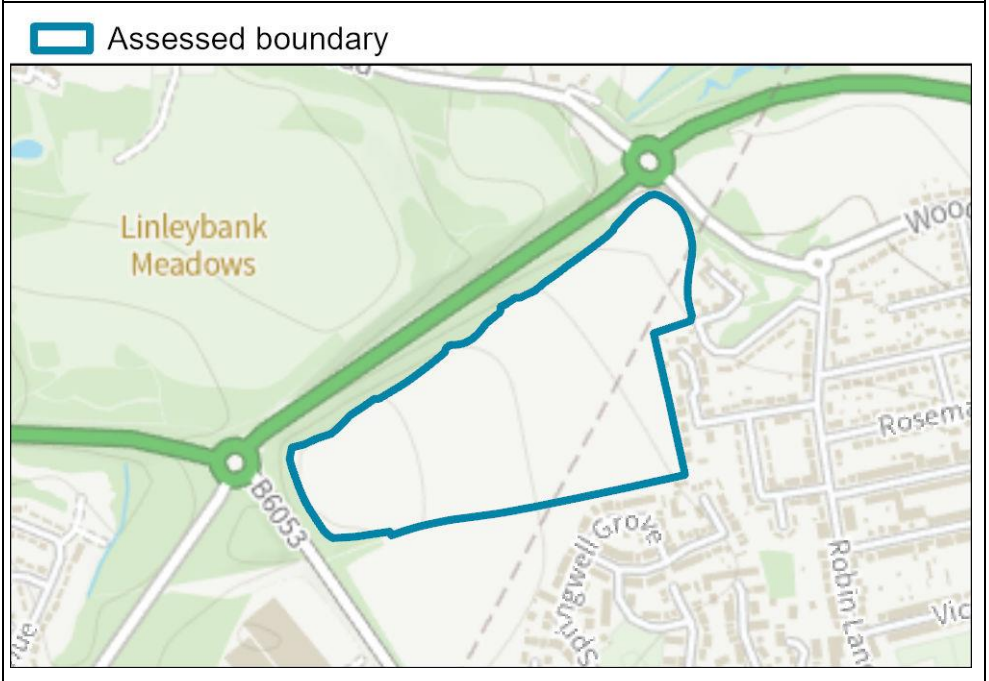
Gross site area: 13.98 Hectares

Net employment area: 13.98 Hectares

Ward: Beighton Ward

Housing Market Area: South East

Ownership: SCC



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide development that would be beneficial to disadvantaged communities	Y	Employment site within 3km of one of the 20% most deprived areas of England
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	-	Uncertain level of archaeological constraints. Investigation required at planning application stage.
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	-	Adjacent to geological designation
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Employment use
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	N	Site within 200m of an Environment Agency permitted waste site

Planning appraisal

- Close to active travel/cycle network.
- No loss of open space.
- Could provide an employment site within 3km of one of the 20% most deprived areas of England.
- Landscape has medium capacity for absorbing development.
- There are no designated heritage assets in the vicinity of the site.
- Likely to be lower quality (Grade 3b, 4, 5) agricultural land.
- Unlikely to be significant flood risks but a Level 2 SFRA site assessment will identify any specific mitigation required.
- Minimal risk of land contamination
- Site more than 1200m from the Core Public Transport Network
- Site is not a designated Local Wildlife Site but potential to have a significant ecological value
- Employment use would potentially lead to higher vehicle emissions than residential use.
- Site is within 250m of a closed landfill site.
- Site is within 200m of an Environment Agency permitted waste site.
- Potential highway capacity issues previously identified at M1 junction 31 - site around 5 km away.
- High voltage powerlines and a high pressure gas pipe cross the site. Development will need to follow appropriate design guidance.
- Loss of agricultural land (but likely to be Grade 3b, 4, 5) - could impact on the viability of an agricultural holding (though the land is owned by SCC and understood to be leased on a short-term tenancy).

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: SE-4-b

- Scores 2 against Green Belt purpose 1 – some opportunities to ‘round off’ existing patterns of development, so performs a relatively weak role in checking the sprawl of the urban area.
- Scores 1 against Green Belt purpose 2 – land does not protect a land gap between settlements, so performs a weak role in preventing settlements from merging.

Other considerations

- The site provides a potential extension to proposed site allocation SES03 which lies directly to the south.

Green Belt site allocation appraisal (Housing)

Site Reference: S03033

Address: Land at Brightholmlee Lane, S35 0DD

Gross site area: 7.72 Hectares

Net housing area: 6.18 Hectares

Estimated housing capacity: 185 homes

Net employment area: 0.00 Hectares

Ward: Stocksbridge & Upper Don Ward

Housing Market Area: Rural Upper Don Valley

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within 800m of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses neighbouring the site or in close proximity
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Residential site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- Location and size offers opportunity to provide family housing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Landscape has a medium capacity to absorb development
- Limited archaeological, ecological or geological concerns
- It is not constrained by flooding (a Level 2 SFRA site assessment would identify any specific mitigation required), contaminated land, nearby hazardous or waste sites, or incompatible uses.
- Potential capacity issues previously identified at junction Langsett Road/Church Street and Orchard Street/Station Lane within the centre of Oughtibridge.
- Site is within 5km (4.8km) of A616 at the junction with the A6102.
- Site more than 1200m from the Core Public Transport Network.
- Site is further than 400m from active travel/cycle network.
- There is no secondary school within 4.8km of the site and there is no primary health care facility within 3.2km of the site.
- Would result in the loss of 7ha of agricultural land (that could be Best and Most Versatile Land) - could impact on the viability of an agricultural holding.
- Potential impact on heritage assets – Any future site allocation would require a Heritage Impact Assessment.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: OW-1-c

Scores 2 against purpose 1 – some opportunities to ‘round off’ existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.

- Scores 4 against purpose 2 – parcel contains areas of land which form part of an essential gap (less than 500m between urban areas) but where limited development elsewhere within the parcel would not impact on the perceived or actual coalescence with another settlement. It performs a strong role in preventing settlements (Wharncliffe Side and Brigholmlee) from merging.

Other Considerations

- Site could be developed in conjunction with site S03483.

Green Belt site allocation appraisal (Housing)

Site Reference: S03049

Address: Land to the north of Beighton Road, S20 1AF

Gross site area: 1.91 Hectares

Net housing area: 1.72 Hectares

Estimated housing capacity: 60 homes

Net employment area: 0.00 Hectares

Ward: Beighton Ward

Housing Market Area: South East

Ownership: SCC

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	Y	Site within 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within 800m of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	-	Uncertain level of archaeological constraints. Investigation required at planning application stage.
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	NN	Residential site in or close to air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	N	Site within 200m of an Environment Agency permitted waste site

Planning appraisal

- Some of the site is close to the Core Public Transport Network or within 400m of a 3 bus per hour bus stop.
- Close to active travel/cycle network.
- Close to local facilities, including convenience shop, schools and health facility.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Current surplus for early years, primary and secondary education.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- There are no designated heritage assets in the vicinity of the site.
- Landscape has low capacity for absorbing development.
- Site is not a designated Local Wildlife site but potential to have significant ecological value. Residential site in or close to air quality exceedance area.
- More than minimal risk of land contamination.
- Site is within 250m of a closed landfill site and within 200m of an Environment Agency permitted waste site
- Site is within 5km of an M1 junction (J31). Highways impacts are currently being investigated and mitigation may need to be agreed with National Highways.
- Areas of functional floodplain on site that should be excluded from any future site allocation. A Level 2 SFRA site assessment will identify any specific mitigation required.
- High voltage powerlines cross the site. Development will need to follow appropriate design guidance.
- Loss of agricultural land (likely to be Grade 3 land but site-specific survey required to determine whether any higher quality Grade 3a land). Development should be consistent with Policy GS4.

Assessment Against Green Belt Purposes 1 and 2

Green Belt Review Parcel Reference: SE-4-a

- Scores 3 against Green Belt purpose 1 – limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.
- Scores 1 against Green Belt purpose 2 – land that does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Other considerations

- Although in separate ownership the site should be considered in conjunction with adjacent site GBOM01.

Green Belt site allocation appraisal (Housing)

Site Reference: S03059

Address: Land to the east of Long Lane and north of Hanson Road,
S6 6RF

Gross site area: 2.51 Hectares

Net housing area: approximately 1 hectare

Estimated housing capacity: Up to 32 homes

Net employment area: 0.00 Hectares

Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	There are no incompatible uses neighbouring the site or in close proximity
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Residential site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- No potential highway capacity issues previously identified within 2km of the site.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Site is more than 1200m from the Core Public Transport Network (as of December 2023) and more than 800m from a railway station or a tram stop.
- Site is beyond 400m of an active travel/cycle network.
- Site is beyond 400m of planned bus network improvement and 800m of planned tram/rail network improvement
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Location and size offers the opportunity to provide family housing.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- Limited archaeological or geological concerns.
- It is not constrained by flooding, contaminated land, nearby waste sites, landfill sites or incompatible uses.
- Landscape has low capacity for absorbing development. To ensure that development would not result in an incongruous pattern of development encroaching significantly into the Green Belt the net developable area has been assumed to be in line with the existing building line of homes on Leaton Close.
- Would result in the loss of up to 2.51 ha of agricultural land (and which could be Best and Most Versatile Land) and may impact the viability of an agricultural unit. Development should be consistent with Policy GS4.
- Site is likely to have some elements of ecological value.
- Site availability update required.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: WW-1-a

- Scores 3 against purpose 1 –limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.
- Scores 2 against purpose 2 – there would be a limited increase in proximity between the main urban area and Worrall which may be perceived but there would be no impact on an essential gap. It performs a relatively weak role in preventing settlements from merging.

Green Belt site allocation appraisal

Site Reference: S03260

Address: Land at Stour Lane, S6 4BN

Gross site area: 5.64 Hectares

Net housing area: approximately 1.92 Hectares

Estimated housing capacity: up to 67 homes

Net employment area: 0.00 Hectares

Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private / SCC

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network.
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes.
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	-	Landscape has medium capacity for absorbing development
Impact on rural landscape character	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Loss of best and most versatile agricultural land	YY	No incompatible uses neighbouring the site or in close proximity
Proximity to incompatible uses	Y	Little or no archaeological constraints
Archaeology constraints	N	Likely potential harm to heritage assets or setting of conservation area
Impact on heritage assets	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on ecology/local nature recovery networks	Y	No geological designation on-site or adjacent
Impact on geology	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Flood risk	N	Residential site outside air quality exceedance area
Impact on air quality	Y	Minimal risk of land contamination
Likelihood of existing land contamination	N	Site is within 250m of a closed landfill site
Proximity to hazardous installations or closed landfill sites	Y	Site not within 200m of an Environment Agency permitted waste site
Proximity to regulated waste sites		

Planning appraisal

- No potential highway capacity issues previously identified within 2km of the site.
- Site more than 1200m from the Core Public Transport Network (as at December 2023).
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Site is within 400m of a cycle route.
- Location and size offers opportunity to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Provides development site in a ward where there are few other housing sites.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services
- Sufficient open space in the surrounding area.
- There is a primary health care facility within 3.2km of the site
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- Landscape has medium capacity for absorbing development.
- Is not constrained by flood risks, contamination, or incompatible uses.
- Would result in the loss of 5.64ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Site is not a designated Local Wildlife Site but adjoins Wadsley Common which is a designated Local Nature Reserve and Local Wildlife Site and is likely to have a significant ecological value with the need to provide a 15 metre buffer.
- Site is within 250m of a closed landfill site.
- Likely potential harm to heritage assets. Any future site allocation would require a Heritage Impact Assessment.
- Access is difficult – through existing housing and along narrow roads. This could limit the housing capacity.
- Availability update required.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: WW-1-e

Scores 2 against purpose 1 – some opportunities to ‘round off’ existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.

Scores 2 against purpose 2 – it performs a relatively weak role in preventing settlements from merging.

Green Belt site allocation appraisal (Housing)

Site Reference: S04030

Address: Land to the west of Moss Way, S20 5AS

Gross site area: 14.59 Hectares

Net housing area: 10.21 Hectares

Estimated housing capacity: 357 homes

Net employment area: 0.00 Hectares

Ward: Mosborough Ward

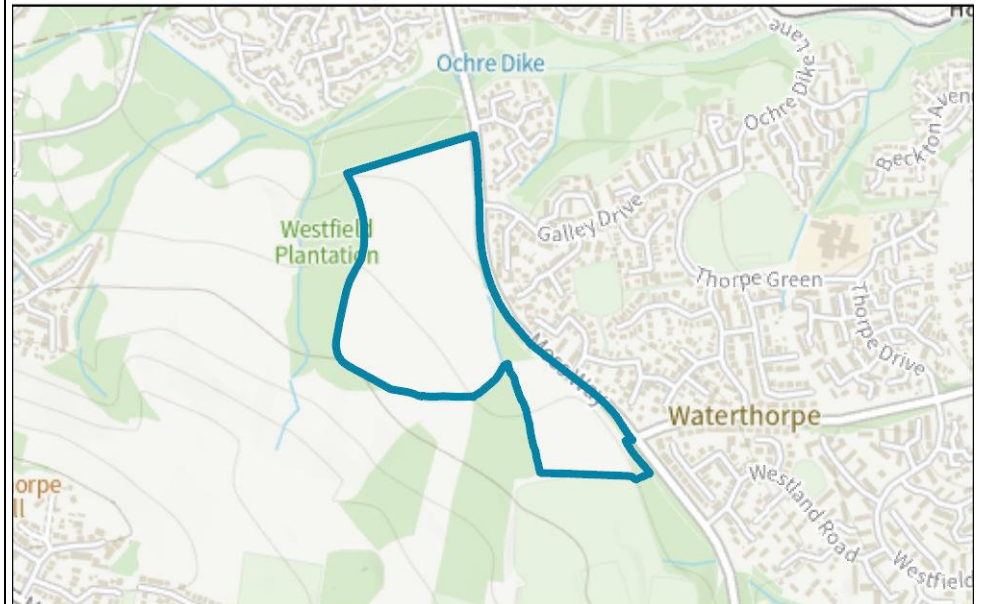
Housing Market Area: South East

Ownership: SCC

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within 800m of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	-	Uncertain level of archaeological constraints. Investigation required at planning application stage.
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Planning appraisal

- Some of the site is close to the Core Public Transport Network or within 400m of a 3 bus per hour bus stop.
- Potential to provide family housing
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Close to local facilities, including convenience shop, schools and health facility.
- No loss of open space.
- There are no designated heritage assets within the vicinity of the site.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Unlikely to be significant flood risks but a Level 2 SFRA site assessment will identify any specific mitigation required.
- Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Site not within 200m of an Environment Agency permitted waste site.
- Landscape has low capacity for absorbing development.
- Site is not a Local Wildlife Site but is part of a larger parcel of land that is known to have potential ecological value.
- Site outside air quality exceedance area.
- More than minimal risk of land contamination.
- Site is around 2km from a local junction (Station Road/New Street) where highway mitigation options may need to be considered.
- Loss of agricultural land (likely to be Grade 3 land but site-specific survey required to determine whether it constrains any higher quality Grade 3a land). Could impact on the viability of an agricultural holding. Development should be consistent with Policy GS4.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: SSE-2-b

- Scores 3 against Green Belt purpose 1 – limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.
- Scores 1 against Green Belt purpose 2 – land does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Appendix 7 - Individual site assessments for sites ruled out due to fundamental constraints

Green Belt site allocation appraisal

Site Reference: GBOM21

Address: Land to the east of 457 - 539 Loxley Road, Low Matlock Lane, S6 6RP

Gross site area: 0.69 Hectares

Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site is too small (less than 10 dwellings)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	Y	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	NN	Site adjacent an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: GBOM30

Address: Land to the west of Sicey Avenue

Gross site area: 0.35 Hectares

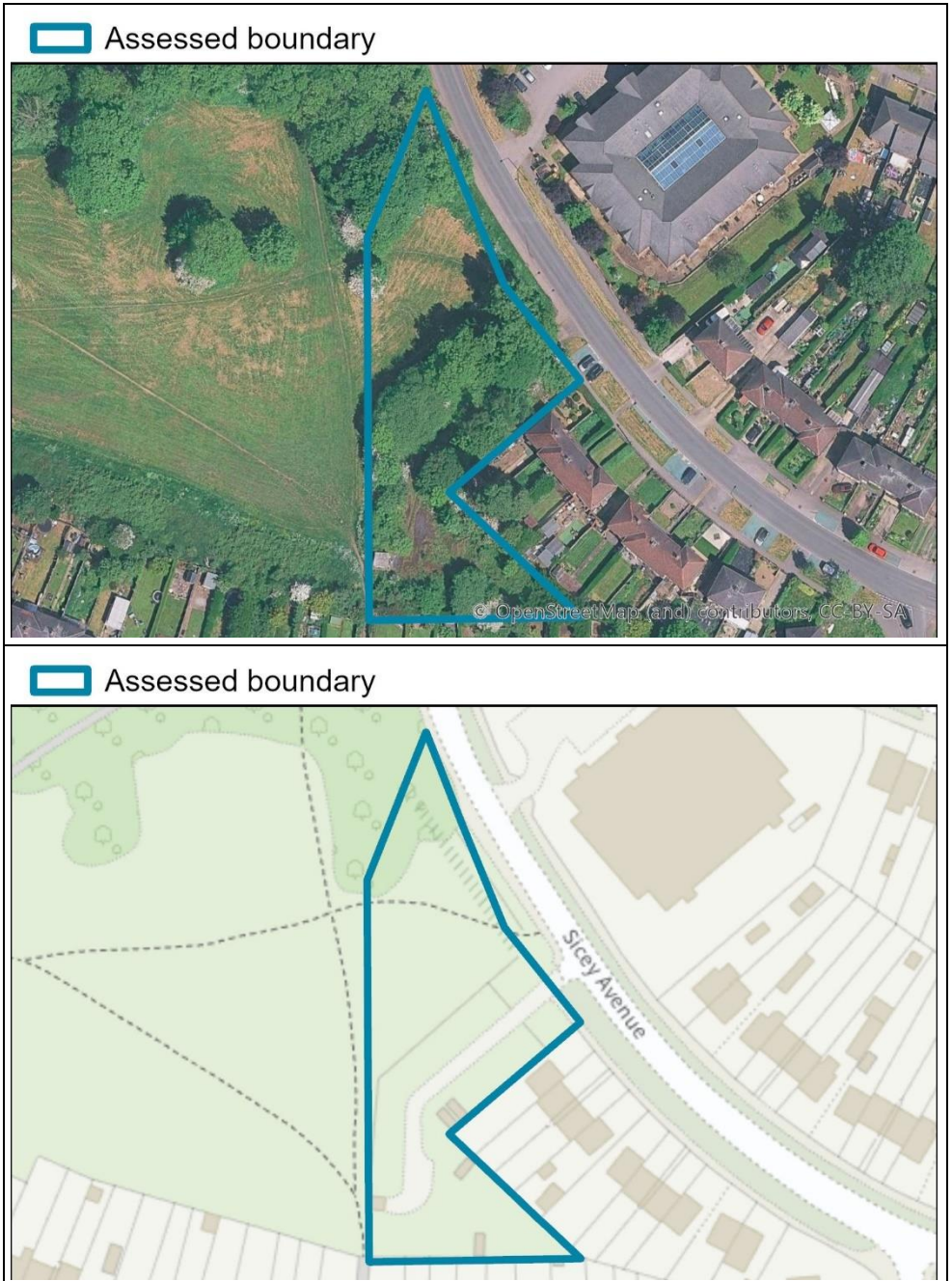
Ward: Shiregreen & Brightside Ward

Housing Market Area: Noth East

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint: Active informal open space (Hartley Brook). Remaining area is too small (less than 10 dwellings)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	-	Existing onsite open space is surplus but may be needed for another open space function
	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S01265

Address: Land at Crimicar Lane, S10 4EQ

Gross site area: 3.76 Hectares

Ward: Fulwood Ward

Housing Market Area: South West

Ownership: Private

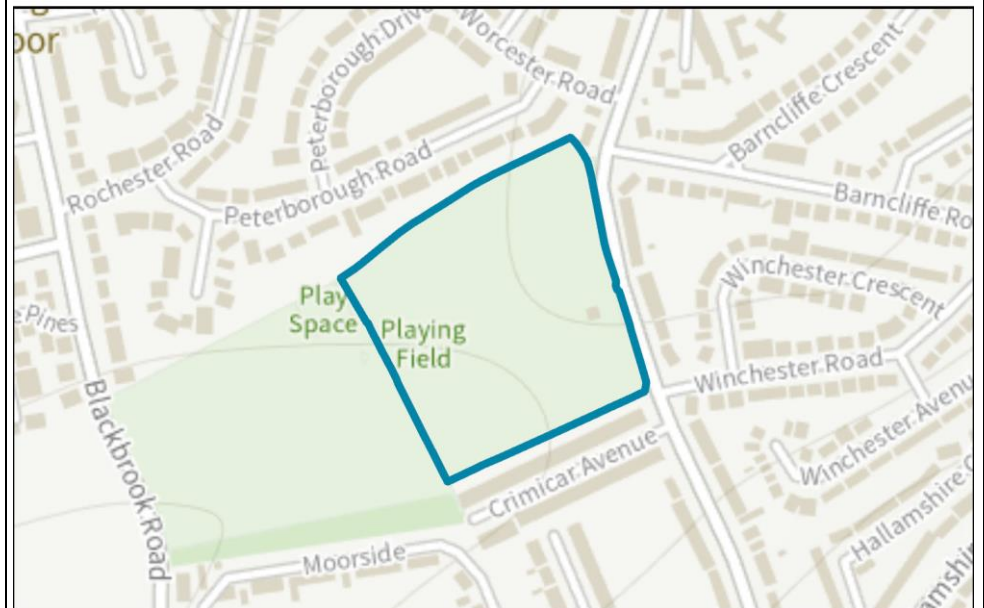
Summary:

The site is ruled out due to presence of a fundamental constraint:
The site is in active outdoor sports use (Hallam Cricket Club)

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	NN	Whole site required for existing open space function
	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S01586

Address: Totley Hall Park, Totley Hall Lane, S17 4FS

Gross site area: 2.06 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Active Park and Children's Play facility (Totley Hall Park)

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	NN	Whole site required for existing open space function
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S02055

Address: Land at Stannington Road, S6 5FH

Gross site area: 0.38 Hectares

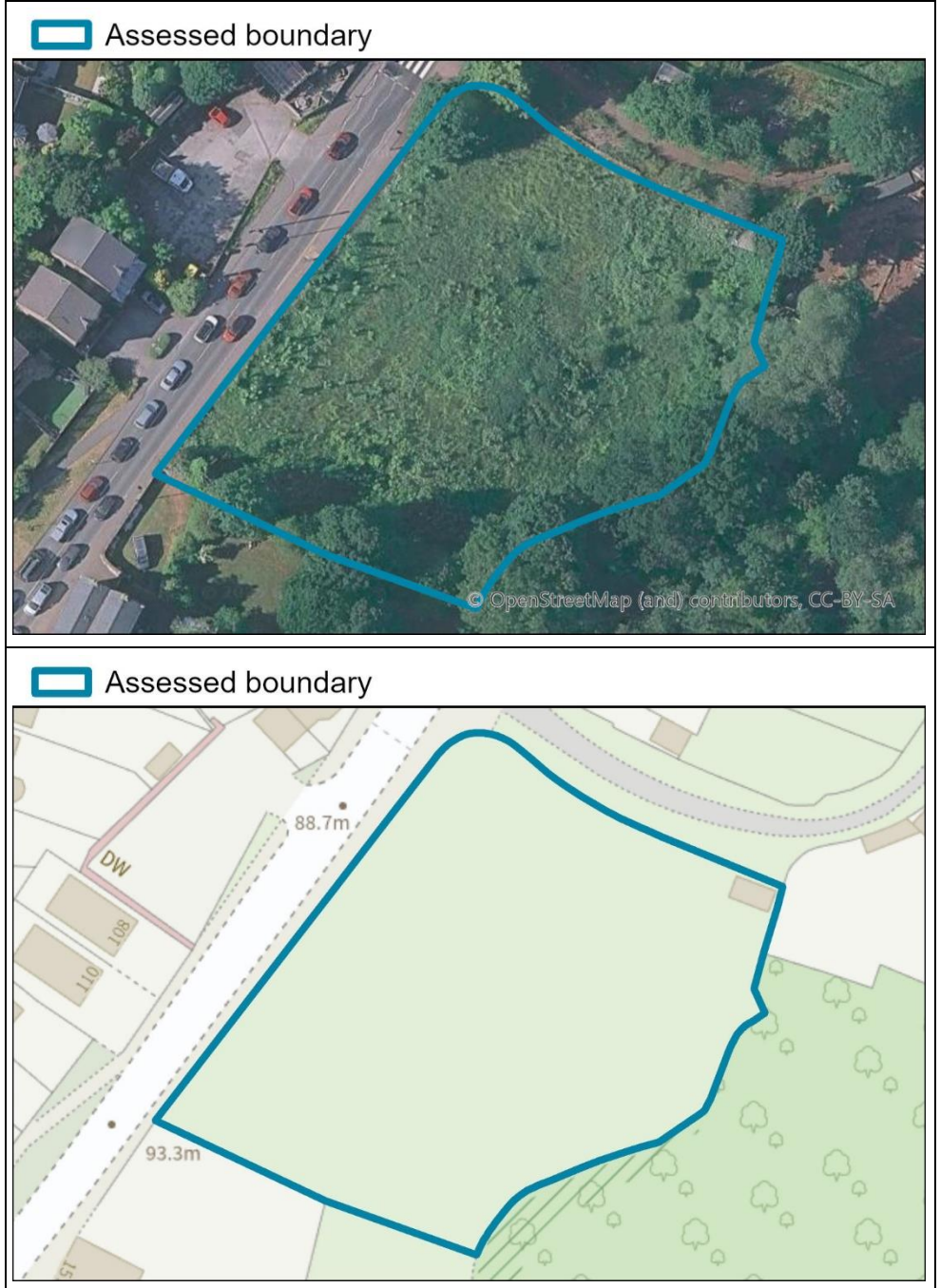
Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site is too small (less than 10 dwellings)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	-	Existing onsite open space is surplus but may be needed for another open space function
	NN	Insufficient open space - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	NN	Significant potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	YY	No significant flood risks on site
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S02397

Address: Davy Sports Club, Prince of Wales Road, S9 4ER

Gross site area: 3.56 Hectares

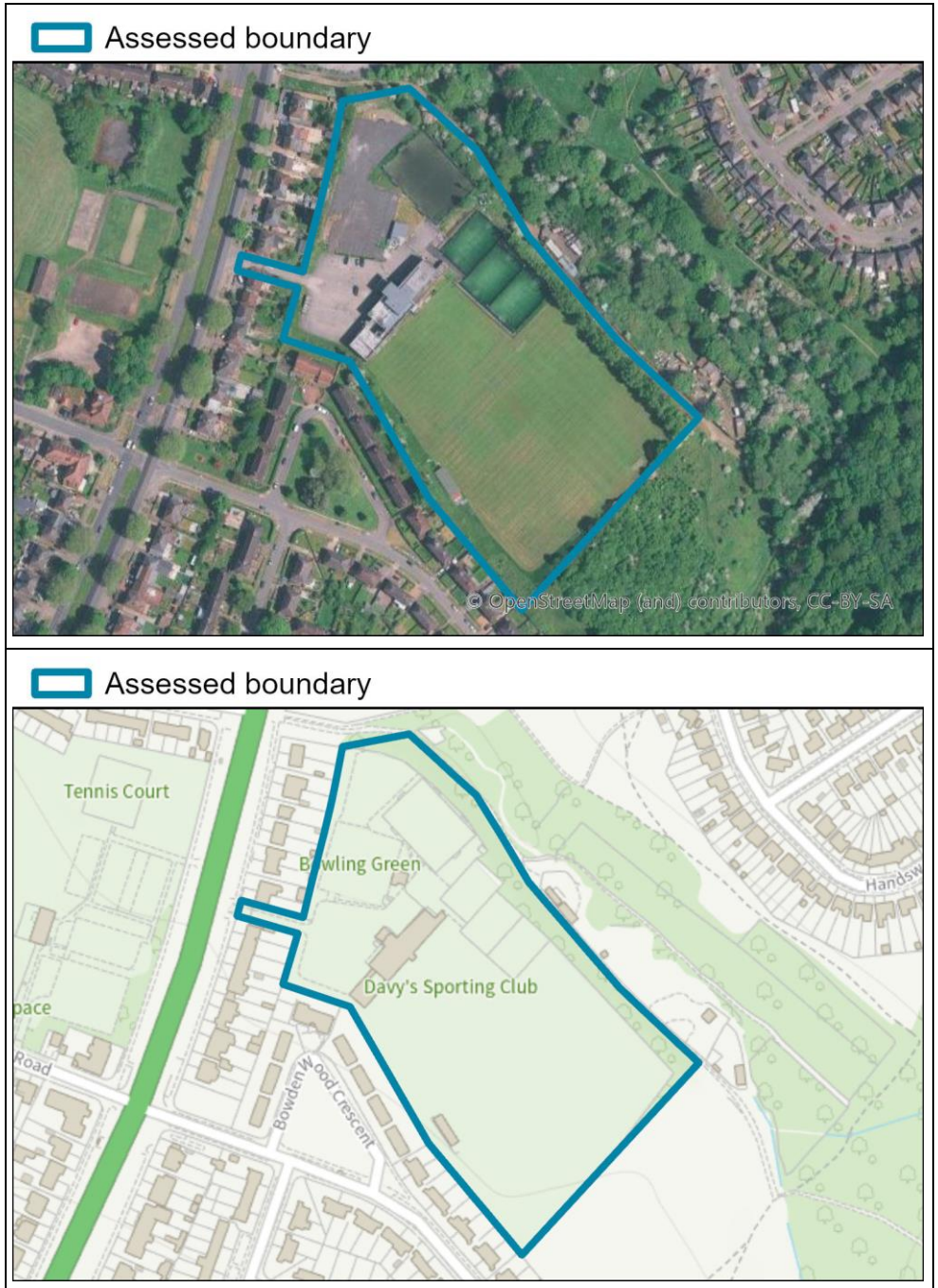
Ward: Darnall Ward

Housing Market Area: Manor Arbourthorne Gleadless

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Active Outdoor Sports facility (The Soccer Centre)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	Y	Site within the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	Y	Current surplus capacity for Primary and Secondary education
	N	Facility on-site – Unknown whether facility still required
	N	Existing open space areas of site required for current function
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	Y	Site is unlikely to have any existing significant ecological value
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S02426

Address: Sports Ground to the north of Medlock Close, S13 9BA

Gross site area: 1.84 Hectares

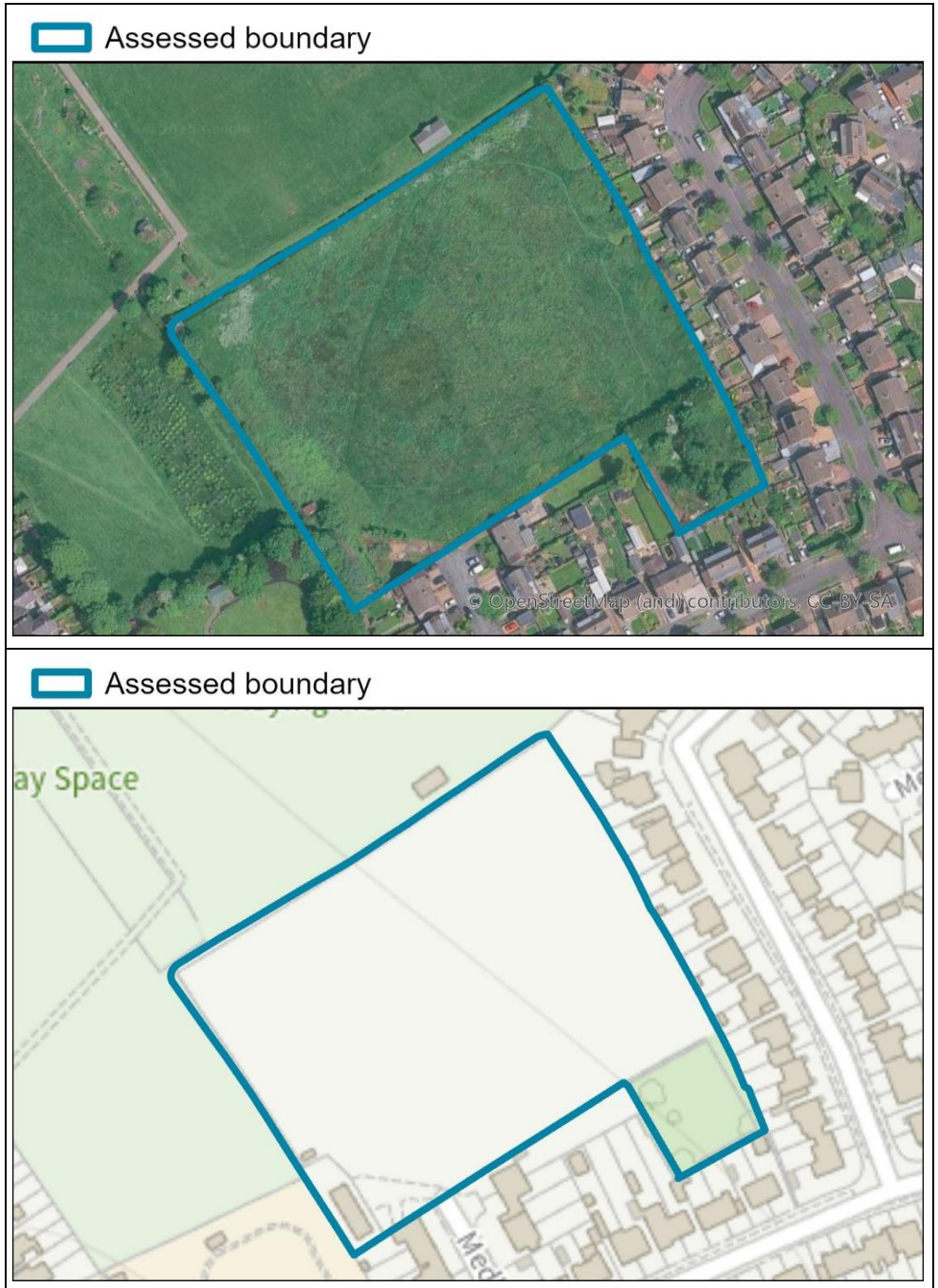
Ward: Woodhouse Ward

Housing Market Area: South East

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Currently unused outdoor sports ground (Handsworth Working Men's Club).



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	Y	Site is within 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	N	Facility on-site – Unknown whether facility still required
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	NN	Whole site required for existing open space function
	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S02434

Address: Land adjacent to 127 - 139 Long Line, S11 7TX

Gross site area: 1.72 Hectares

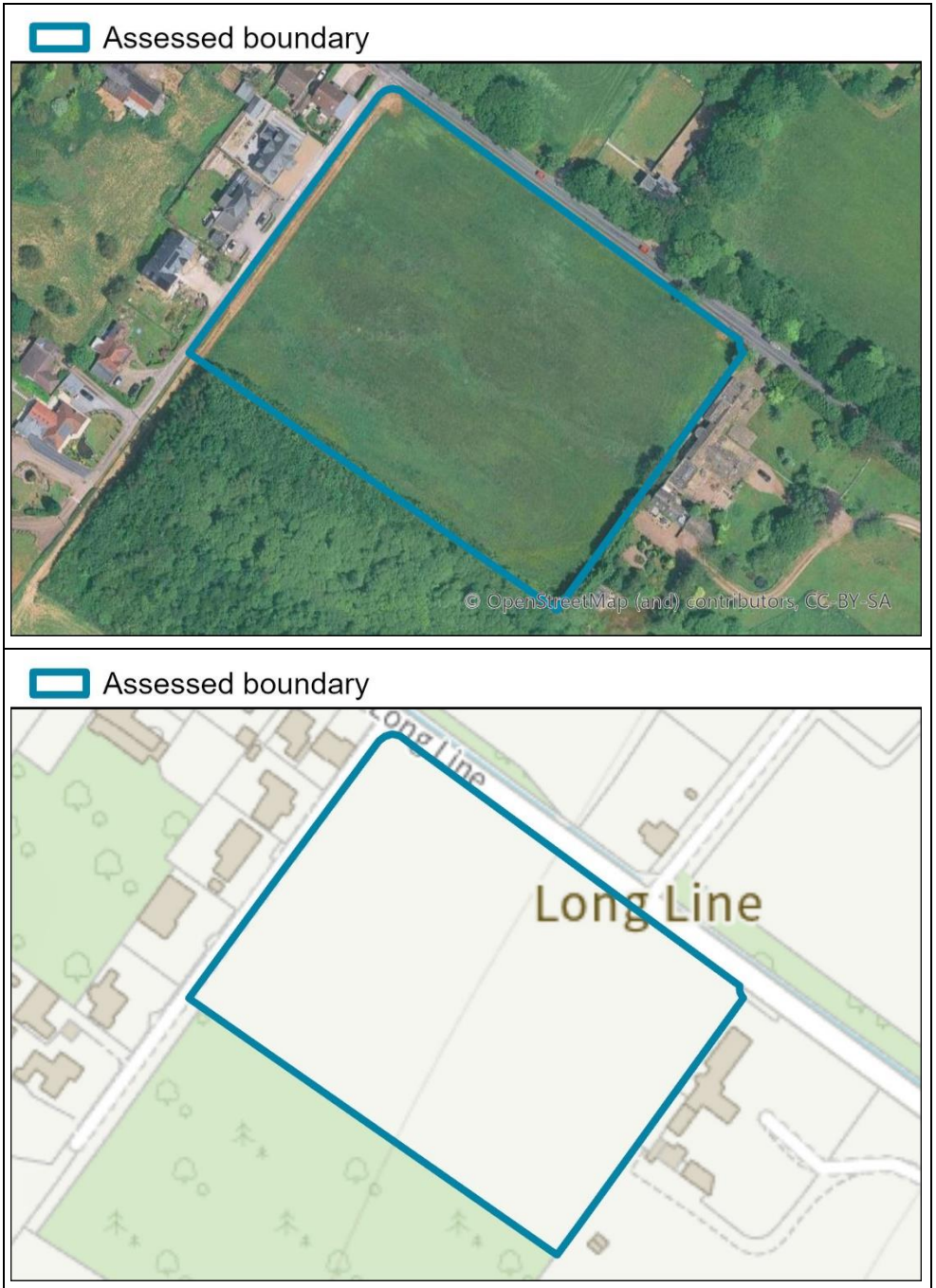
Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Local Wildlife Site covers entire site



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S02437

Address: Moor View Golf Centre, Bradway Road, S17 4RH

Gross site area: 4.99 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Active Sports facility (Moorview Golf Centre)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	N	Facility on-site – Unknown whether facility still required
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	Y	Surplus to all open space functions
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S02880

Address: Land at Hagg Lane, S10 5PX

Gross site area: 3.16 Hectares

Ward: Crookes & Crosspool Ward


Housing Market Area: Urban West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Local Wildlife Site covers entire site

Aerial

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03010

Address: Land to the northeast of Totley Hall Croft, S17 4BE

Gross site area: 0.86 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site was not promoted for housing or employment use



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	YY	No significant flood risks on site
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03036

Address: Land at Skew Hill Lane and Cross House Road, S35 8RX

Gross site area: 3.20 Hectares

Ward: West Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site promoter has confirmed they are not currently in control of the site



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	NN	Site contains a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03042

Address: Land to the east of Platts Lane, S35 0HN

Gross site area: 0.57 Hectares

Ward: Stocksbridge & Upper Don Ward

Housing Market Area: Rural Upper Don Valley

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Mature trees cover entire site



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	Y	Surplus to all open space functions
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	YY	No significant flood risks on site
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03086

Address: Land to the west of Hartley Brook Avenue and Godric Road, S5 0AH

Gross site area: 11.68 Hectares

Ward: Shiregreen & Brightside Ward

Housing Market Area: North East

Ownership: Private

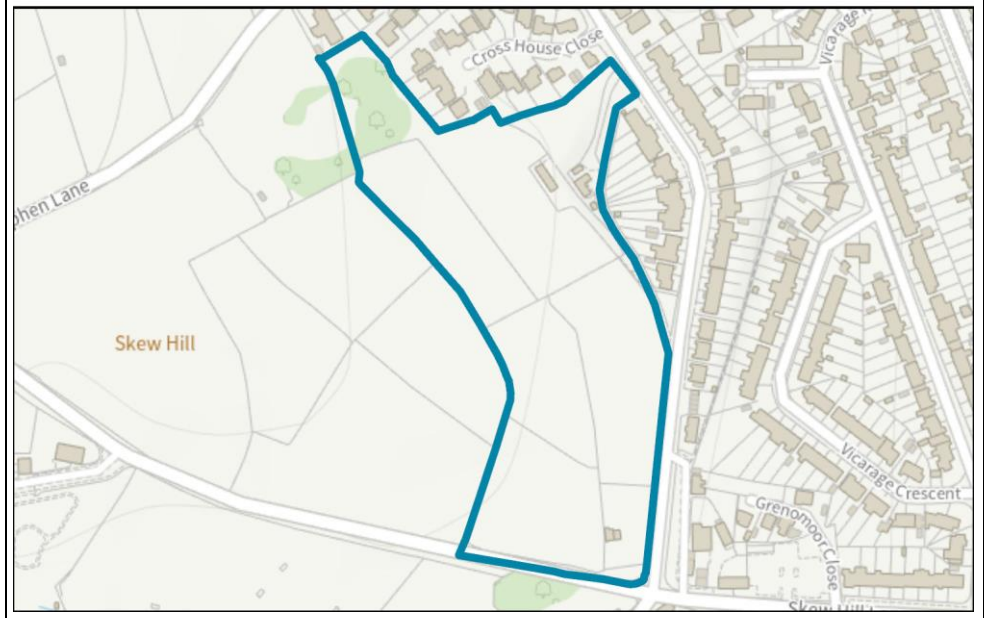
Summary:

The site is ruled out due to presence of a fundamental constraint: Site is an active informal open space (Hartley Brook) and entirely covered by a Local Wildlife Site

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	-	Existing onsite open space is surplus but may be needed for another open space function
	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03117

Address: Oxclose Farm, north of Totley Lane, S17 4PA

Gross site area: 2.76 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site promoter has confirmed they are not currently in control of the site



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	NN	Insufficient open space - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03123

Address: Land at Newfield Stables, Newfield Lane, S17 3DB

Gross site area: 1.61 Hectares

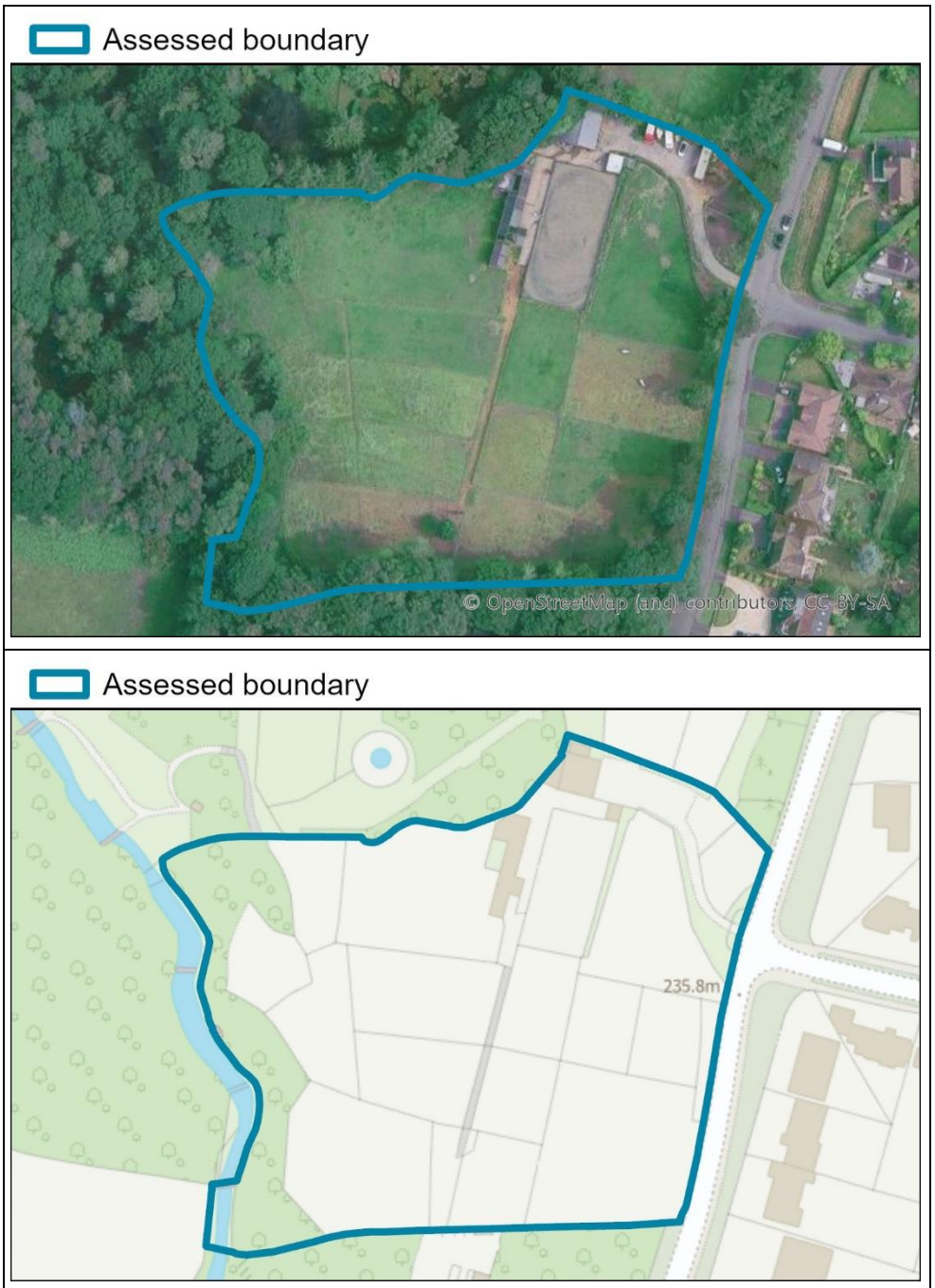
Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint: Historic Park, Garden or Cemetery designation covers entire site



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	Y	Sufficient open space in the surrounding area - up to 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03124

Address: Land to the west of Nether Lane, S35 1RY

Gross site area: 8.54 Hectares

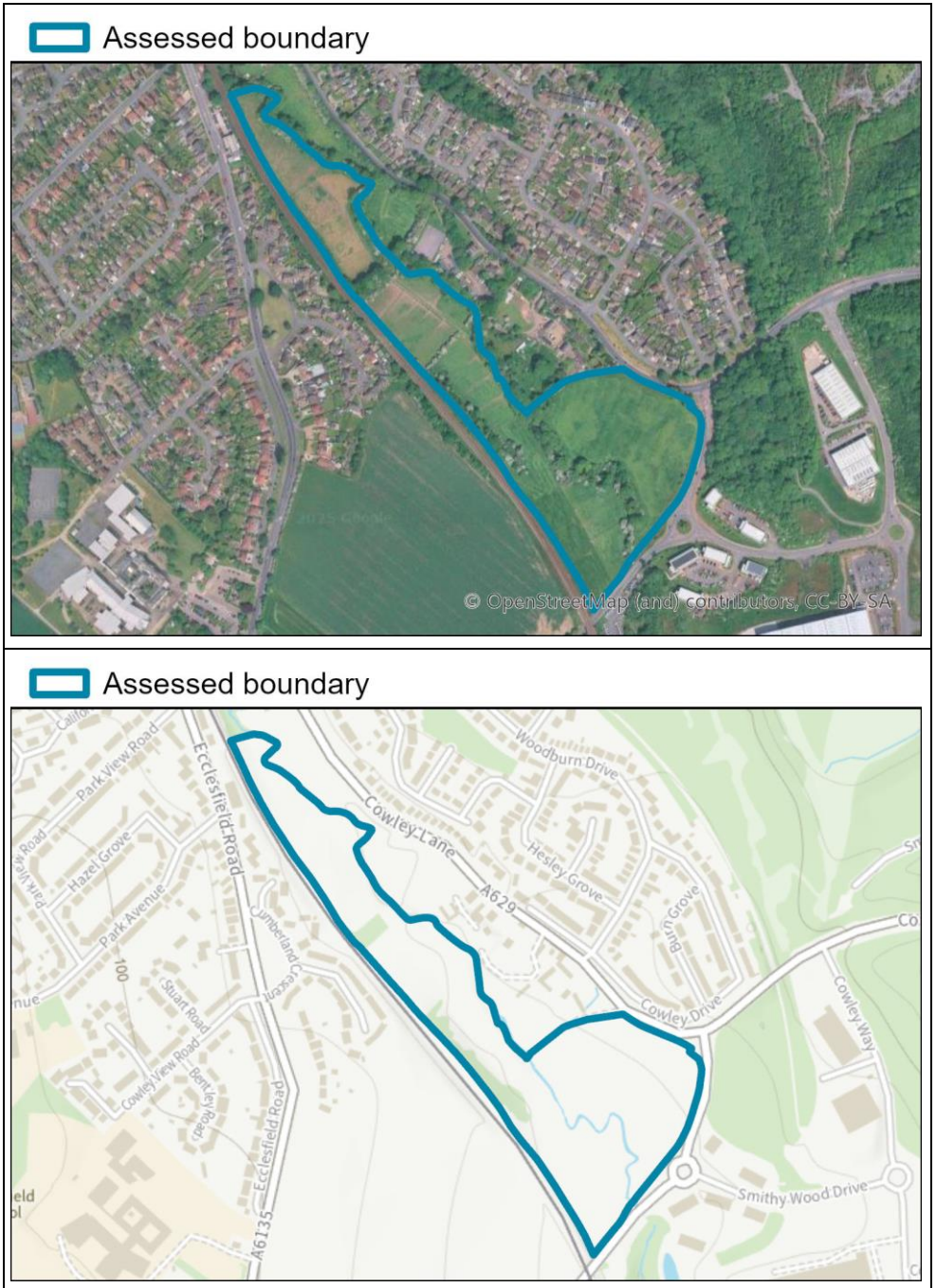
Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site promoter has confirmed they are not currently in control of the site



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	-	Uncertain level of archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03312

Address: Land 50 Metres Southwest Of 142 Top Warren Warren Lane Sheffield S35 2XT

Gross site area: 0.11 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site is too small (less than 10 dwellings)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Use of Previously Developed Land (PDL)	Y	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	YY	No significant flood risks on site
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03465

Address: Land adjacent to 4 Cross Hill Close, S35 9WW

Gross site area: 0.38 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: North East

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Informal open space (Hartley Brook).



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	-	Existing onsite open space is surplus but may be needed for another open space function
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	YY	No significant flood risks on site
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S03625

Address: 22 Stannington Road and land adjacent, S6 5JG

Gross site area: 3.91 Hectares

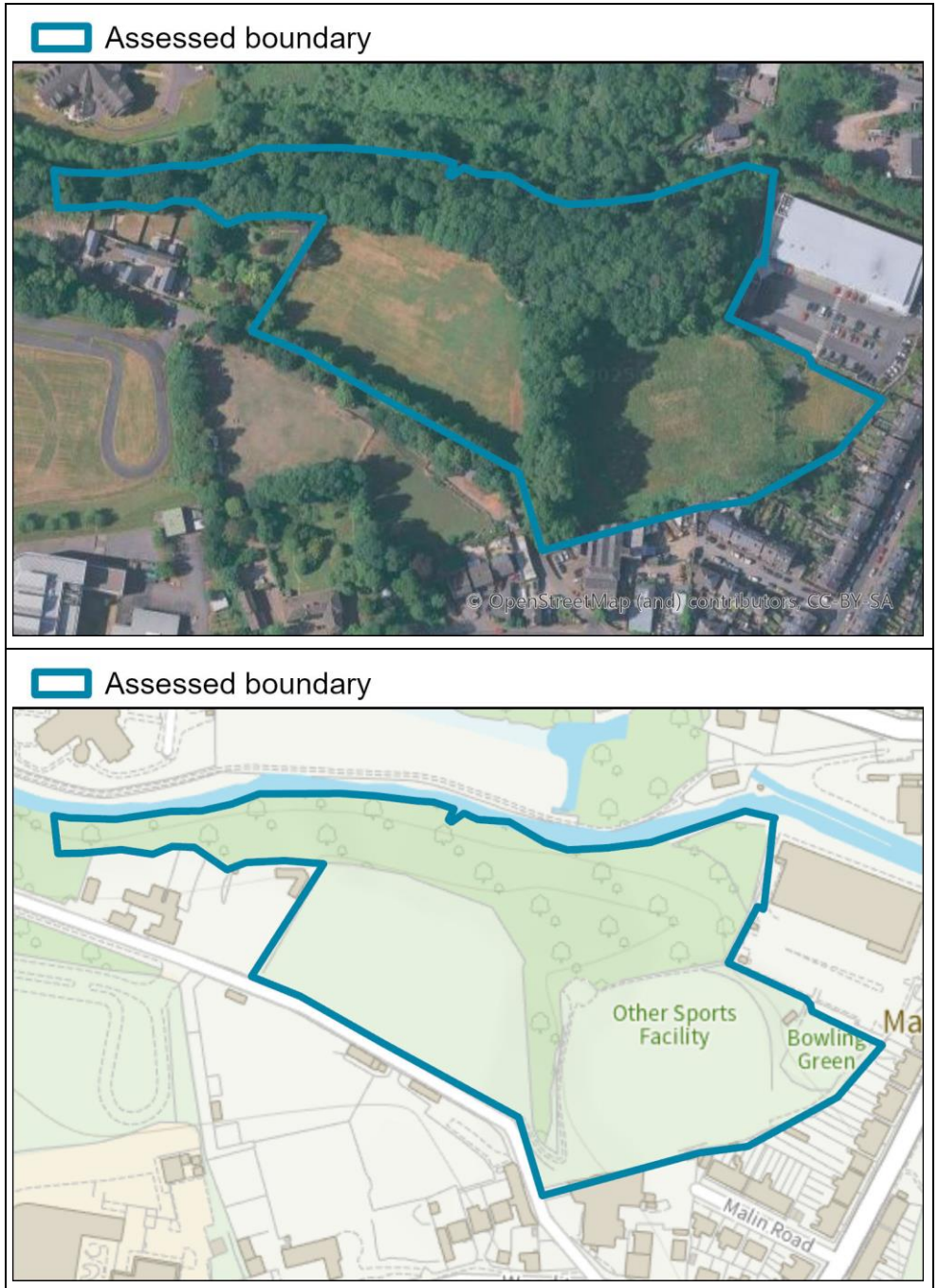
Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint: Active Outdoor Sports (Myers Grove Lane), currently unused Outdoor Sports (Malin Bridge Sports Ground). Remaining area is too small (less than 10 dwellings)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	N	Facility on-site – Unknown whether facility still required
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Existing open space areas of site required for current function
	NN	Insufficient open space - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04031

Address: Land adjoining Cockshutt Farm, Wingerworth Avenue, S8 7ED

Gross site area: 5.61 Hectares

Ward: Beauchief & Greenhill Ward

Housing Market Area: South

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint: Local Wildlife Site covers majority of site. Remaining area is too small (less than 10 dwellings)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	N	Site up to 1200m from the Core Public Transport Network
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	Y	Surplus to all open space functions
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04039

Address: Fox Holes Lodge, Wyming Brook Drive, S6 6GH

Gross site area: 1.29 Hectares

Ward: Fulwood Ward

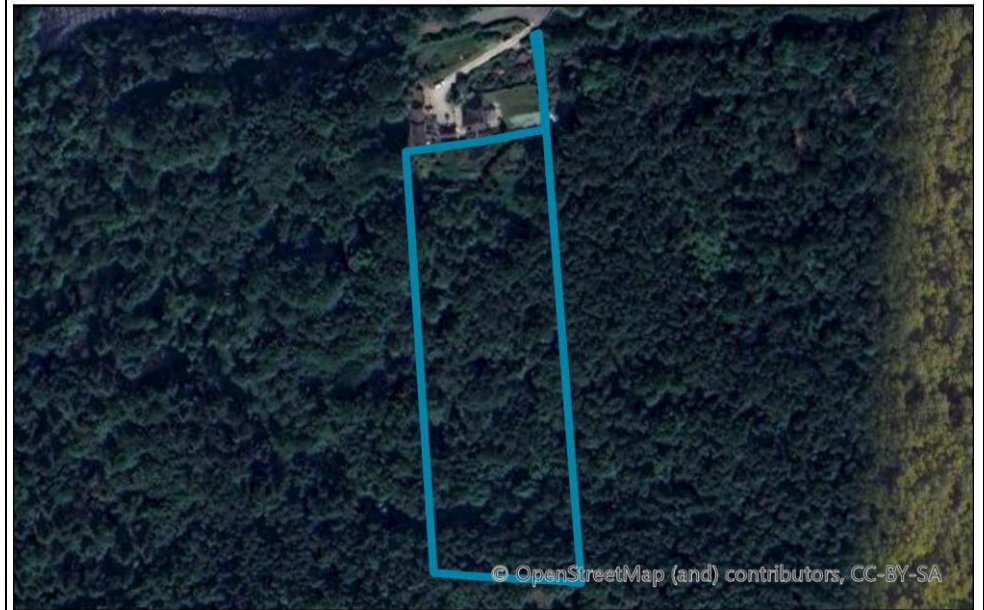
Housing Market Area: South West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site is too small (less than 10 dwellings)

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	NN	Site not within proximity of more than 1 class of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	NN	Insufficient open space - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	YY	No significant flood risks on site
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04067

Address: Land at 266 Springwood Lane, S35 4JP

Gross site area: 1.47 Hectares

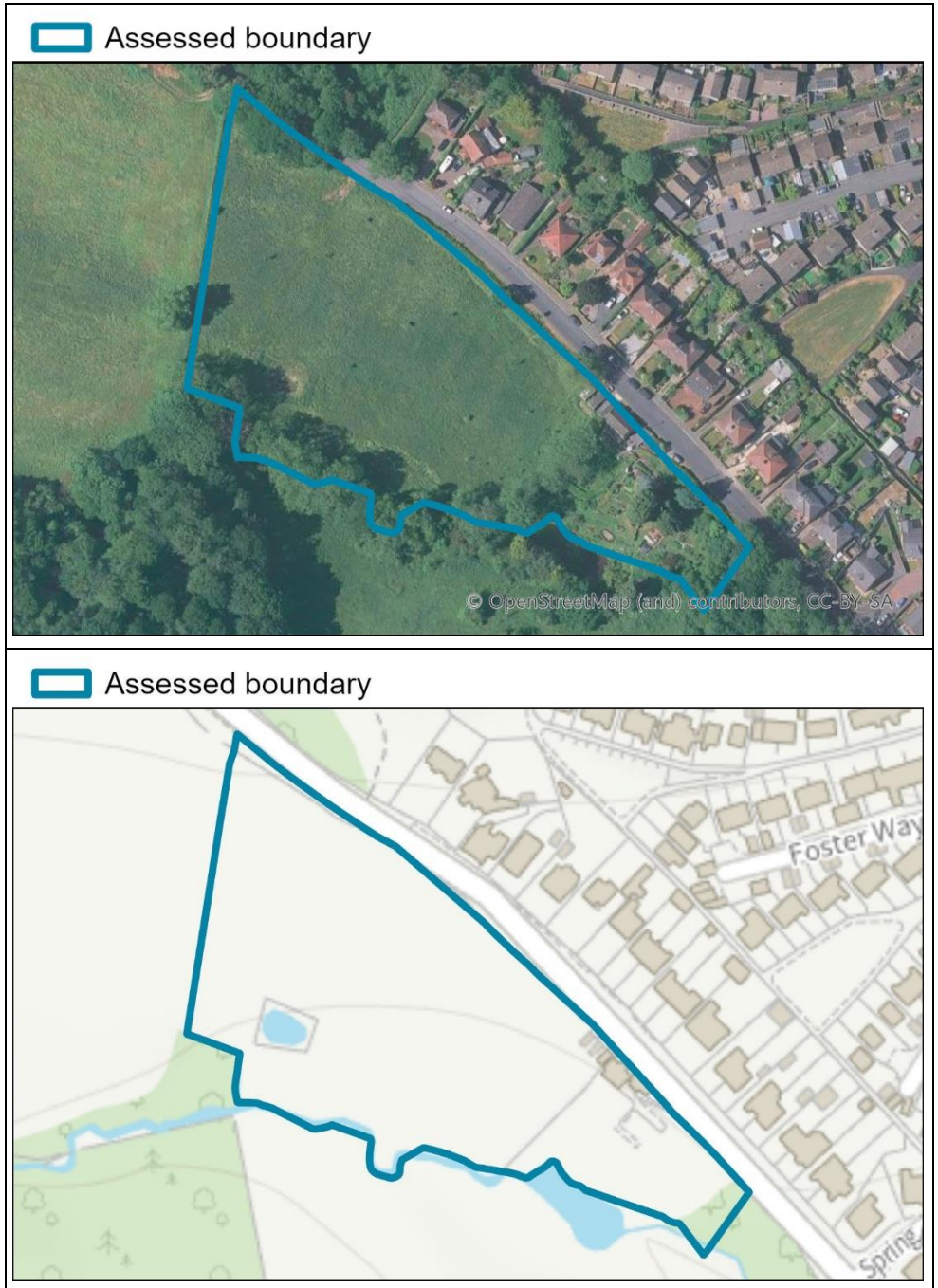
Ward: West Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site is not currently available



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04072

Address: Land to the east of Station Road, S36 2SQ

Gross site area: 9.34 Hectares

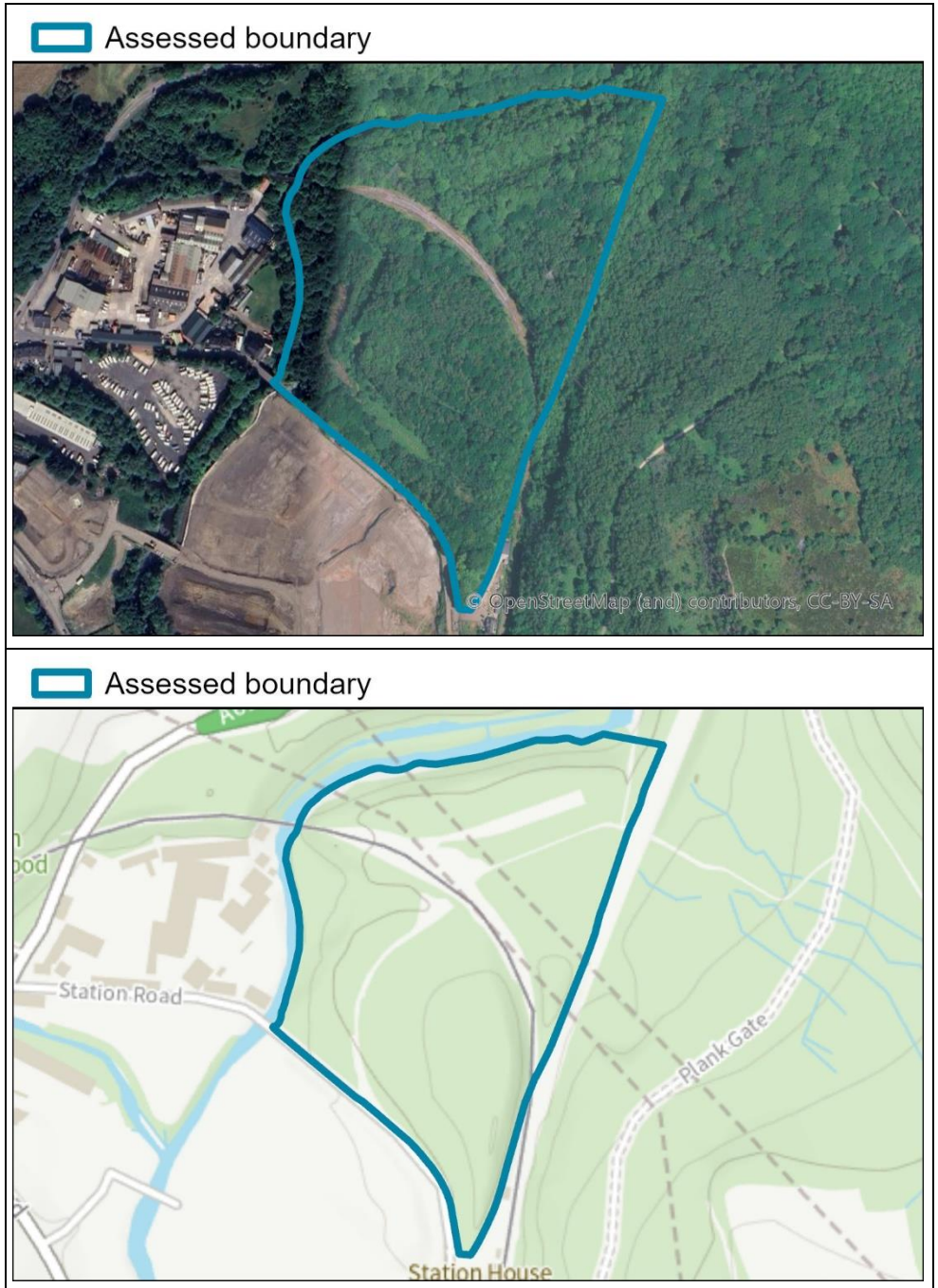
Ward: Stocksbridge & Upper Don Ward

Housing Market Area: Stocksbridge and Deepcar

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Local Wildlife Site covers entire site



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	NN	Significant potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04106

Address: The Boundary Club, Jordanthorpe Parkway, S8 8BU

Gross site area: 3.08 Hectares

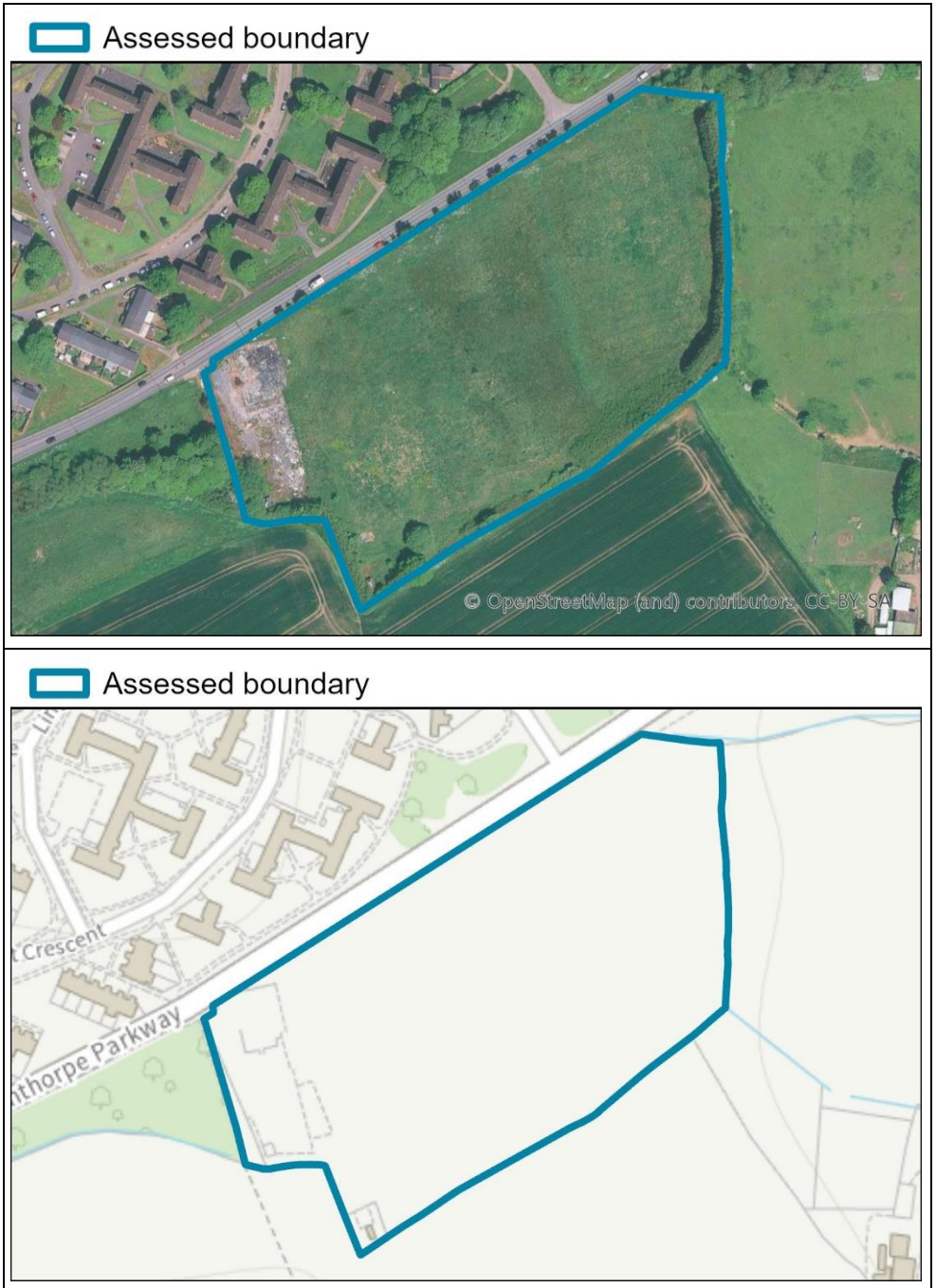
Ward: Beauchief & Greenhill Ward

Housing Market Area: South

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint: Currently unused Outdoor Sports (Jordanthorpe Parkway Sports Ground).



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	N	Facility on-site – Unknown whether facility still required
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	Y	Surplus to all open space functions
	NN	Insufficient open space - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04107

Address: Land at Fox Hill Road and Edge Lane, S6 1BL

Gross site area: 2.68 Hectares

Ward: West Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Local Wildlife Site covers entire site



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	NN	Site contains a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04108

Address: Civil Sports Club, Green Lane, S35 9WY

Gross site area: 3.21 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Active Outdoor Sports (Green Lane Sports Ground)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	N	Facility on-site – Unknown whether facility still required
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	NN	Whole site required for existing open space function
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	-	Less than 50m from an incompatible use
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04111

Address: Land to the rear of 87-95 Cross Hill, S35 9WR

Gross site area: 0.08 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site is too small (less than 10 dwellings)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	-	Existing onsite open space is surplus but may be needed for another open space function
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	YY	No significant flood risks on site
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04141

Address: Land to the west of Trap Lane, S11 7RL

Gross site area: 0.22 Hectares

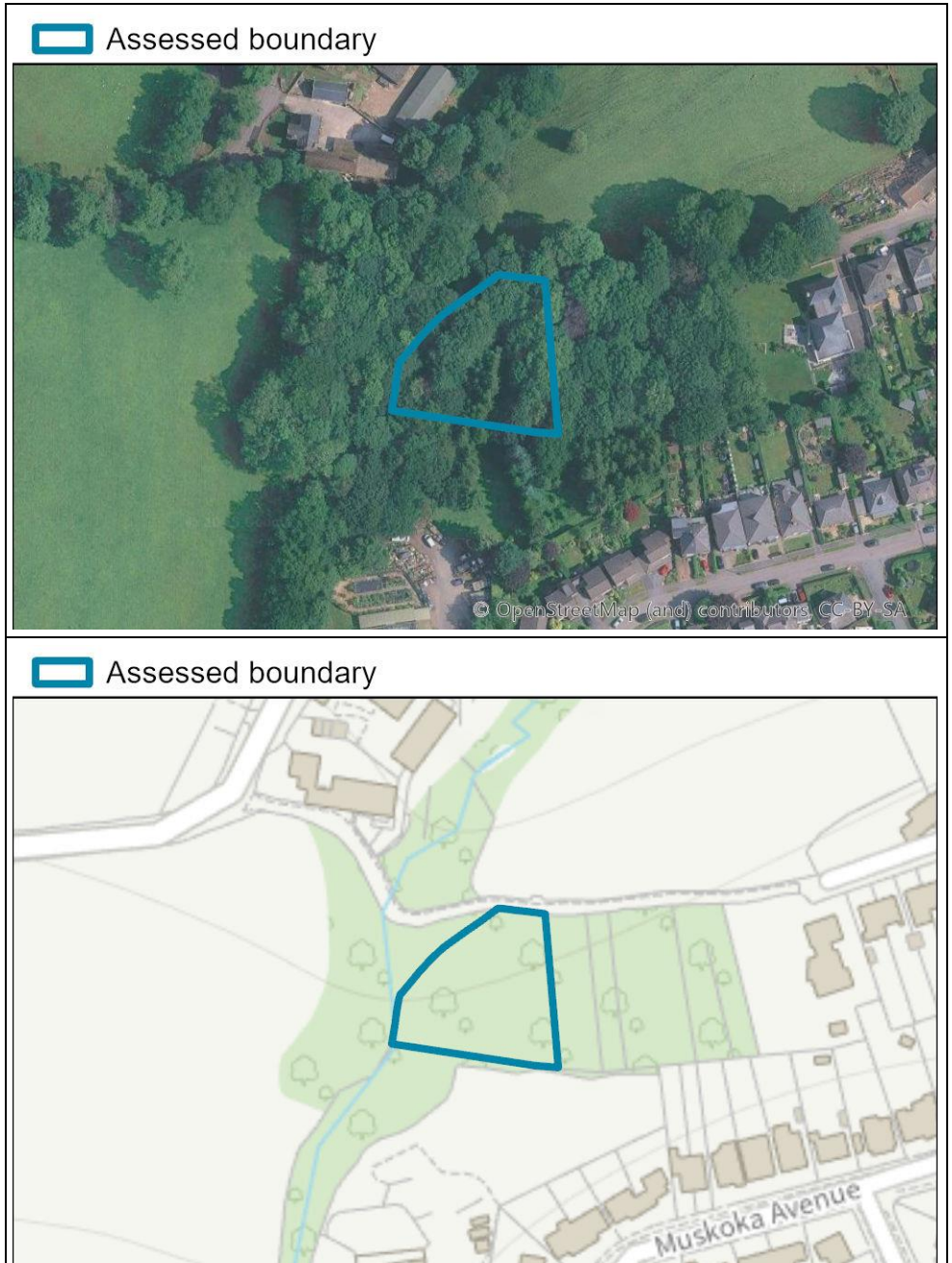
Ward: Ecclesall Ward

Housing Market Area: South West

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Site is too small (less than 10 dwellings)



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	Y	Surplus to all open space functions
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	Y	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	YY	No significant flood risks on site
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Green Belt site allocation appraisal

Site Reference: S04262

Address: Land to the north of Meadow Gate Lane, S20 2PS

Gross site area: 2.32 Hectares

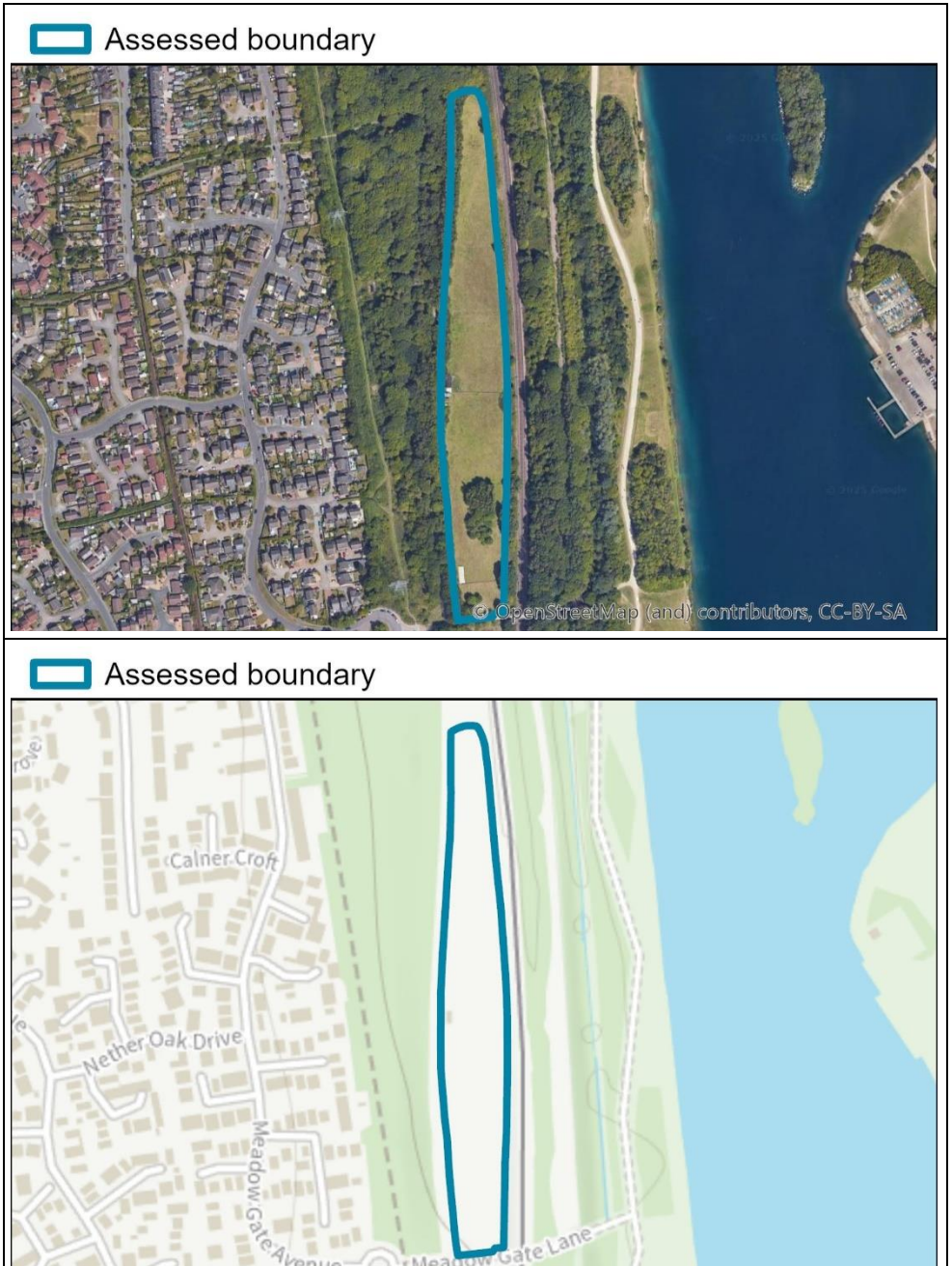
Ward: Beighton Ward

Housing Market Area: South East

Ownership: Private

Summary:

The site is ruled out due to presence of a fundamental constraint:
Local Wildlife Site covers entire site



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	-	Landscape has medium capacity for absorbing development
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Use of Previously Developed Land (PDL)	NN	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Appendix 8 - Individual site assessments for non-shortlisted sites

Green Belt site allocation appraisal

Site Reference: GBOM03

Address: Oak Lodge Farm, Thompson Hill, S35 4JT

Gross site area: 9.56 Hectares

Ward: West Ecclesfield

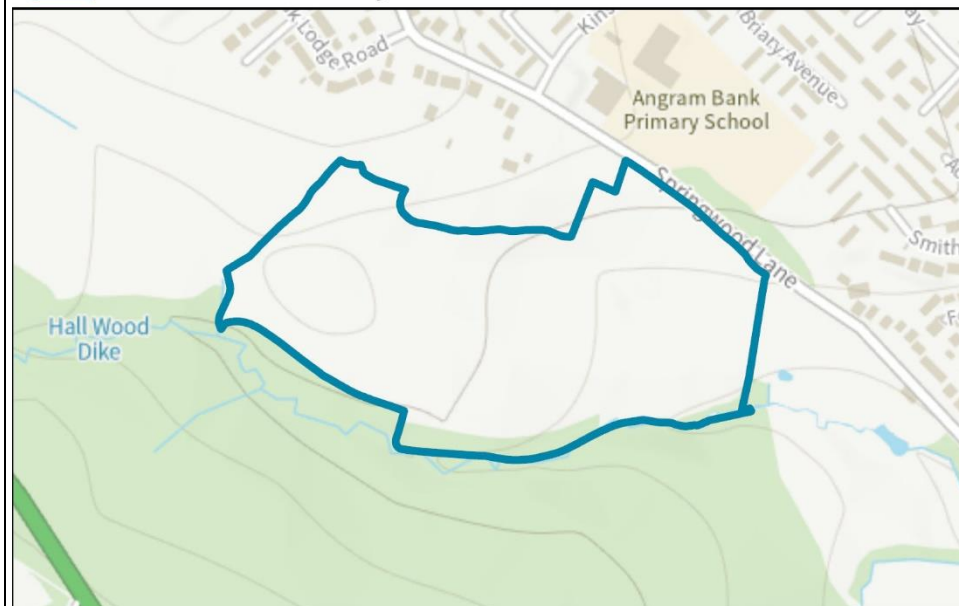
Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
	N	Landscape has low capacity for absorbing development
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Site size provides an opportunity to deliver family housing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site (although no capacity).
- There is a secondary school within 4.8km of the site (although no capacity).
- There is a primary health care facility within 3.2km of the site.
- Site is not adjacent to or in close proximity of incompatible land uses.
- There are no archaeological, heritage, geological, land contamination, or local waste site concerns.
- Some surface water flood risk issues present to the edge of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- Insufficient open space in the surrounding area.
- Landscape has a low capacity to absorb development.
- Would result in the loss of 9.56ha of agricultural land (and could be Best and Most Versatile Land).
- Site is likely to have some elements of ecological value and is directly adjacent to a Local Wildlife Site.
- The site is within 250m of a closed landfill site.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: GBOM03

Scores 1 against purpose 2 – there would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 5 against purpose 1 – It does not adjoin the urban area and there are no opportunities to ‘round off’ existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: GBOM09


Address: Land to the west of Moss Way, S20 5AS

Gross site area: 24.55 Hectares

Ward: Mosborough

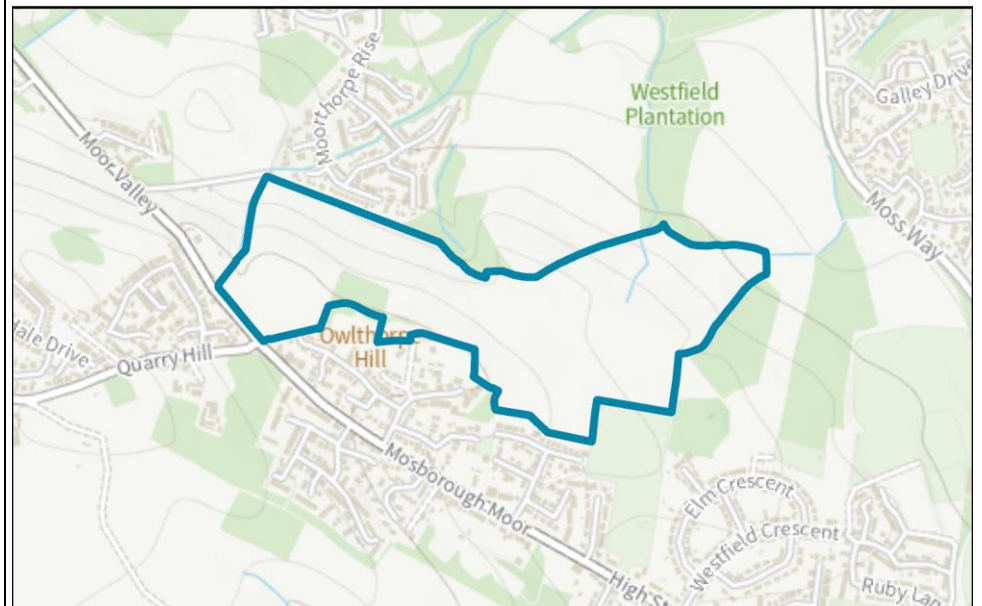
Housing Market Area: South East

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	NN	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	-	Uncertain level of archaeological constraints. Investigation required at planning application stage.
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Within proximity of four classes of local facility.
- No existing open space on site.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Current surplus capacity for Early years, Primary and Secondary education.
- No designated heritage assets in the vicinity of the site that are likely to be affected by the development.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Not within a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- More than 1200m from the Core Public Transport Network.
- Landscape has low capacity for absorbing development.
- Known to have significant ecological value. Requires further ecology assessment.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: GBOM09

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 4 against purpose 1 – only minor opportunities to “round off” existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; the distance from the Core Public Transport Network; and Local Wildlife Sites impacting areas of the site. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: GBOM11


Address: Land to the east of Old Hay Lane, S17 3GQ

Gross site area: 1.65 Hectares

Ward: Dore & Totley

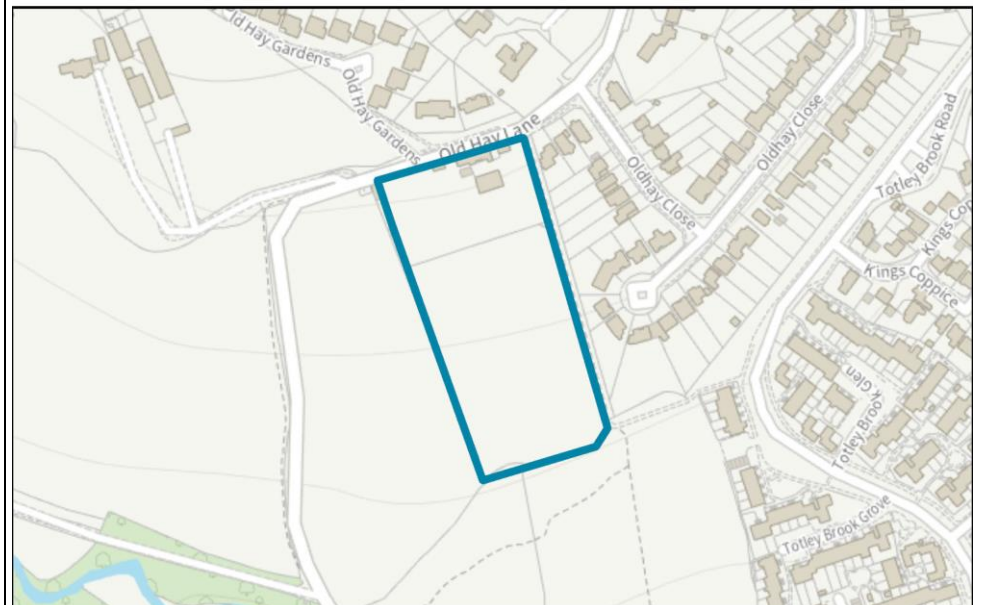
Housing Market Area: South West

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	NN	Site on a Local Green Space
	N	Landscape has low capacity for absorbing development
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Some of the site is within the Core Public Transport Network buffer or within 400m walk of a 3 bus per hour bus stop.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within proximity of four classes of local facility.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Not within a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- Access issues due to site's location on a single width road.
- No current surplus capacity for either primary or secondary education.
- The site is on a Local Green Space.
- Landscape has low capacity for absorbing development.
- Likely potential harm to heritage assets.
- Likely to have significant ecological value. Requires further ecology assessment.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: GBOM11

Scores 3 against purpose 1 – limited opportunities to “round off” existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; and highways and access constraints. The landscape has a low capacity, rather than no capacity, to absorb development. Old Hay Lane is a single car width road between the site and Totley. In the opposite direction, along Church Lane, it is a single width carriageway in the centre due to parking. Highways advise that satisfactory access cannot be achieved and therefore the site should not be recommended for development. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: GBOM12

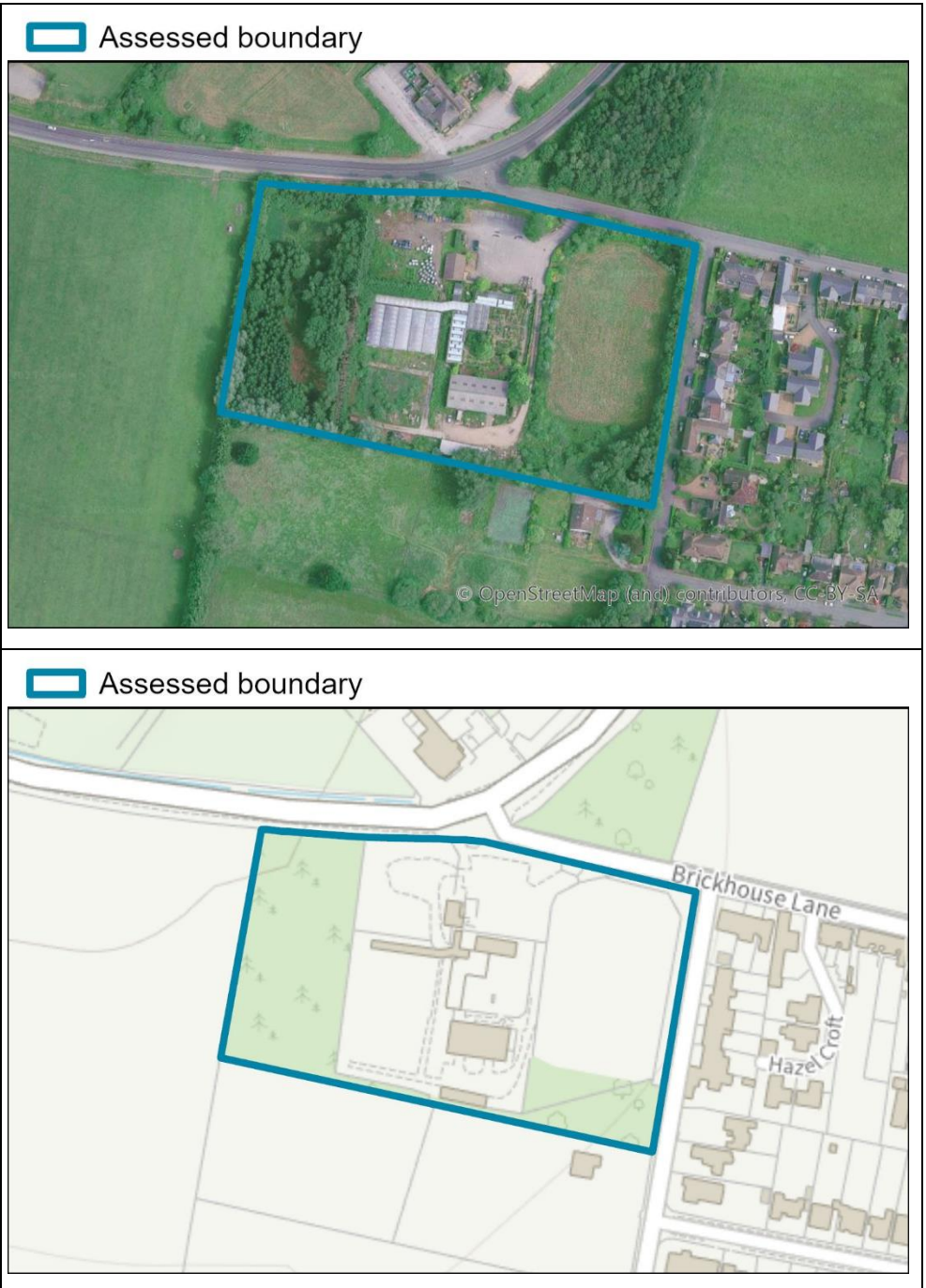
Address: Dore Moor Garden Centre and Nursery, Brickhouse Lane,
S17 3DQ

Gross site area: 2.45 Hectares

Ward: Dore & Totley

Housing Market Area: South West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- No open space on site.
- Not within 200m of an Environment Agency permitted waste site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- Little or no archaeological constraints.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Site not within 200m of an Environment Agency permitted waste site.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- More than 1200m from the Core Public Transport Network.
- No current surplus capacity for either primary or secondary education.
- Within proximity of only two classes of local facility.
- Landscape has low capacity for absorbing development.
- More than minimal risk of land contamination and is within 250m of a closed landfill site.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: GBOM12

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 4 against purpose 1 - only minor opportunities to 'round off' existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of: the distance from the Core Public Transport Network; the impact on the rural landscape character of the surrounding area; and significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: GBOM13

Address: Land to the east of Old Hay Lane, S17 3GQ

Gross site area: 3.77 Hectares

Ward: Dore & Totley

Housing Market Area: South West

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	NN	Site on a Local Green Space
	N	Landscape has low capacity for absorbing development
Impact on rural landscape character	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Loss of best and most versatile agricultural land	YY	No incompatible uses
Proximity to incompatible uses	YY	Little or no archaeological constraints
Archaeology constraints	N	Likely potential harm to heritage assets or setting of conservation area
Impact on heritage assets	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on ecology/local nature recovery networks	Y	No geological designation on-site or adjacent
Impact on geology	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Flood risk	N	Site outside air quality exceedance area
Impact on air quality	Y	Minimal risk of land contamination
Likelihood of existing land contamination	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to hazardous installations or closed landfill sites	Y	Site not within 200m of an Environment Agency permitted waste site
Proximity to regulated waste sites		

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within proximity of four classes of local facility.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Little or no archaeological constraints.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Not within a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- Access issues due to site's location on a single width road.
- No current surplus capacity for either primary or secondary education.
- The site is on a Local Green Space.
- Landscape has low capacity for absorbing development.
- Likely potential harm to heritage assets.
- Likely to have significant ecological value. Requires further ecology assessment.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: GBOM13

Scores 2 against purpose 1 – limited opportunities to “round off” existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; and highways and access constraints as access is likely to come from a single track road. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: GBOM22

Address: Land to the south of Lambcroft Lane, S13 7QD

Gross site area: 1.84 Hectares

Ward: Woodhouse

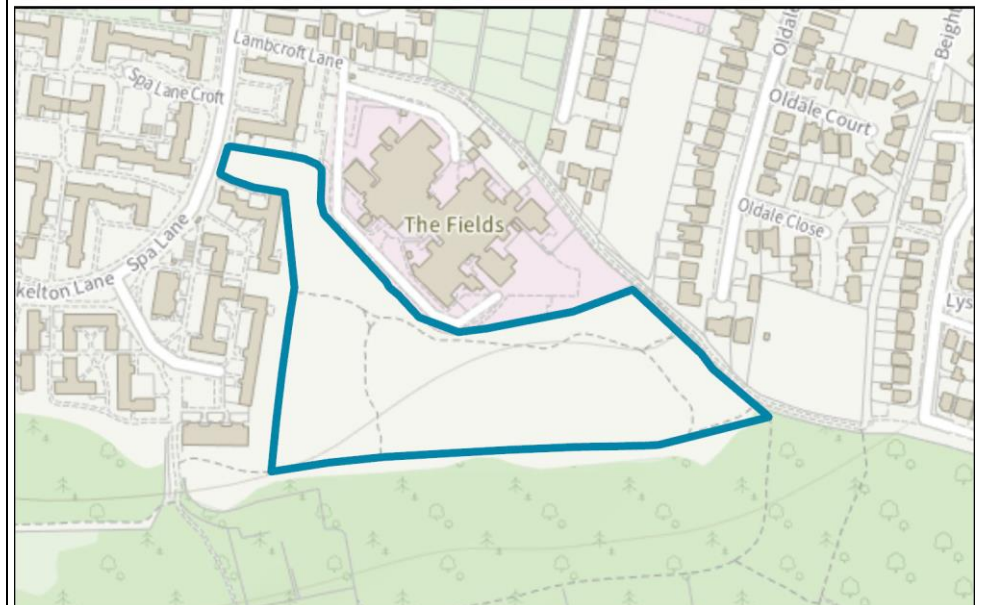
Housing Market Area: South East

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Site up to 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	Y	Site within the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	-	Existing onsite open space is surplus but may be needed for another open space function
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	Y	Landscape has higher capacity for absorbing development
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	N	Site within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site up to 1200m from the Core Public Transport Network
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Within proximity of four classes of local facility.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Current surplus capacity for early years, primary and secondary education.
- Landscape has higher capacity for absorbing development.
- Little or no archaeological constraints.
- No designated heritage assets in the vicinity of the site that are likely to be affected by development.
- Is not constrained by flood risks.
- Minimal risk of land contamination.
- Likely to have significant ecological value. Requires further ecology assessment.
- Within 250m of a closed landfill site and within 200m of an Environment Agency permitted waste site.
- Residential site outside air quality exceedance area.
- Challenging / limited access into the site.
- Highway capacity: mitigation option to be considered at Mosborough Parkway/Coisley Hill.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: GBOM22

Scores 2 against purpose 1 – some opportunities to “round off” existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site has access constraints. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S02342

Address: Land to the south of Long Line, Sheffield, S11 7TX

Gross site area: 7.15 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses within 100m
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Some of the site is within the Core Public Transport Network buffer or within a 400m walk from a 3 bus per hour bus stop.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Within proximity of three classes of local facility.
- No open space on site.
- Little or no archaeological constraints.
- No designated heritage assets in the vicinity of the site that are likely to be affected by development.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment will identify any specific mitigation required.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- No current surplus capacity for either primary or secondary education.
- Landscape has low capacity for absorbing development.
- Likely to have significant ecological value. Requires further ecology assessment.
- Within 250m of a closed landfill site.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S02342

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 5 against purpose 1 – no opportunities to “round off” existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas); and it forming an isolated location separate from the existing urban area. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S02383

Address: Land to the south of Manchester Road, S10 5PS

Gross site area: 1.40 Hectares

Ward: Crookes & Crosspool Ward

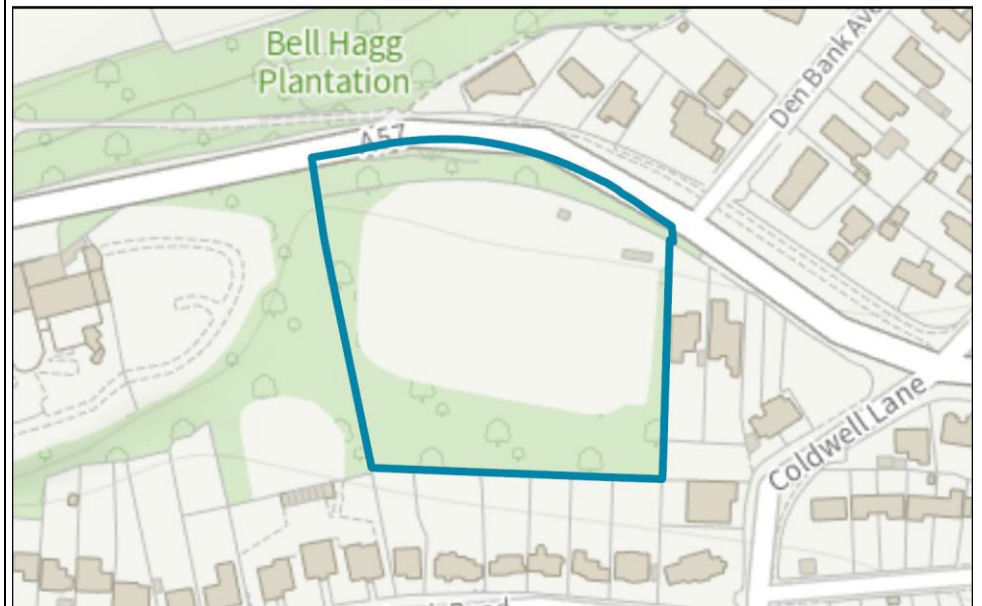
Housing Market Area: Urban West

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	-	Adjacent to geological designation
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- No open space on site.
- Land retains status as a playing pitch, although the landowner notes this is disused.
- Landscape has higher capacity for absorbing development.
- No designated heritage assets in the vicinity of the site that are likely to be affected by development.
- Little or no archaeological constraints.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Not within a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- More than 1200m from the Core Public Transport Network
- No current surplus capacity for either primary or secondary education.
- Within proximity of only two classes of local facility.
- Likely to have significant ecological value. Requires further ecology assessment.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: C4SS02383

Scores 2 against purpose 1 – some opportunities to “round off” existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

ConclusionThe site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; the land's retained status as a playing pitch; and lack of access to local services and facilities. Due to the status as a playing pitch, there would be a Sport England objection to development. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S02436

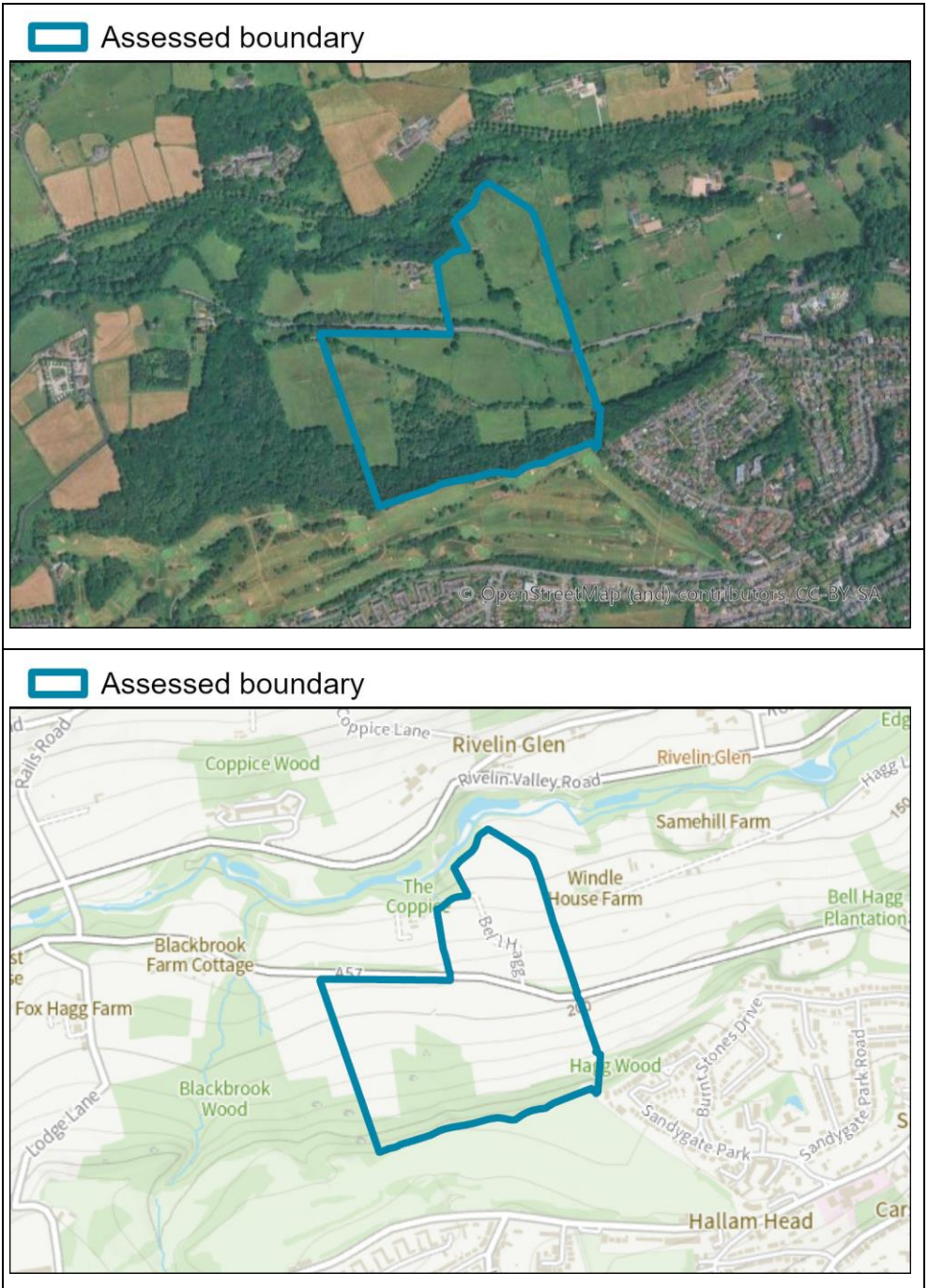
Address: Land at Manchester Road, S10 5TZ

Gross site area: 26.35 Hectares

Ward: Fulwood Ward

Housing Market Area: Urban West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area – more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Some of the site is within the Core Public Transport Network buffer or within a 400m walk of a 3 bus per hour bus stop.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within proximity of three classes of local facility.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- No open space on site.
- Little or no archaeological constraints.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment will identify any specific mitigation required.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Not within a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- No current surplus capacity for either primary or secondary education.
- Landscape has low capacity for absorbing development.
- Likely potential harm to heritage assets.
- Known to have significant ecological value. Requires further ecology assessment.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S02436

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 5 against purpose 1 – no opportunities to “round off” existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; the distance from the Core Public Transport Network; the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas); it forming an isolated location separate from the existing urban area; and a lack of access to local services and facilities. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S02823

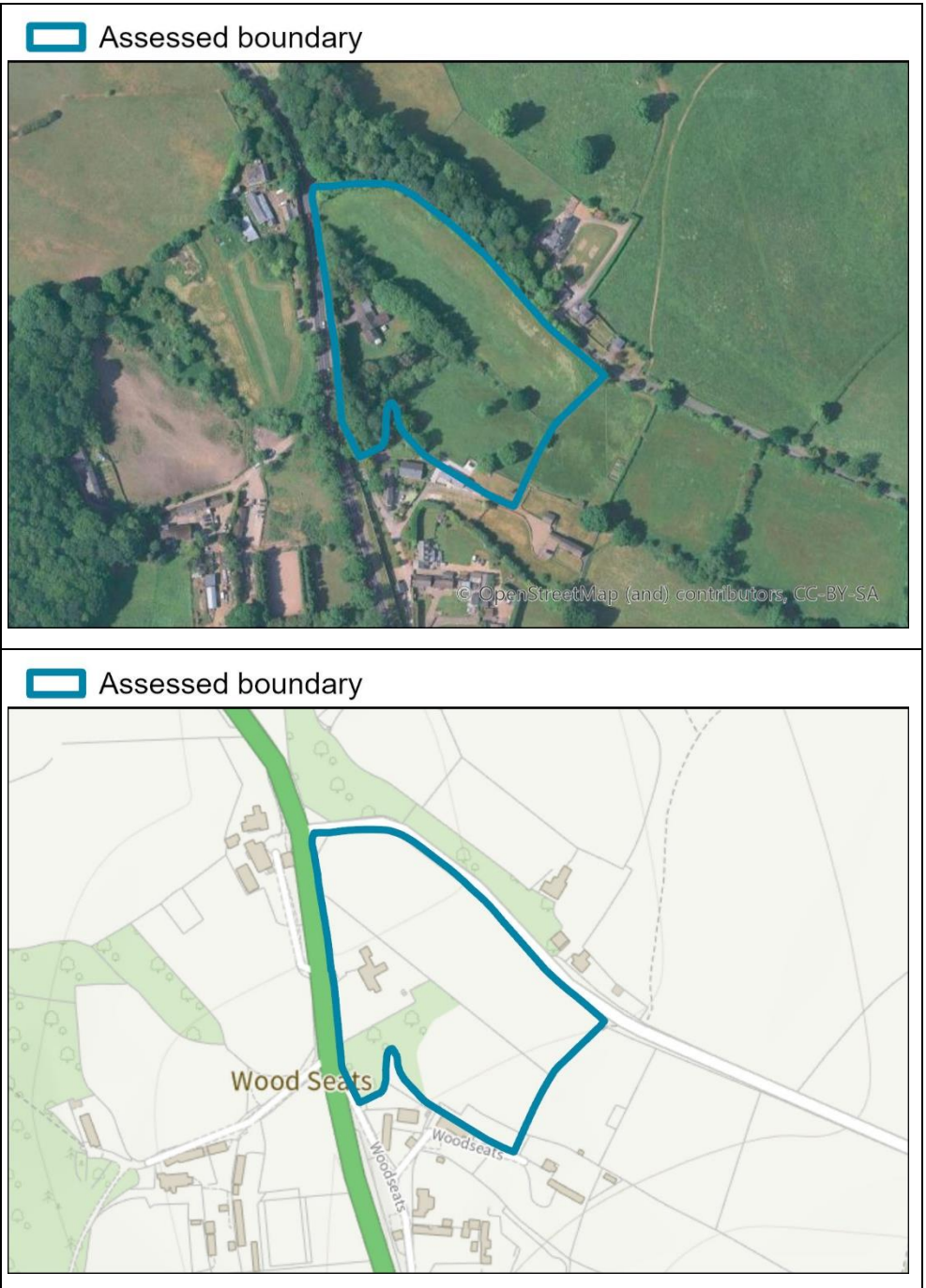
Address: 530 Penistone Road, S35 8QJ

Gross site area: 2.27 Hectares

Ward: West Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	-	Landscape has medium capacity for absorbing development
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- No potential highways capacity issues previously identified within 2km of the site.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Landscape has a medium capacity to absorb development.
- Provides development site in a ward where there are few other housing sites.
- There is a primary school within 3.2km of the site (although no current capacity).
- There is a secondary school within 4.8km of the site (although no current capacity).
- There is a primary health care facility within 3.2km of the site.
- Sufficient open space in the surrounding area.
- Site is not adjacent to or in close proximity of incompatible land uses.
- No concerns regarding archaeology, geological, land contamination, hazardous installations or waste sites.
- Is not constrained by flood risks.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is within 5km of the A616 junction with the A629 – mitigation may need to be agreed with National Highways.
- Site is more than a 10-minute walk (800 metres) to a convenience shop and at least 3 other types of community facilities or important local services
- Would result in the loss of 2.27ha of agricultural land (and could be Best and Most Versatile Land).
- Likely that the site contains heritage and ecological assets which would be harmed by development.
- Site in or close to air quality exceedance area.

Assessment against Green Belt purposes 1 and 2 *Green Belt Review Parcel Reference: S02823*

Scores 2 against purpose 2 – The land is between Grenoside (within Sheffield's main urban area) and High Green where some limited increase in proximity may be perceived but where there would be no impact on an essential gap, or land where the gap has been eroded by development and effectively no longer exists. It performs a relatively weak role in preventing settlements from merging.

Scores 5 against purpose 1 – The site does not adjoin the urban area and there are no opportunities to 'round off' existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; it forming an isolated location separate from the existing urban area; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal (Employment)

Site Reference: S02833


Address: Land to the south of Loicher Lane, S35 9WA

Gross site area: 2.08 Hectares

Ward: East Ecclesfield

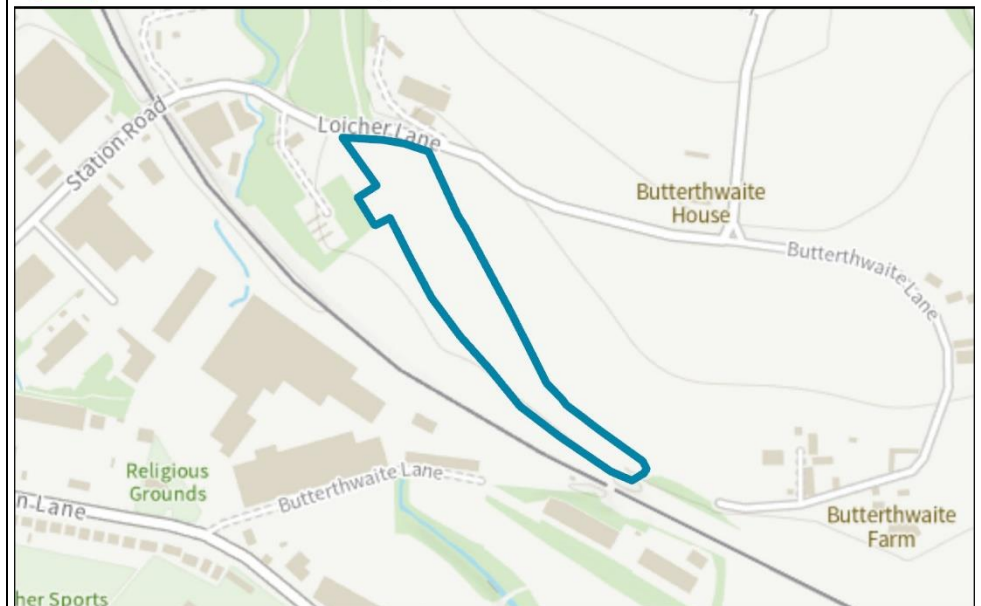
Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment (Employment)

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide development that would be beneficial to disadvantaged communities.	Y	Employment site within 3km of one of the 20% most deprived areas of England
Loss of community facilities	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Use of Previously Developed Land (PDL)	Y	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible land uses adjacent to the site or in close proximity.
Archaeology constraints	-	Uncertain level of archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	NN	Site contains a closed landfill site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Part of the site is within 400m of the Core Bus Network.
- No potential highway capacity issues previously identified within 2km of the site.
- Site is more than 5km from the A616, so risk of congestion on those roads is lower.
- Within 3km of an area of high unemployment/deprivation.
- Landscape has higher capacity for absorbing development.
- Would not result in the loss of community facilities or open space.
- No incompatible uses adjacent to the site or in close proximity.
- There are no identified concerns regarding archaeological, heritage or geological risks.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment will identify any specific mitigation required.
- Site is within 5km of an M1 junction– mitigation may need to be agreed with National Highways.
- Although close to the M1 there is no direct access onto a Main Road that links the site to the Motorway. Access onto a main road can only be achieved via Loicher Lane (under a low and restrictive railway bridge) or Jumble Road (at points a single width country lane, then through Thorpe Hesley).
- Would result in the loss of agricultural land (and could be Best and Most Versatile Land).
- Adds further development in a ward where there are already other employment sites.
- There are identified concerns regarding ecology, land contamination and the proximity of a closed landfill site.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: C4SS02431

Scores 1 against purpose 2 –There would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 4 against purpose 1 – Up to ¼ of this parcel adjoins the urban area and there are only minor opportunities to ‘round off’ the existing pattern of development. Performs a strong role in checking the sprawl of the urban area.

Other considerations

The Blackburn Valley Trail runs through the length of the site. This would require redirecting to enable an efficient use of the site.

Conclusion

The site is a less sustainable option due to the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas); access constraints (railway bridge); and the Trans Pennine Trail, which goes through the site. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S02877

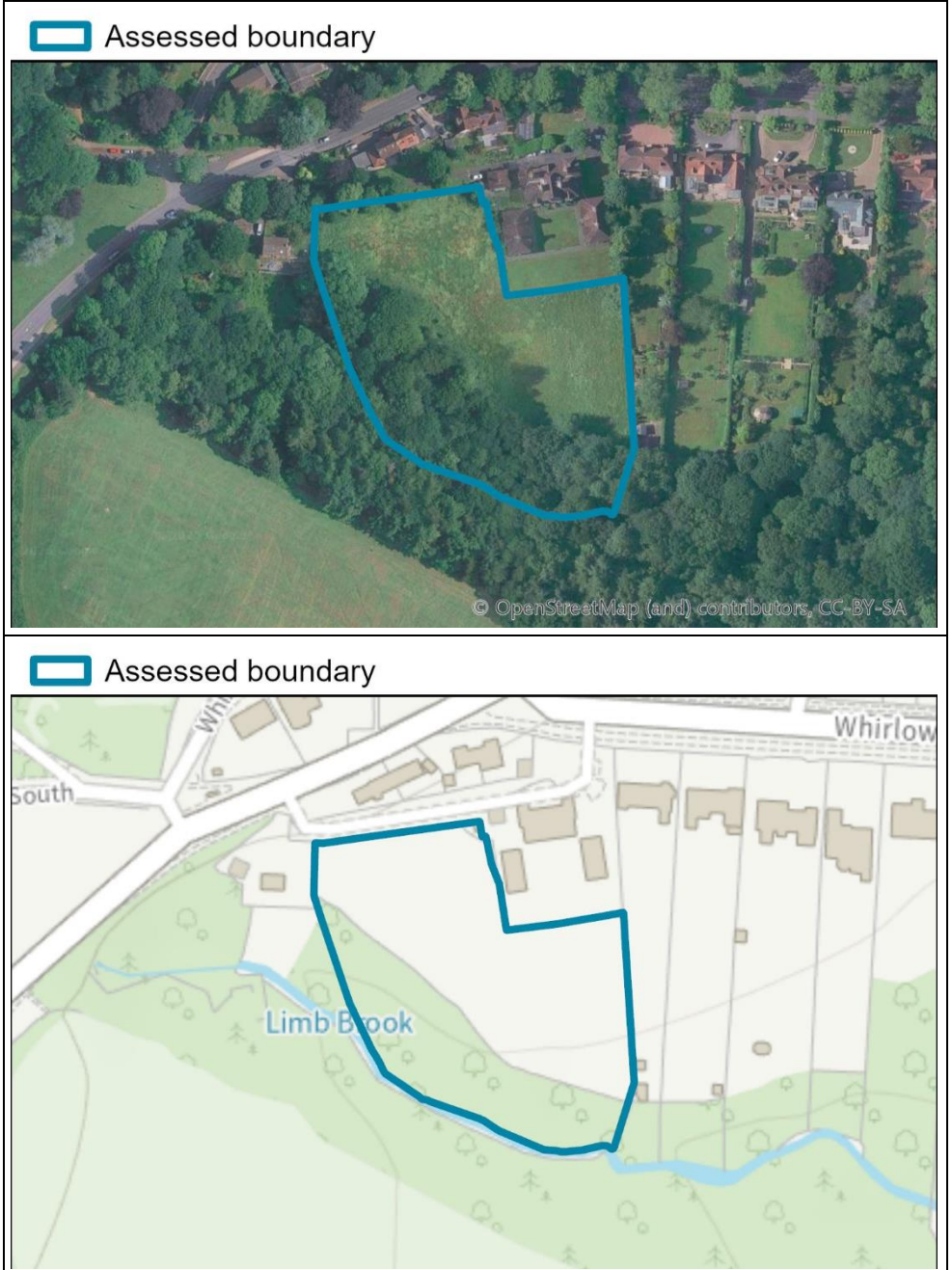
Address: Land at Hollis Hospital, Ecclesall Road to the south, S11 9QB

Gross site area: 1.12 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses nearby.
Archaeology constraints	-	Uncertain level of archaeological constraints. Investigation required at planning application stage.
Impact on heritage assets	NN	Significant potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Residential site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Some of the site is within the Core Public Transport Network buffer or within 400m of a 3 bus per hour bus stop.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Proximity of local facilities, including convenience shop, schools and health facility.
- Landscape has higher capacity for absorbing development.
- No existing open space on site.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Not within a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- The site is not in agricultural use so development would not impact on the viability of an agricultural holding.
- No current surplus capacity for either primary or secondary education.
- Significant potential harm to heritage assets highlighted by Historic England.
- Site is not a Local Wildlife Site but is likely to have significant ecological value. Requires further ecology assessment.
- Some areas of significant flood risk on site (next to the watercourse). This could be mitigated by removing the areas from the site allocation and/or inclusion within the Local Wildlife Site buffer.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: C4SS02877

Scores 2 against purpose 1 – some opportunities to “round off” existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging

Other considerations

The need to set back development from the historic building (on the adjoining land) and maintain a buffer strip to protect mature woodland, is likely to significantly reduce the capacity of the site (potentially below the 10-dwelling threshold normally used to determine whether to allocate a site).

Conclusion

The site is a less suitable option due to potential significant heritage impacts, and a Local Wildlife Site covering parts of the site. The site is adjacent to a group of four Grade II Listed Building related to Hollis Hospital. Historic England advise that development of this area could harm elements which contribute to the significance of these heritage assets. Taking account of the setting of the listed buildings and the appropriate buffer to the adjacent Local Wildlife Site the

developable area would likely be too small to form a site allocation (capacity for less than 10 homes). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S02879

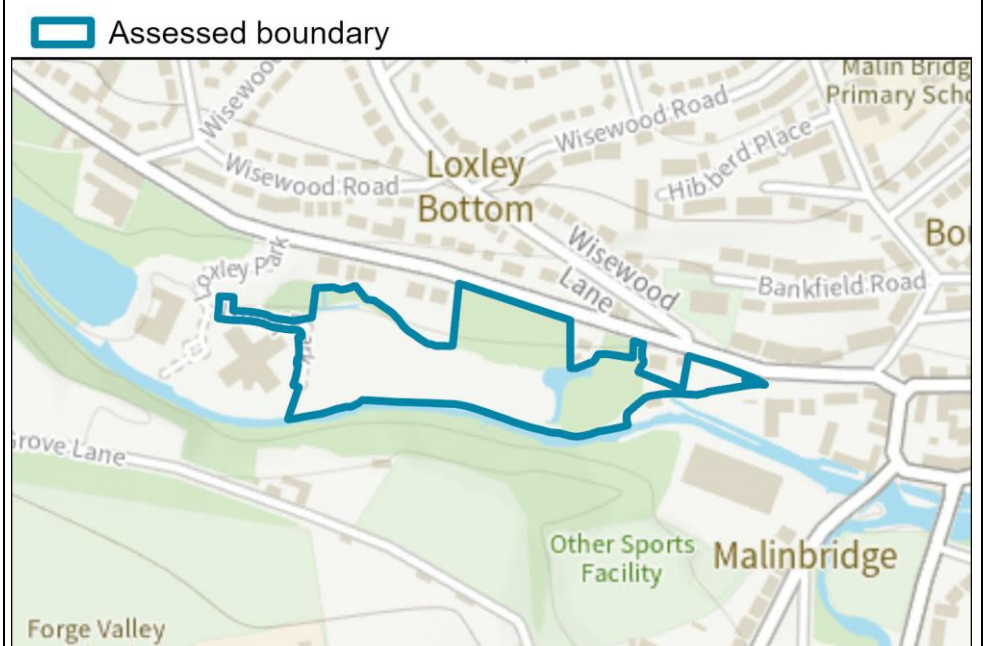
Address: Land at Loxley Park, Loxley Road, S6 4TF

Gross site area: 2.26 Hectares

Ward: Hillsborough Ward

Housing Market Area: North West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	Site is not adjacent to or in the close proximity of incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- No potential junction capacity issues previously identified within 2km of the site (Herries Road/A61 junction is just over 2 km).
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Landscape has a higher capacity to absorb development.
- Provides development site in a ward where there are few other housing sites.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- There are no incompatible uses adjacent to the site or in close proximity.
- Land is not in active use for agriculture.
- No archaeological, geological, hazardous installations or regulated waste site constraints identified.
- Some areas of significant flood risk on site (next to the watercourse). This could be mitigated by removing the areas from the site allocation and/or inclusion within the Local Wildlife Site buffer. The large remainder of the site is within Flood Zone 2. If these areas were to remain within the developable area, the site would be unlikely to pass the Sequential Test. The Exception test would also required, as the site is being promoted for more vulnerable uses.
- Most of the site is within 800m of a tram stop.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- Insufficient open space in the surrounding area.
- Site is likely to have ecological and heritage value.
- There is a risk of land contamination.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S02879 (comprises a much smaller parcel due to woodland being undevelopable)

Scores 1 against purpose 1 – more than ¾ of the parcel adjoins the urban area. Significant opportunities to ‘round off’ existing patterns of development. Performs a weak role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – there would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Other Considerations

The landowner has proposed the site as an 80-bed care home. 3 previous applications for a care home have been refused.

The site is predominantly woodland, and only the eastern area adjacent to the Loxley Valley Trail has been appraised through the Green Belt Review.

Conclusion

The site is a less sustainable option as it is almost entirely covered in woodland. The vast majority of the site is in flood zone 2, so would be unlikely to be able to pass the Sequential Test, in the context of this site selection exercise. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S02894

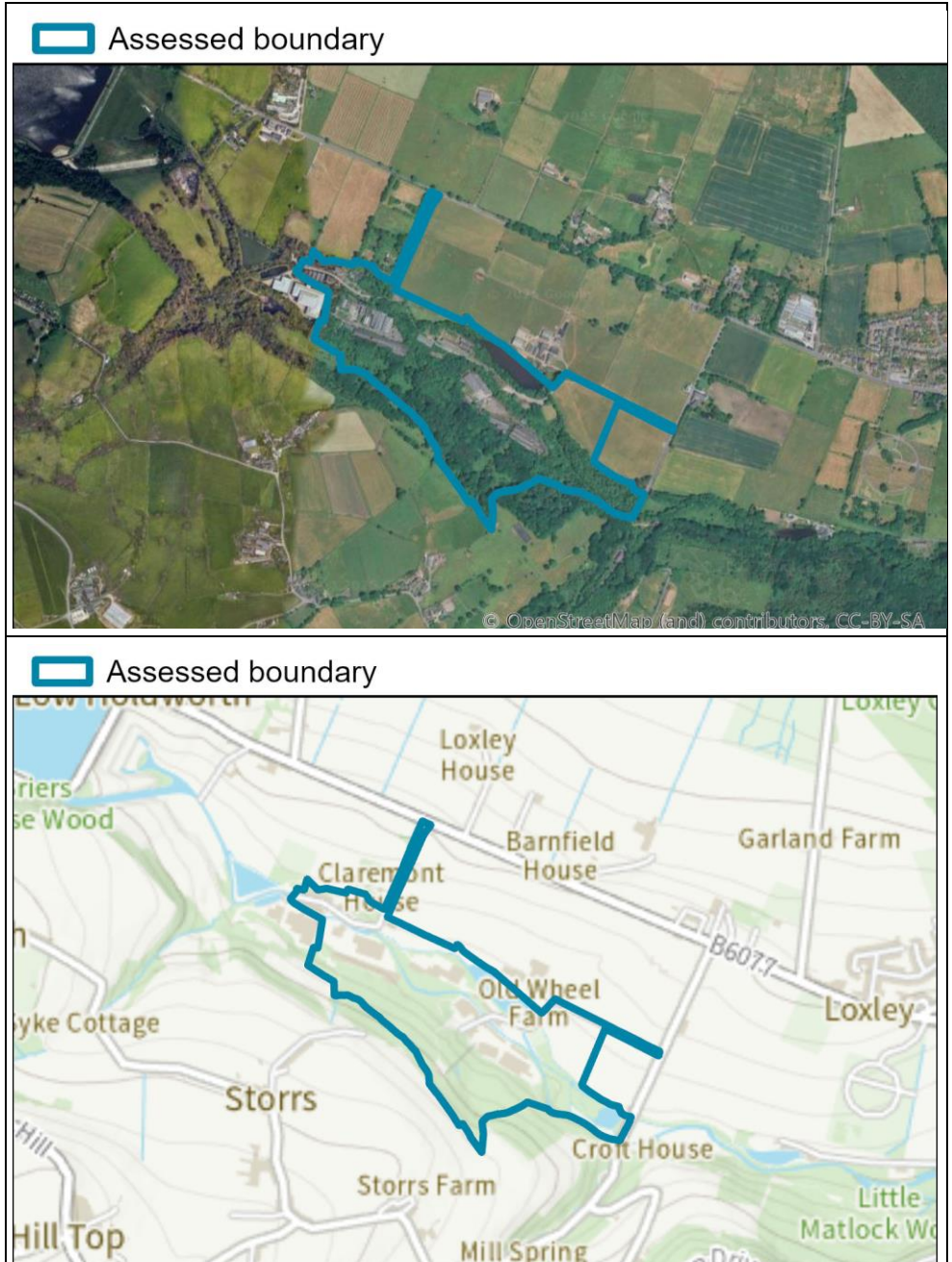
Address: Hepworths, Former Loxley Works, Storrs Bridge Lane, S6 6SX

Gross site area: 30.52 Hectares

Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	Y	Landscape has higher capacity for absorbing development
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Use of Previously Developed Land (PDL)	Y	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	There are no incompatible uses adjacent to the site, or in close proximity.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	NN	Site contains a closed landfill site
Proximity to regulated waste sites	NN	Site adjacent an Environment Agency permitted waste site

Key factors to consider:

- No potential highways capacity issues previously identified within 2km of the site (subject to further modelling that includes this and other potential Green Belt sites).
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- There is a secondary school (Forge Valley) within 4.8km of the site.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Site size and location would deliver family housing.
- Comprises large areas of previously developed land.
- Landscape has higher capacity for absorbing development.
- Majority of the land is not in active use for agriculture. Land in use may however be Grade 3a (best and most versatile land).
- Would not result in the loss of public open space and there is sufficient open space in the surrounding area.
- There are no incompatible uses adjacent to or near the site.
- No archaeological or geological constraints identified, although site contains industrial heritage assets.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is more than a 10-minute walk (800 metres) to a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site however it is in Stannington and only accessible via a very steep hill.
- There is a primary health care facility within 3.2km of the site however it is in Stannington and only accessible via a very steep hill.
- Some areas of significant flood risk on site (next to the watercourse). This could be mitigated by removing the areas from the site allocation and/or inclusion within the Local Wildlife Site buffer. The large remainder of the site is within Flood Zone 2. If these areas were to remain within the developable area, the site would be unlikely to pass the Sequential Test. The Exception test would also be required, as the site is being promoted for more vulnerable uses.
- Significant ecological, landfill, and waste site concerns identified.
- Site is likely to have heritage and land contamination constraints.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: STW-1-f

Scores 1 against purpose 2 – there would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 5 against purpose 1 – the land does not adjoin the urban area and there are no opportunities to ‘round off’ existing patterns of development. It therefore performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; a lack of access to local services and facilities; forming an isolated location separate from the existing urban area; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). A large area of the site is in flood zone 2, so would be unlikely to be able to pass the Sequential Test (if included in the developable area), in the context of this site selection exercise. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S02895

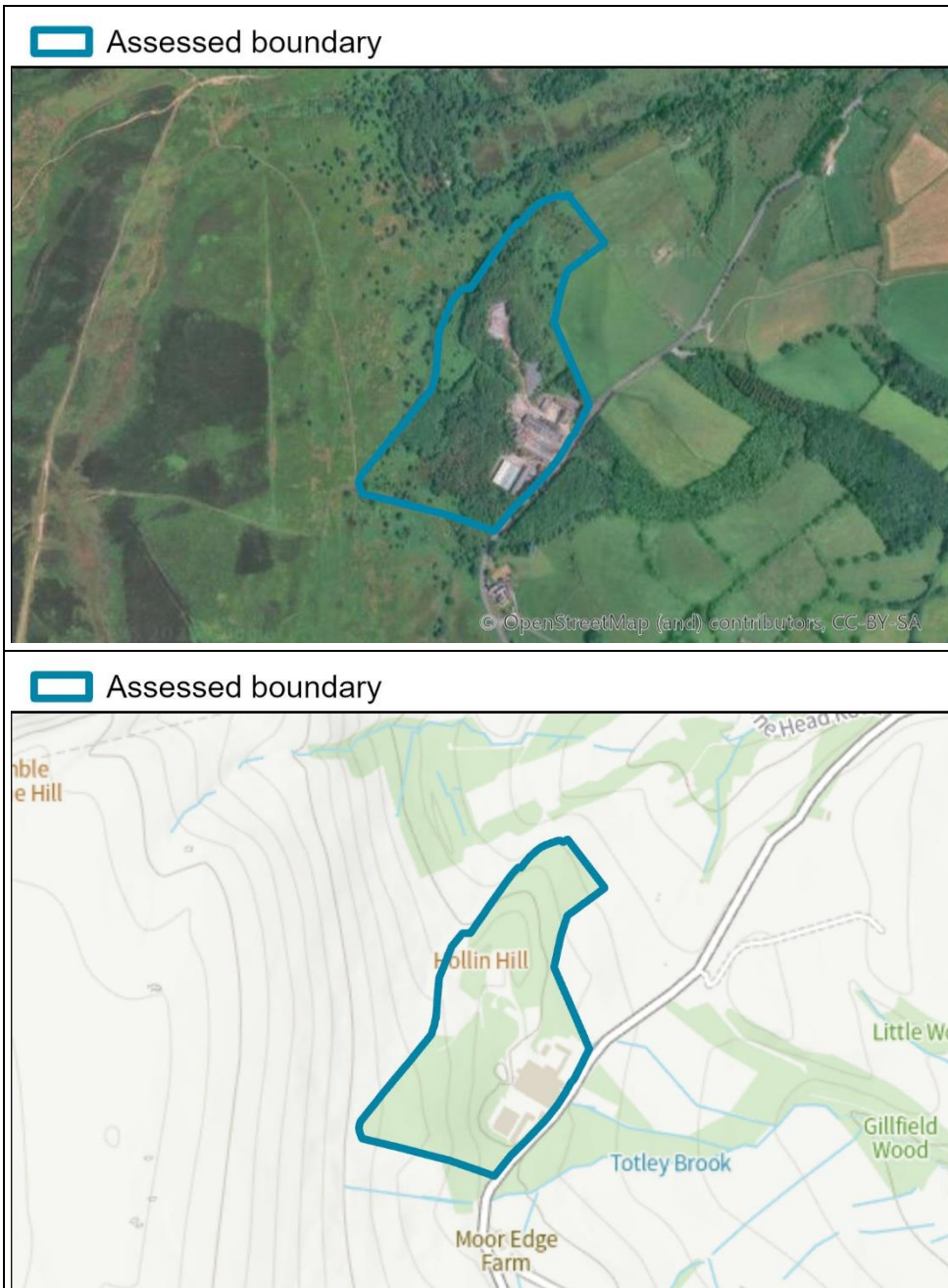
Address: Dyson Technical Ceramics, Baslow Road, S17 3BB

Gross site area: 15.06 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	NN	Landscape has no/very low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	Y	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	More than 100m from incompatible uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	NN	Site contains a closed landfill site
Proximity to regulated waste sites	NN	Site adjacent an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility. No current surplus capacity for either primary or secondary education.
- No open space on site.
- Little or no archaeological constraints.
- No designated heritage assets in the vicinity of the site that are likely to be affected by development.
- Some areas of significant flood risk on site (next to the watercourse). This can be mitigated by removing the areas from the site allocation and/or inclusion within the Local Wildlife Site buffer.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- Within proximity of only two classes of local facility.
- Landscape has no/very low capacity for absorbing development.
- Known to have significant ecological value. Requires further ecology assessment.
- More than minimal risk of land contamination.
- Contains a closed landfill site and is adjacent to an Environment Agency permitted waste site.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: DS-3-a

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 5 against purpose 1 – no opportunities to “round off” existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; the impact on the rural landscape character of the surrounding area; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). A Local Wildlife Site covers a large portion of the site. There are potential contamination issues on the area of site that has been previously developed. There is currently a planning application on the less constrained area of the site for 8 homes which is significantly progressed (23/02164/FUL). The applicant is committed to this approach and the site is unlikely to be available or suitable for a larger scale development given the sensitivity of the site and its location. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03007

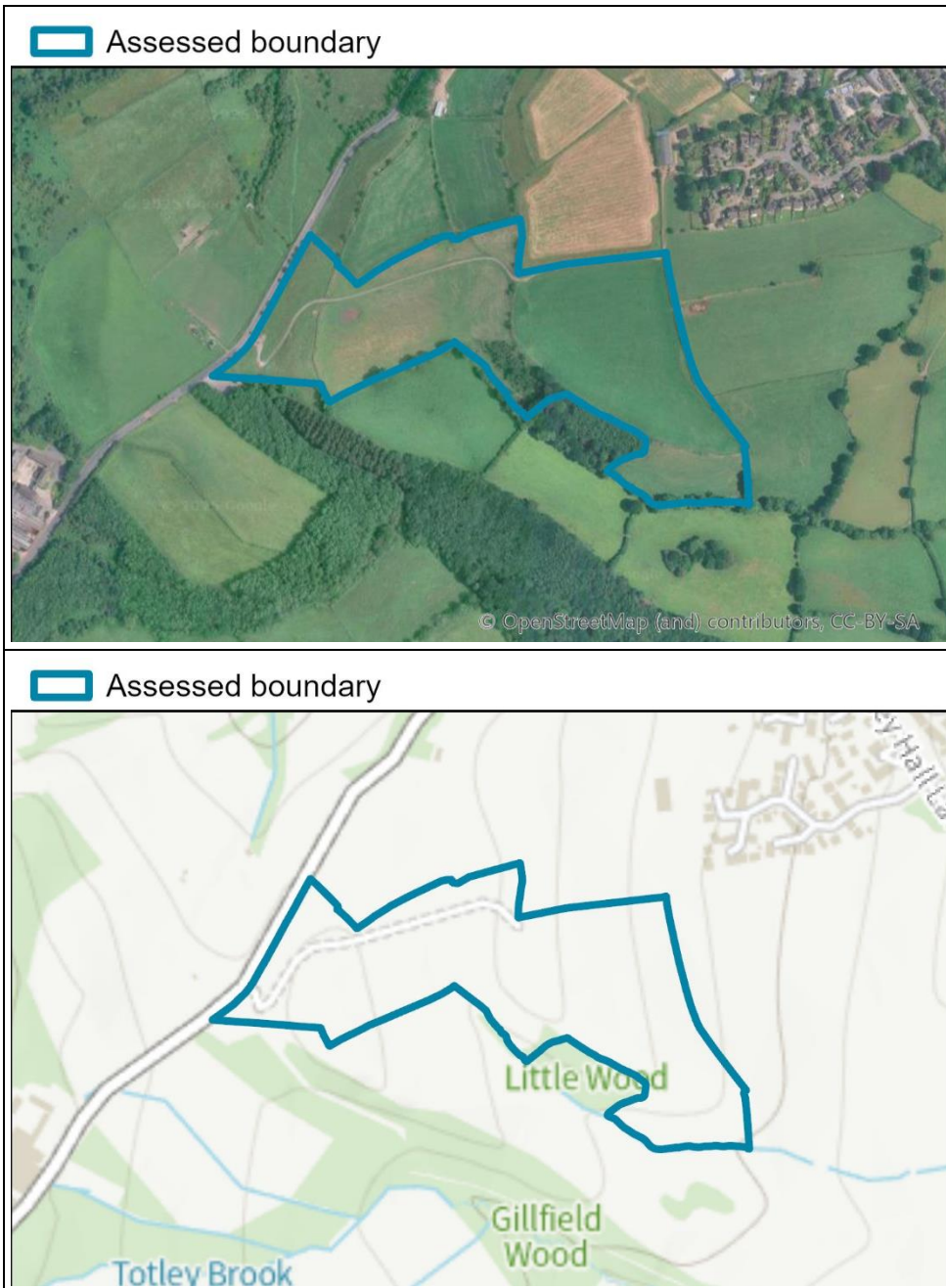
Address: Land at Little Wood, Baslow Road, S17 4BE

Gross site area: 11.08 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	NN	Landscape has no/very low capacity for absorbing development
Impact on rural landscape character	NN	Landscape has no/very low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No nearby incompatible uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Within proximity of three classes of local facility.
- No open space on site.
- Little or no archaeological constraints.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Not within a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- No current surplus capacity for either primary or secondary education.
- Landscape has no/very low capacity for absorbing development.
- Likely potential harm to heritage assets.
- Likely to have significant ecological value. Requires further ecology assessment.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: C4SS01073

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 5 against purpose 1 – no opportunities to “round off” existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; the impact on the rural landscape character of the surrounding area; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise

Green Belt site allocation appraisal

Site Reference: S03008

Address: Land at Totley Hall Lane, S17 4BE

Gross site area: 15.54 Hectares

Ward: Dore & Totley Ward

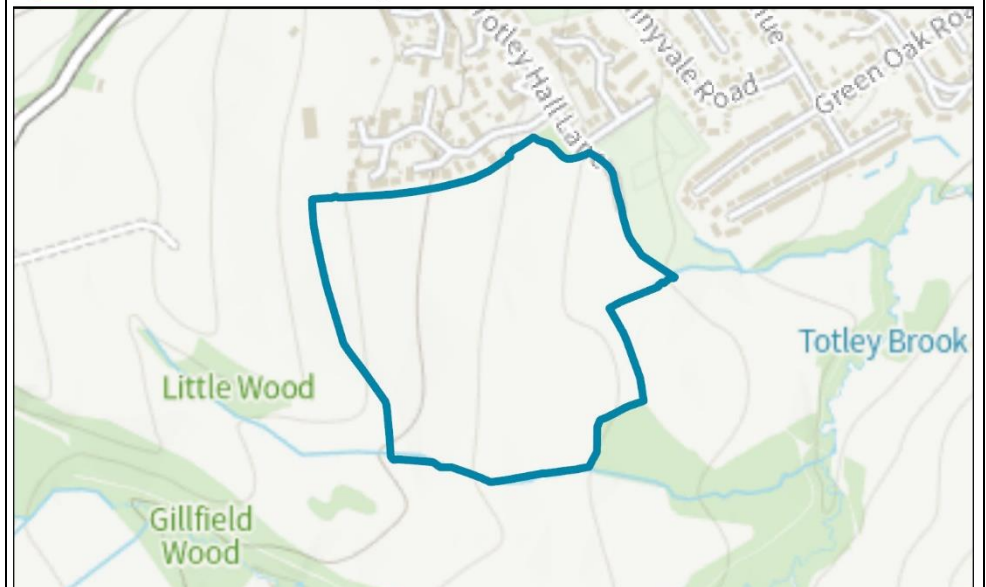
Housing Market Area: South West

Ownership: SCC & Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	NN	Landscape has no/very low capacity for absorbing development
Impact on rural landscape character	NN	Landscape has no/very low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Within proximity of three classes of local facility.
- No open space on site.
- Little or no archaeological constraints.
- Some areas of flood risk to the edge of the site (next to the watercourse). A Level 2 SFRA would be required to confirm any detailed mitigation
- Not within 200m of an Environment Agency permitted waste site.
- Not within a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- No current surplus capacity for either primary or secondary education.
- Landscape has no/very low capacity for absorbing development.
- Likely potential harm to heritage assets.
- Likely to have significant ecological value. Requires further ecology assessment.
- More than minimal risk of land contamination.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: DS-2-a

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 4 against purpose 1 – only minor opportunities to “round off” existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of: the distance from the Core Public Transport Network; the impact on the rural landscape character of the surrounding area; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03025

Address: Land between 579 and Chase Barn, Loxley Road, S6 6RR

Gross site area: 1.32 Hectares

Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	-	Landscape has medium capacity for absorbing development
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	There are no incompatible uses adjacent to the site or in close proximity.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- No potential capacity issues previously identified within 2km of the site (further modelling of additional sites may identify capacity issues).
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- Landscape has a medium capacity to absorb development.
- No loss of open space and surplus spaces in the local area.
- There are no incompatible uses adjacent to the site or in close proximity.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment will identify any specific mitigation required.
- No archaeological, geological, land contamination, or waste site concerns.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Would result in the loss of 1.32ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- There are potential heritage and ecological impacts.
- A former landfill site is in the locality.

Assessment against Green Belt purposes 1 and 2*Green Belt Review Parcel Reference: ST-3-f*

Scores 3 against purpose 1 – Less than half the parcel adjoins the urban area and there are limited opportunities to ‘round off’ existing patterns of development. It performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – There would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to the distance from the Core Public Transport Network, and the protrusion into the Green Belt. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03031

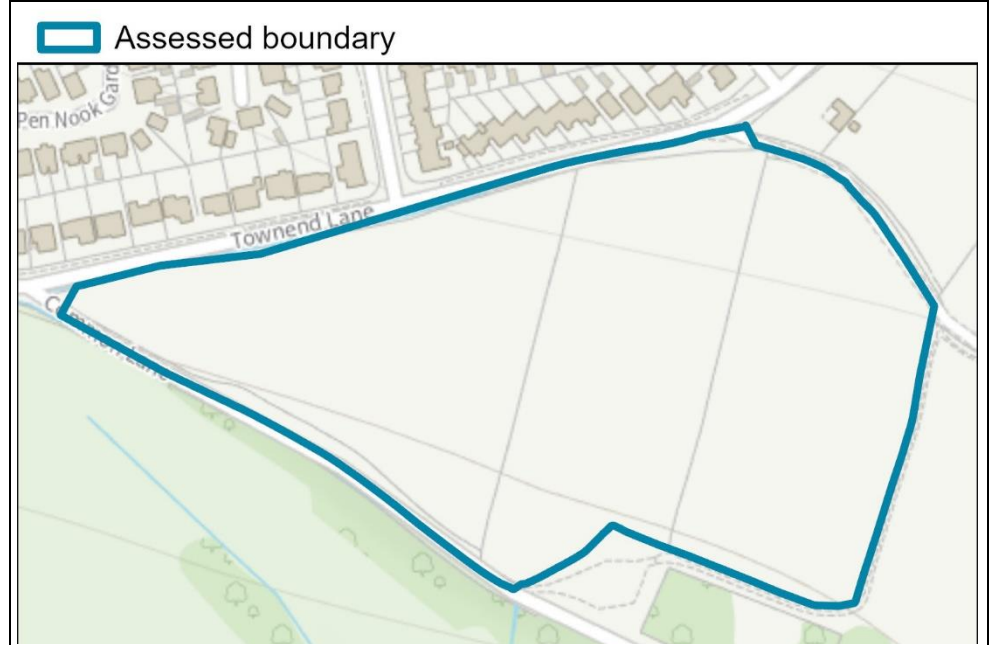
Address: Land at Townend Lane, S26 2UT

Gross site area: 4.82 Hectares

Ward: Stocksbridge & Upper Don Ward

Housing Market Area: Stocksbridge and Deepcar

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Archaeology constraints	-	Uncertain level of archaeological constraints. Investigation required at planning application stage.
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Site size provides an opportunity to deliver family housing.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site
- Would not result in any loss of publicly accessible open space and there is sufficient open space in the area.
- No incompatible land uses adjacent to the site or in proximity.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- There are no geological, land contamination, or waste site concerns.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is within 5km of a Junction(s) of the A616 – mitigation may need to be agreed with National Highways.
- Site is more than a 10-minute walk (800 metres) to a convenience shop and at least 3 other types of community facilities or important local services
- Landscape has a lower or no capacity to absorb development.
- Would result in the loss of 4.82ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Site is likely to contain ecological assets and is within 250m of a landfill site.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: WSN-3-a

Scores 3 against purpose 1 – Up to half of the parcel adjoins the urban area and it performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – There would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of factors including the distance from the Core Public Transport Network; protrusion into the Green Belt beyond Townend Lane; and the impact on the rural landscape character of the surrounding area. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03039

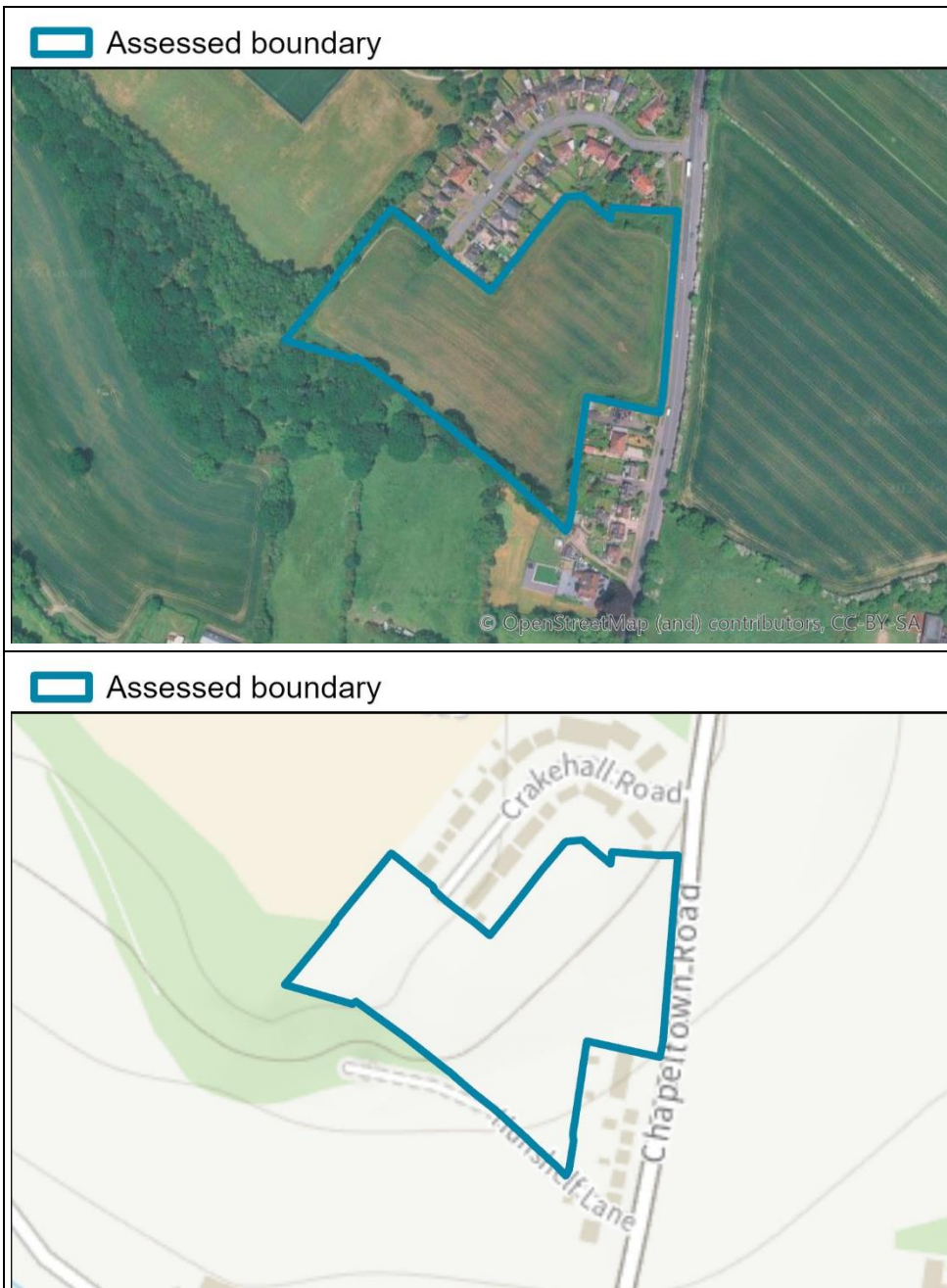
Address: Land at Chapeltown Road and Crakehall Road, S35 9WQ

Gross site area: 2.98 Hectares

Ward: East Ecclesfield

Housing Market Area: Chapeltown and Ecclesfield

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	Y	Sufficient open space in the surrounding area - up to 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Archaeology constraints	-	Uncertain level of archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Whole site is within 400m of the Core Bus Network.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services
- There is a primary school within 3.2km of the site (although no capacity).
- There is a secondary school within 4.8km of the site (although no capacity).
- There is a primary health care facility within 3.2km of the site.
- Sufficient open space in the surrounding area.
- Site is not adjacent to or in close proximity of incompatible land uses.
- There are no concerns regarding heritage assets, geology, land contamination, hazardous installations and waste sites.
- Potential highway capacity issues previously identified at the roundabouts in the centre of Chapeltown (Cowley Lane/Ecclesfield Road and Lound Side/Burncross Road).
- Is not constrained by flood risks.
- Site is within 5km of an M1 junction – mitigation may need to be agreed with National Highways.
- Landscape has low capacity to absorb development.
- Would result in the loss of 2.98ha of agricultural land (and could be Best and Most Versatile Land).
- The site is likely to have elements of ecology value and may have archaeological interests.
- The site is close to an air quality exceedance zone.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: EC-3-f

Scores 3 against purpose 1 – Between ¼ to ½ of this parcel adjoins the urban area and there are limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 5 against purpose 2 – This is an areas of Green Belt where even limited development could result in actual or perceived coalescence with another settlement – where the essential gap is less than 500m. It performs a critical role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of: the impact on the rural landscape character of the surrounding area; and the significant impact on Green Belt purposes (to prevent neighbouring towns merging into one another). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03050

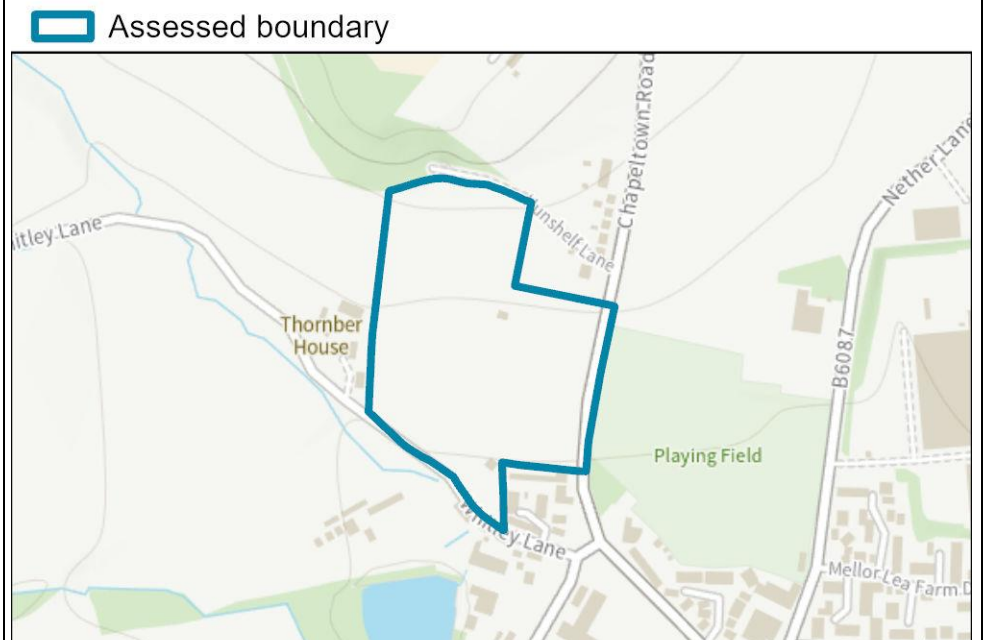
Address: Land between Whitley Lane and Chapeltown Road, S35 9ZD

Gross site area: 6.15 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	The site is within Core Public Transport Network buffer
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Whole site is within 400m of the Core Bus Network (along the A6135)
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site (although no capacity).
- There is a secondary school within 4.8km of the site (although no capacity).
- There is a primary health care facility within 3.2km of the site.
- Site is not adjacent to or in close proximity of incompatible land uses.
- Sufficient open space in the surrounding area.
- Landscape has a medium capacity to absorb development.
- There are no concerns regarding archaeology, heritage assets, geology, land contamination or waste sites
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment would identify any other specific mitigation required..
- Potential highway capacity issues previously identified at the roundabouts in the centre of Chapeltown (Cowley Lane/Ecclesfield Road and Lound Side/Burncross Road).
- Site is within 5km of an M1 junction – mitigation may need to be agreed with National Highways.
- Would result in the loss of 6.77ha of agricultural land (and could be Best and Most Versatile Land).
- Site is likely to have ecological value and is within 250m of a closed landfill site.
- Site close to air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: EC-3-e

Scores 4 against purpose 1 – Less than a quarter of the site boundary adjoins the urban area and there are only minor opportunities to ‘round off’ existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Scores 5 against purpose 2 – This is an area of Green Belt where even limited development could result in actual or perceived coalescence with another settlement (Chapeltown)– where the essential gap is less than 500m. It performs a critical role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas and to prevent neighbouring towns merging into one another). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03052


Address: Land to the east of Blackbrook Road, S10 4GU

Gross site area: 8.75 Hectares

Ward: Fulwood Ward

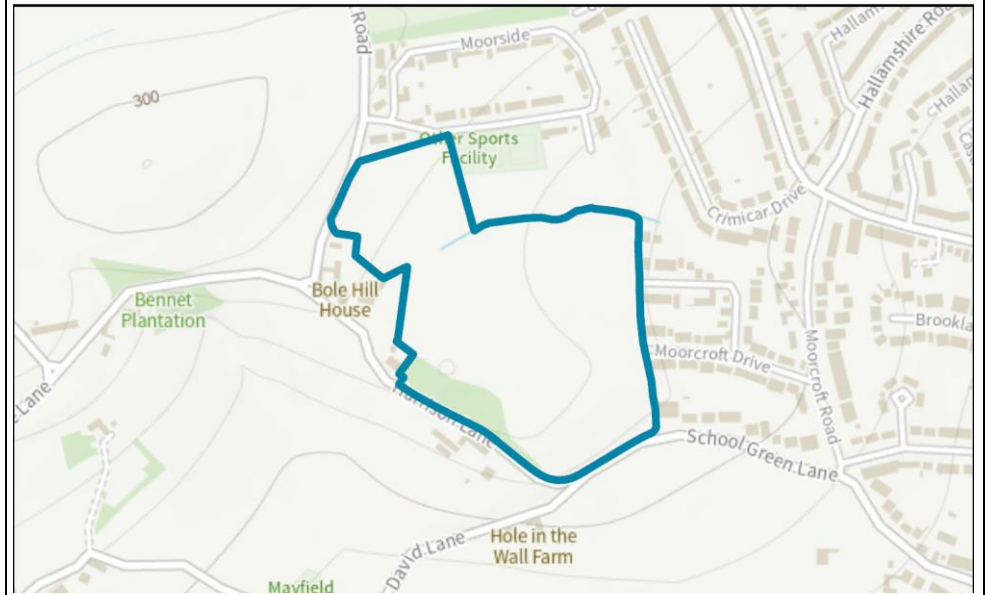
Housing Market Area: South West

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Existing open space areas of site required for current function
	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses within 100m
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Some of the site is within the Core Public Transport Network buffer or within a 400m walk from a 3 bus per hour bus stop.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Within proximity of three classes of local facility.
- Little or no archaeological constraints.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- Not within 200m of an Environment Agency permitted waste site.
- Not within a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- Narrow roads adjoining the site.
- No current surplus capacity for either primary or secondary education.
- Existing open space areas required for current function/insufficient open space in area.
- Landscape has low capacity for absorbing development.
- Likely potential harm to heritage assets.
- Likely to have significant ecological value. Requires further ecology assessment.
- More than minimal risk of land contamination.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: F-2-b

Scores 3 against purpose 1 – limited opportunities to “round off” existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to the impact on the rural landscape character of the surrounding area and narrow roads that constrain access. This site is located in an elevated position above the Porter/Mayfield Valley. As such it is highly visible from locations to the south and west, including Ringinglow. The landscape has a low capacity to absorb development. Although separated from Fulwood Hall by Harrison Lane, development of this site would adversely affect the rural setting of this Grade II listed building. Due to the single carriageway, where the site adjoins Blackbrook Road, access could only be achieved

from existing residential roads at Moorcroft Close and Moorcroft Drive. Mitigation measures would likely be required to avoid harming the setting of the listed building and reduce landscape impacts which could entail restricting development to the northern area of the site, which is flatter. The combination of reduced capacity to take account of access and heritage constraints alongside the landscape's low capacity to absorb development results in the conclusion that this should not be recommended for development. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03054


Address: Land to the north of Kirk Edge Road, S35 0BF

Gross site area: 19.3 Hectares

Ward: Stannington Ward

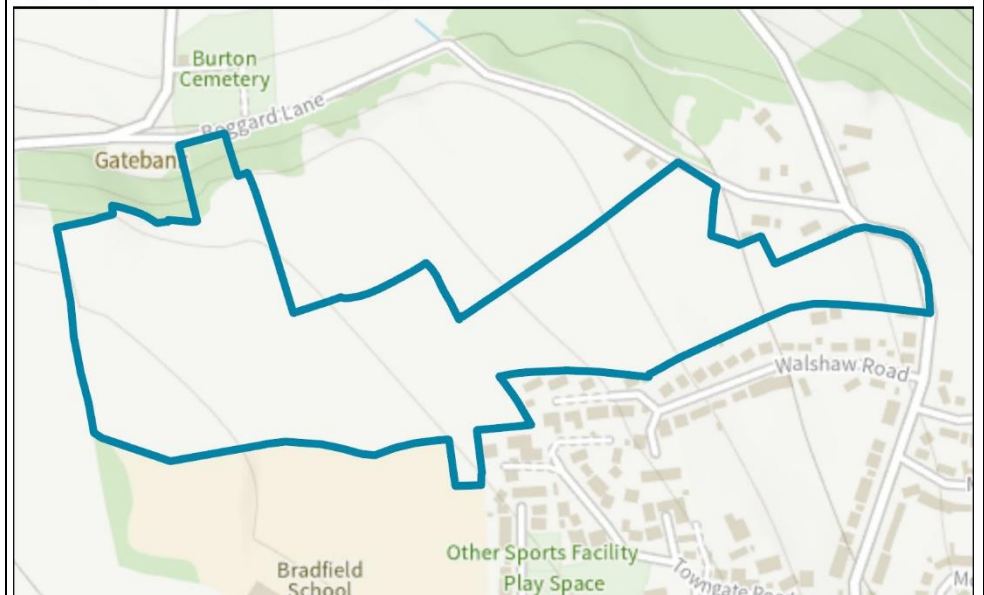
Housing Market Area: Rural Upper Don Valley

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	There are no incompatible uses adjacent to the site, or in close proximity.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- No potential highway capacity issues previously identified within 2km of the site.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Provides development site in a ward where there are few other housing sites (but there is one allocation proposed in Worrall).
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Could deliver family housing.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site
- Would not result in loss of open space and there is sufficient open space in the surrounding area.
- There are no incompatible uses adjacent to the site, or in close proximity.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- No archaeological, heritage, geological, or waste site concerns identified.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is more than a 10-minute walk (800 metres) to a convenience shop.
- Landscape has a low capacity to absorb development.
- Would result in the loss of 6.81ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- There are identified risks from contaminated land and hazardous installations.

Assessment against Green Belt purposes 1 and 2*Green Belt Review Parcel Reference: WW-2-a*

Scores 4 against purpose 2 – Parcel contains areas of land which form part of an essential gap (less than 500m between urban areas) but where limited development elsewhere within the parcel would not impact on the perceived or actual coalescence with another settlement. It performs a strong role in preventing settlements from merging.

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Scores 4 against purpose 1 – Less than ¼ of the parcel boundary adjoins the urban area and there are only minor opportunities to ‘round off’ existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; the impact on the rural landscape character of the surrounding area; a lack of access to local services and facilities (Worrall no longer having a convenience store); and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas, and merging of settlements). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03057

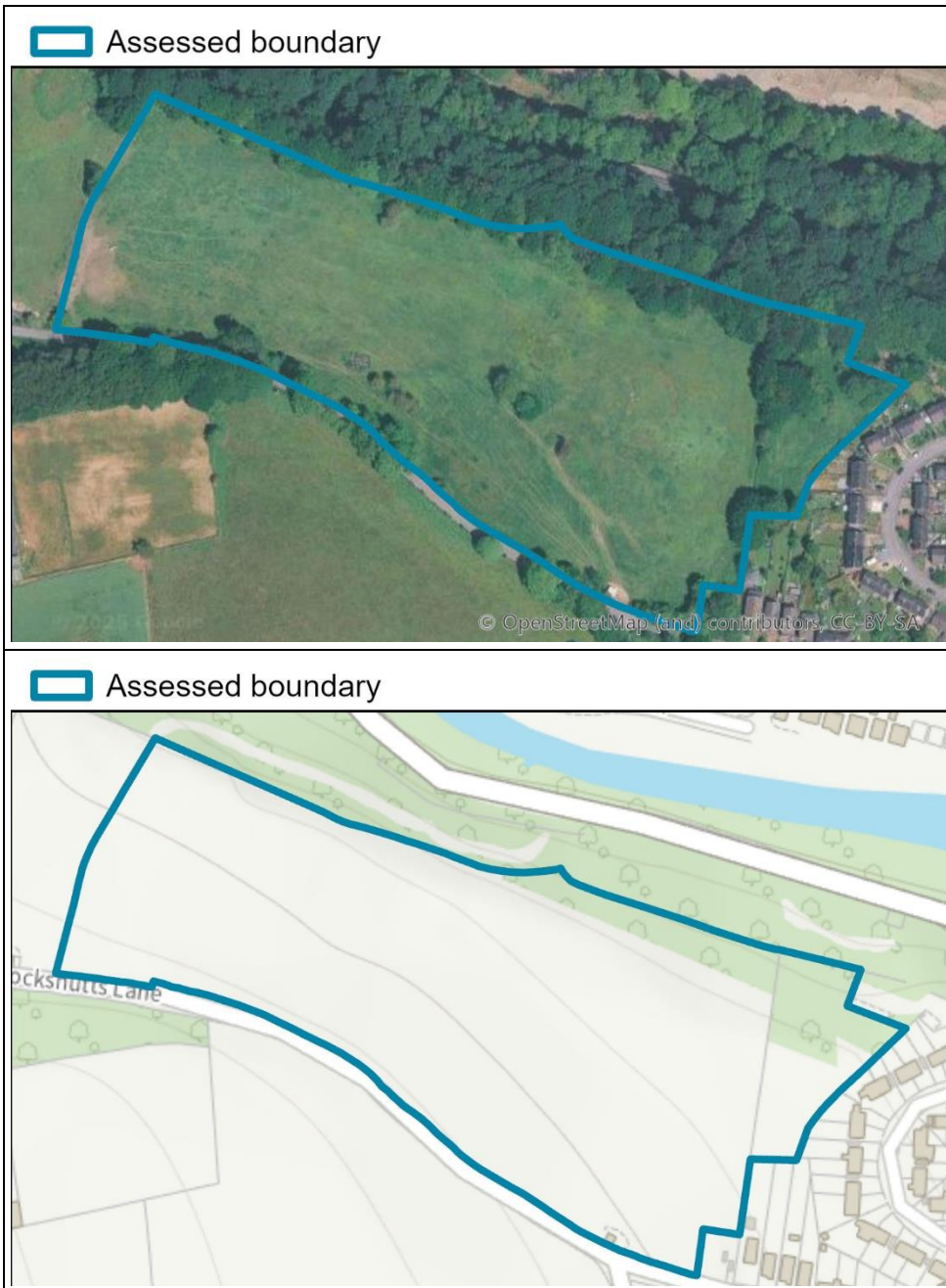
Address: Land adjacent to 70 Cockshutts Lane, S35 0FX

Gross site area: 5.73 Hectares

Ward: Oughtibridge Ward

Housing Market Area: Rural Upper Don Valley

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	There are no incompatible uses adjacent to the site, or in close proximity.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- No potential highway capacity issues previously identified within 2km of the site.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Provides development site in a ward where there are few other housing sites (but there is one allocation proposed in Worrall).
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Could deliver family housing.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site
- Would not result in loss of open space and there is sufficient open space in the surrounding area.
- There are no incompatible uses adjacent to the site, or in close proximity.
- Is not constrained by flood risks.
- No archaeological, heritage, geological, or waste site concerns identified.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is more than a 10-minute walk (800 metres) to a convenience shop.
- Landscape has a low capacity to absorb development.
- Would result in the loss of 6.81ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- There are identified risks from contaminated land and hazardous installations.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: WW-2-a

Scores 3 against purpose 2 – Land between settlements where there could be some perceived narrowing of the separation between settlements. It performs a moderate role in preventing settlements (Wharnccliffe Side and Oughtibridge) from merging.

Scores 4 against purpose 1 – Less than ¼ of the parcel boundary adjoins the urban area and there are only minor opportunities to ‘round off’ existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; the impact on the rural landscape character of the surrounding area; a lack of access to local services and facilities (Worrall no longer having a convenience store); and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03062

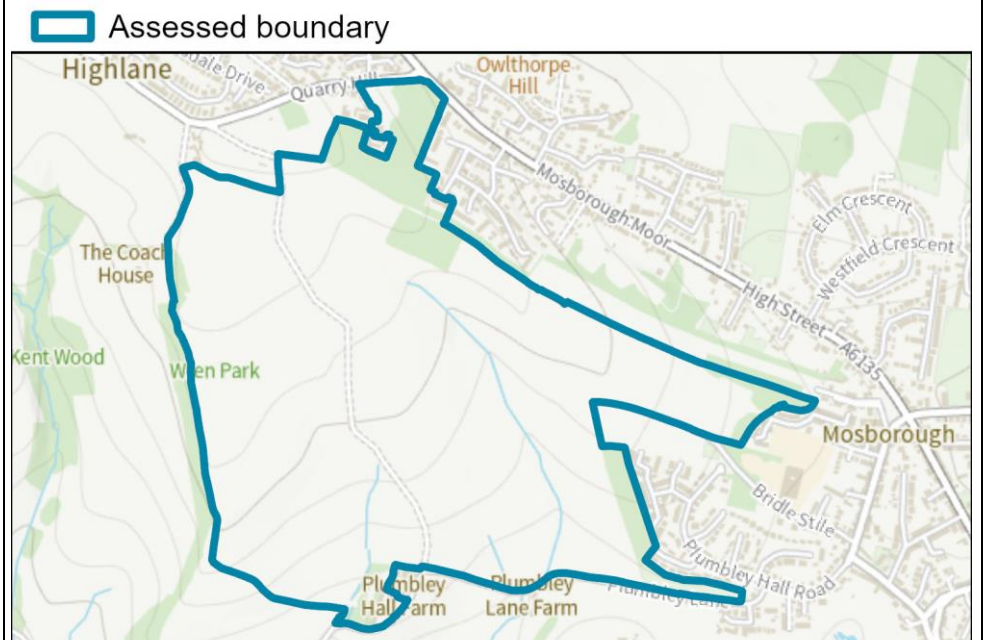
Address: Land between Quarry Hill and Plumbley Lane, S20 5BJ

Gross site area: 79.96 Hectares

Ward: Mosborough Ward

Housing Market Area: South East

Ownership: SCC & Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	Y	Existing onsite open space is surplus to all open space functions
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area – more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses within 100m
Archaeology constraints	N	Potential for archaeology constraints.
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- More than 1200m from the Core Public Transport Network.
- Within 400m of an existing off-carriageway cycle route.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Current surplus capacity for Early years, Primary and Secondary education.
- No open space issues.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Within proximity of three classes of local facility.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- Not within 200m of an Environment Agency permitted waste site.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- Landscape has low capacity for absorbing development.
- Likely potential harm to heritage assets.
- Potential for archaeology constraints. Investigation required at planning application stage.
- Likely to have significant ecological value. Requires further ecology assessment.
- More than minimal risk of land contamination.
- Within 250m of a closed landfill site.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: SSE-3-c

Scores 2 against purpose 2 – Land between settlements (wide gaps between 1- 2km) where some limited increase in proximity may be perceived but where there would be no impact on an essential gap, or land where the gap has been eroded by development and effectively no longer exists. It performs a relatively weak role in preventing settlements from merging.

Scores 4 against purpose 1 – only minor opportunities to “round off” existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; the distance from the Core Public Transport Network; the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas); and Local Wildlife Sites

impacting areas of the site. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03068


Address: Land to the south of Hathersage Road, S17 3AB

Gross site area: 13.88 Hectares

Ward: Dore & Totley Ward

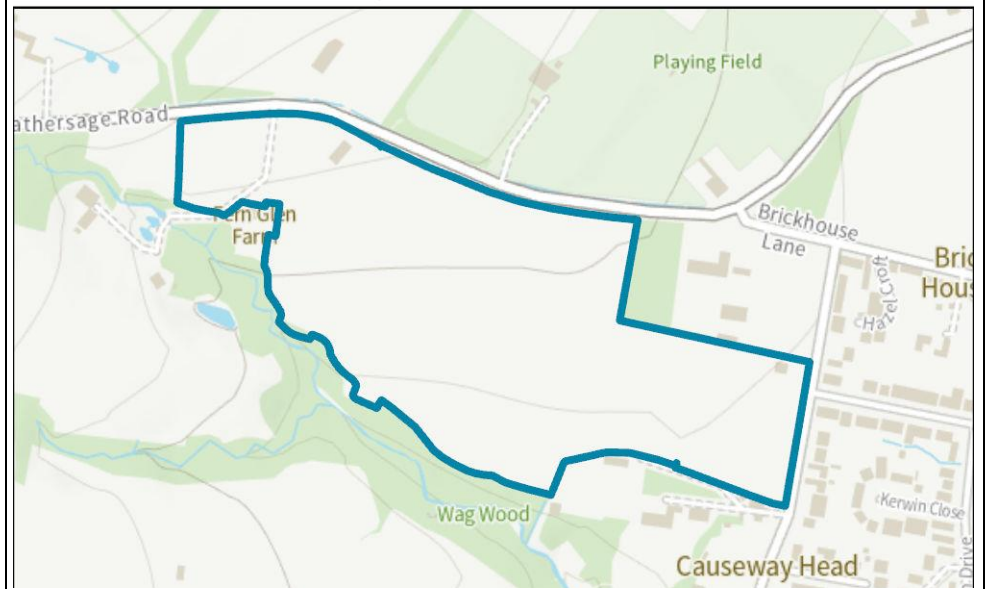
Housing Market Area: South West

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	N	Site within proximity of 2 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area – more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses within 100m
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- No open space on site.
- Little or no archaeological constraints.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- Not within 200m of an Environment Agency permitted waste site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- More than 1200m from the Core Public Transport Network.
- No current surplus capacity for either primary or secondary education.
- Within proximity of only two classes of local facility.
- Landscape has low capacity for absorbing development.
- More than minimal risk of land contamination.
- Within 250m of a closed landfill site.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: DW-3-b

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 4 against purpose 1 – only minor opportunities to “round off” existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; the impact on the rural landscape character of the surrounding area; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03069

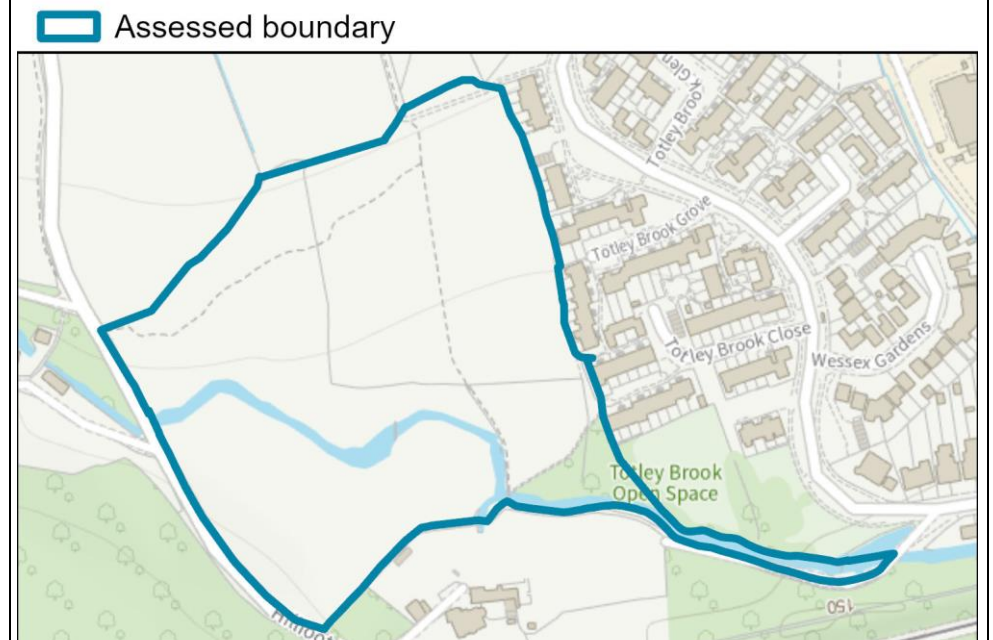
Address: Land to the east of Old Hay Lane, S17 3GQ

Gross site area: 5.01 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: SCC & Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	N	Existing open space areas of site required for current function
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	NN	Site on a Local Green Space
	N	Landscape has low capacity for absorbing development
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses within 100m
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Within proximity of four classes of local facility.
- Little or no archaeological constraints.
- Outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- No current surplus capacity for either primary or secondary education.
- Site is on a Local Green Space.
- Landscape has low capacity for absorbing development.
- Likely potential harm to heritage assets.
- Likely to have significant ecological value. Requires further ecology assessment.
- Some areas of significant flood risk (Functional floodplain) to the south of the site (next to the watercourse). This can be mitigated by removing the areas at risk of flooding from the site allocation. Minimal flood risk issues present on the remainder of the site, a Level 2 SFRA site assessment would identify any other specific mitigation required.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: DS-6-b

Scores 3 against purpose 1 – limited opportunities to “round off” existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of being a Local Green Space and potential flood risk issues to parts of the site. The landscape has a low capacity to absorb development. There are highways and access constraints (access likely from a single-track road) to the remaining area of the site. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03070

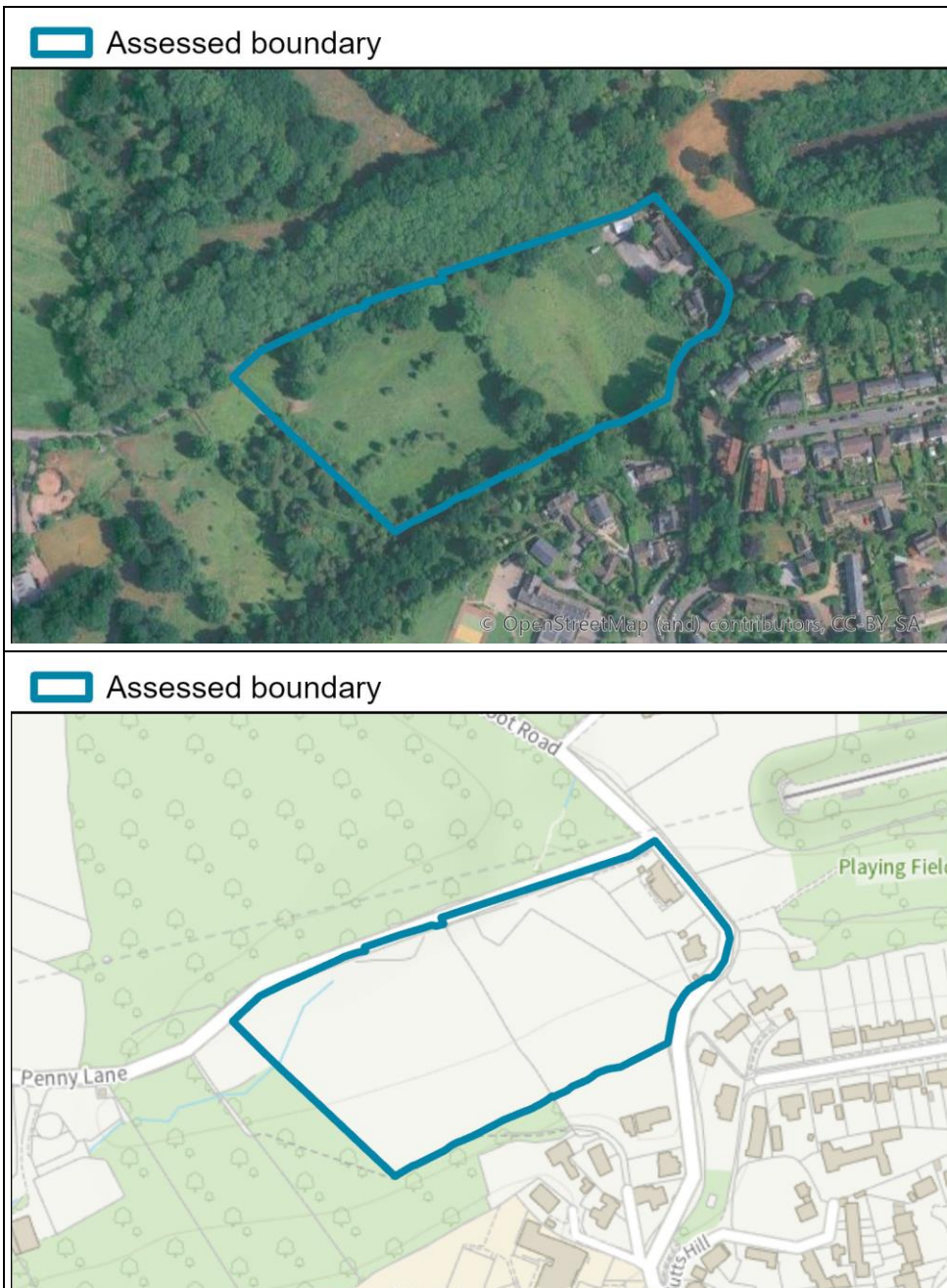
Address: Crown Inn, Hillfoot Road, S17 3AX

Gross site area: 2.45 Hectares

Ward: Dore & Totley

Housing Market Area: South West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	Y	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	No incompatible uses within 100m
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	NN	Significant potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Within proximity of three classes of local facility.
- No open space on site.
- Little or no archaeological constraints.
- Outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- Site more than 1200m from the Core Public Transport Network
- No current surplus capacity for either primary or secondary education.
- Insufficient open space in the surrounding area.
- Landscape has low capacity for absorbing development.
- Significant potential harm to heritage assets.
- Likely to have significant ecological value. Requires further ecology assessment.
- Some areas of significant flood risk (Functional floodplain) at the edge of the site (culverted watercourse). This can be mitigated by removing the area from the site allocation, or a condition to ensure it remains undeveloped. Could affect site access. Minimal flood risk issues present on the remainder of the site, a Level 2 SFRA site assessment would identify any other specific mitigation required.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2*Green Belt Review Parcel Reference: DS-4-a*

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 4 against purpose 1 – only minor opportunities to “round off” existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas); a Local Wildlife Site impacting part of the site and potential heritage impacts

(Totley Conservation Area) on the remaining area of the site. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03087

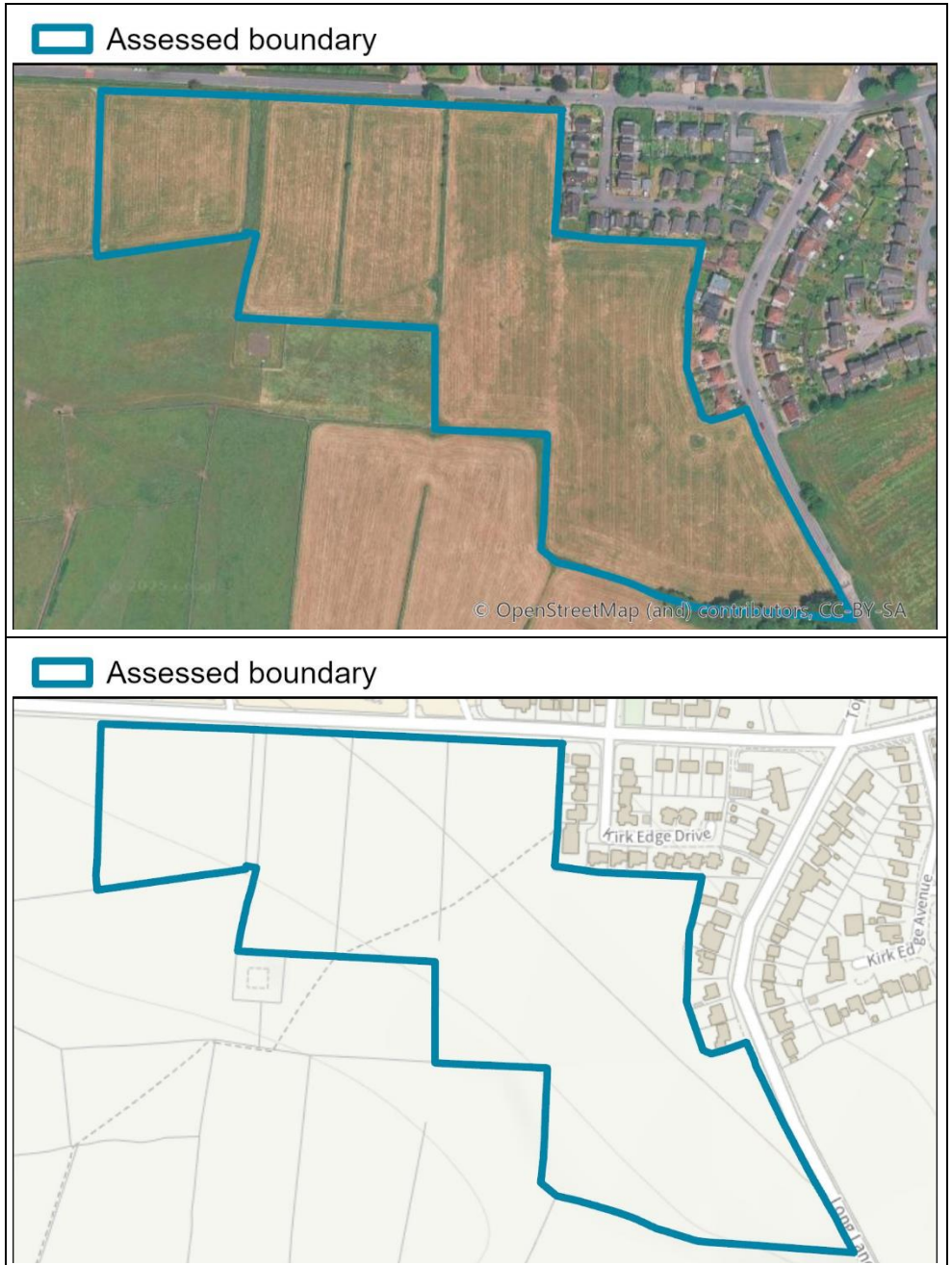
Address: Land at Kirk Edge Road and Long Lane, S35 0AZ

Gross site area: 6.81 Hectares

Ward: Stannington Ward

Housing Market Area: Rural Upper Don Valley

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	There are no incompatible uses adjacent to the site, or in close proximity.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- No potential capacity issues previously identified within 2km of the site.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Provides development site in a ward where there are few other housing sites (but there is one allocation proposed in Worrall).
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Could deliver family housing.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site
- Would not result in loss of open space and there is sufficient open space in the surrounding area.
- There are no incompatible uses adjacent to the site, or in close proximity.
- Is not constrained by flood risks.
- No archaeological, heritage, geological or waste site concerns identified.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is more than a 10-minute walk (800 metres) to a convenience shop.
- Landscape has a low capacity to absorb development.
- Would result in the loss of 6.81ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- There are identified risks from contaminated land and hazardous installations.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: WW-2-a

Scores 2 against purpose 2 – The land is between settlements where some limited increase in proximity may be perceived but where there would be no impact on an essential gap, or land where the gap has been eroded by development and effectively no longer exists. It performs a relatively weak role in preventing settlements from merging.

Scores 4 against purpose 1 – Less than ¼ of the parcel boundary adjoins the urban area and there are only minor opportunities to ‘round off’ existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; the impact on the rural landscape character of the surrounding area; a lack of access to local services and facilities (Worrall no longer having a convenience store); and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03091

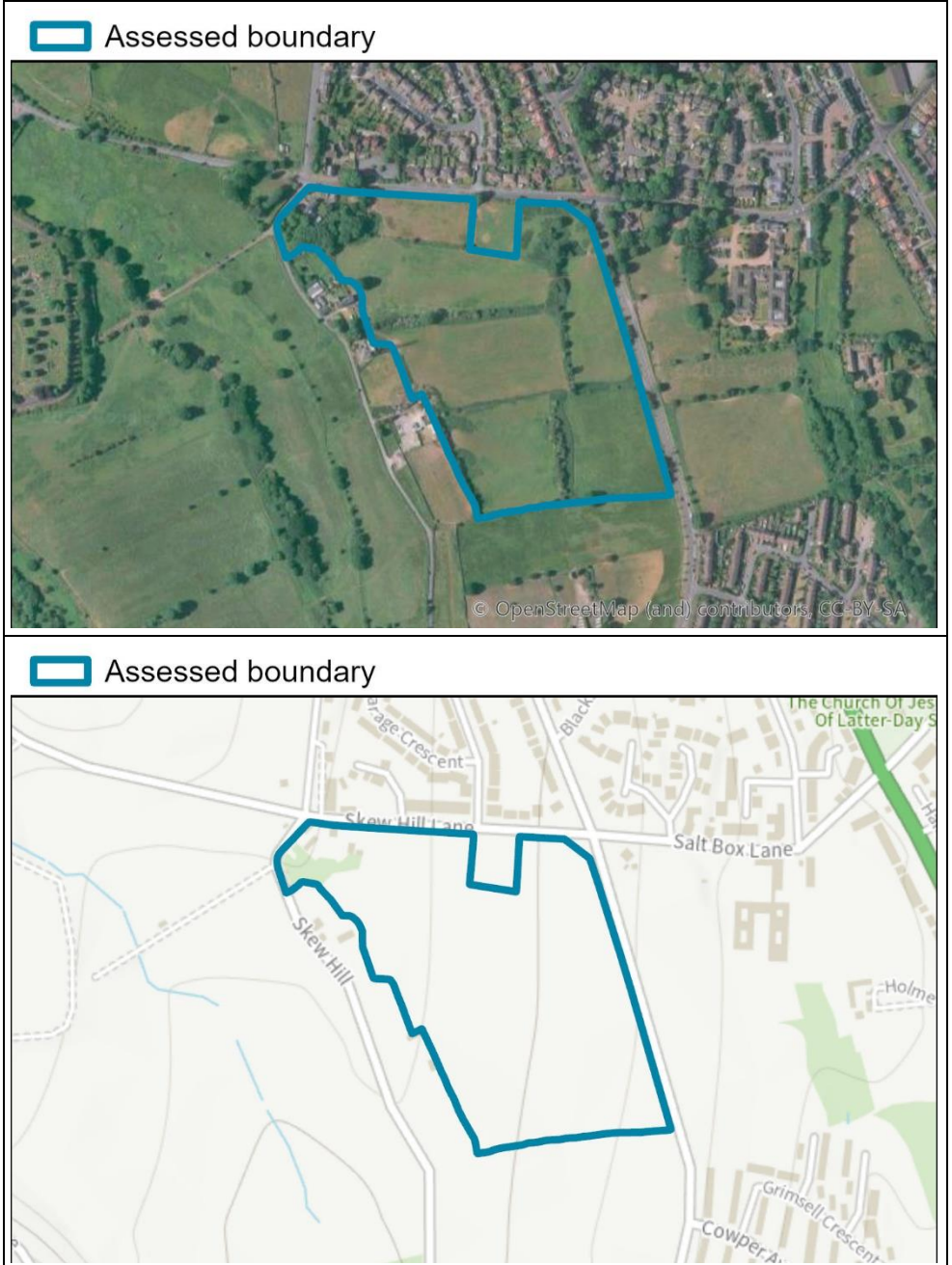
Address: Land between Skew Hill and Fox Hill Road, S35 8QW

Gross site area: 8.76 Hectares

Ward: West Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	Y	Sufficient open space in the surrounding area - up to 20% above policy standard
	YY	Site not on a Local Green Space
	NN	Landscape has no/very low capacity for absorbing development
Impact on rural landscape character	NN	Landscape has no/very low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Use of Previously Developed Land (PDL)	Y	Development on site including previously developed land and greenfield land or would lead to regeneration of the urban area
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of an incompatible land use.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- No potential highways capacity issues previously identified within 2km of the site.
- Site is more than 5km from the A616, so risk of congestion on those roads is lower.
- Provides development site in a ward where there are few housing sites.
- Site size offers opportunity for family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site (no surplus capacity).
- There is a secondary school within 4.8km of the site (no surplus capacity).
- There is a primary health care facility within 3.2km of the site.
- Would result in the loss of 8.76ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Does not impact on open space and there is surplus space in the area.
- There are no incompatible uses adjacent to the site, or in proximity.
- Is not constrained by flood risks.
- There are no identified issues concerning archaeology, heritage, geology, contaminated land or waste sites.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is within 5km of an M1 junction – mitigation may need to be agreed with National Highways.
- Landscape has a no/very low capacity to absorb development.
- Site is likely to have ecological interest and is within 250m of a closed landfill.

Assessment against Green Belt purposes 1 and 2*Green Belt Review Parcel Reference: G-3-b*

Scores 3 against purpose 1 – Only one side of the parcel (less than ½ of the site) adjoins the urban area. There are limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; and the impact on the rural landscape character of the surrounding area which has no/low capacity to absorb development. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03094

Address: Land between Stockarth Lane and Worrall Road, S35 0JT

Gross site area: 13.2 Hectares

Ward: Stannington Ward

Housing Market Area: Rural Upper Don Valley

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network.
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	No existing open space on-site
Impact on rural landscape character	NN	Landscape has no/very low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses neighbouring the site or in close proximity
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	-	Adjacent to geological designation
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Residential site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site is approximately 1.1km from the Middlewood Tram terminus.
- Location and size offers opportunity to provide family housing.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Provides development site in a ward where there are few other housing sites.
- There is a primary health care facility within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary school within 3.2km of the site.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Limited archaeological concerns.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- Is not constrained by any contaminated land, nearby hazardous or waste sites, or incompatible uses.
- Potential highways capacity issues previously identified at junction Langsett Road/Church Street and Orchard Street/Station Lane within the centre of Oughtibridge.
- Site can only be accessed from Stockarth Lane. Capacity would be restricted to 75 units. More housing would require a second access point.
- Site more than 1200m from the Core Public Transport Network
- Would result in the loss of 8.75ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Site is more than a 10-minute walk (800 metres) to a convenience shop and at least 3 other types of community facilities or important local services.
- Landscape has no/very low capacity for absorbing development.
- Adjacent to geological site (although harm should be avoidable).
- Site is likely to have a significant ecological value.
- Likely potential harm to heritage assets, subject to Heritage Impact Assessment.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: O-5-a (Green Belt parcel extends to Worrall Road and is larger than site assessed)

Scores 3 against purpose 1 –limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 3 against purpose 2 – Land between settlements (narrow gaps between 500m-1km) where some perception of narrowing separation between settlements could be likely and there are elements of essential gaps. It performs a moderate role in preventing settlements (Worrall and Sheffield main urban area) from merging.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area, and the distance from the Core Public Transport Network. Additionally, the site is not confirmed as available for development. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03101


Address: Land at Pinecroft Way, S35 1EA

Gross site area: 6.51 Hectares

Ward: East Ecclesfield Ward

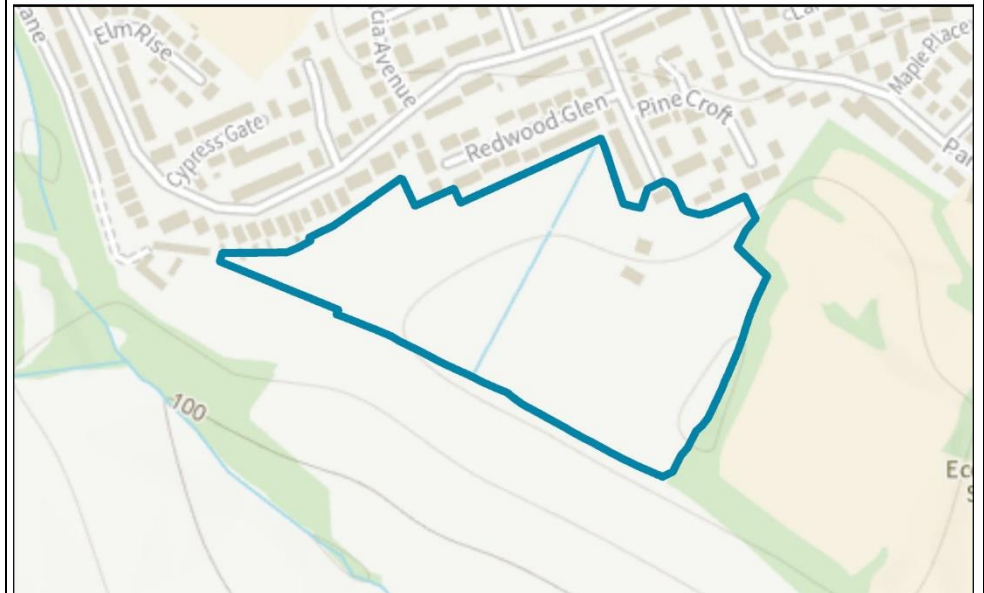
Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	N	Site up to 1200m from the Core Public Transport Network
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	NN	Insufficient open space in the surrounding area - more than 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site up to 1200m from the Core Public Transport Network
- Landscape has a low capacity to absorb development.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- Sufficient open space in the surrounding area.
- Site is not adjacent to or in close proximity of incompatible land uses.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment would identify any other specific mitigation required.
- There are no archaeological, geological, land contamination, hazardous installation or waste site concerns.
- Whole site is more than 400m from the Core Bus Network and more than 800m from Chapeltown railway station (edge of site is within 800m as the crow flies).
- Potential highway capacity issues previously identified at the roundabouts in the centre of Chapeltown (Cowley Lane/Ecclesfield Road and Lound Side and Burncross Road).
- Site is within 5km of an M1 junction – mitigation may need to be agreed with National Highways.
- Site is within 5km of the A616 (Thornccliffe Road junction) – mitigation may need to be agreed with National Highways.
- Site is more than a 10-minute walk (800 metres) to a convenience shop and at least 3 other types of community facilities or important local services.
- Would result in the loss of 0.88ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Site is likely to have some elements of ecological and historic value.

Assessment against Green Belt purposes 1 and 2*Green Belt Review Parcel Reference: EC-3-g*

Scores 3 against purpose 1 – Between $\frac{1}{4}$ to $\frac{1}{2}$ of the parcel adjoins the urban area and only limited opportunities to 'round off' existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 2 against purpose 2 – The land is between settlements where some limited increase in proximity may be perceived but where there would be no impact on an essential gap, or land where the gap has been eroded by development and effectively no longer exists. It performs a relatively weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of: the distance from the Core Public Transport Network; concerns regarding access into the site; and the impact on the rural landscape character of the surrounding area. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03143

Address: Land at Hagg Hill, Baxter Road and Midhurst Road, S6 1EY

Gross site area: 12.50 Hectares

Ward: Southey Ward

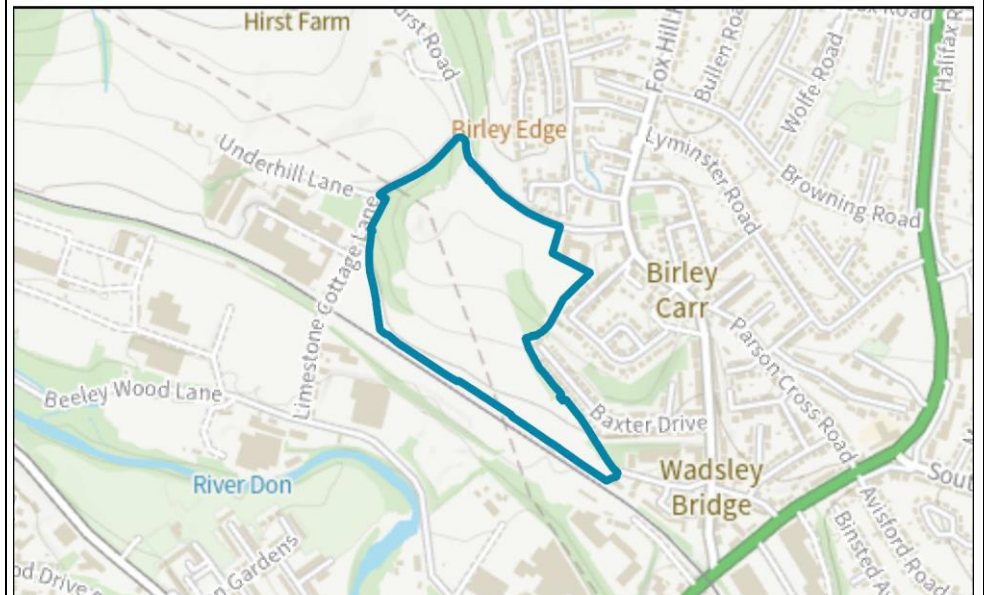
Housing Market Area: North East

Ownership: SCC

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	N	Land is adjacent to a railway line (used for freight) and employment land on the other side.
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	NN	Site is known to have significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Part of the site is within 400m of the Core Bus Network (as of December 2023).
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Location and size offers opportunity to provide family housing.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary health care facility within 3.2km of the site.
- There is a secondary school within 4.8km of the site (although no surplus places).
- There is a primary school within 3.2km of the site (although no surplus places).
- Landscape has a medium capacity to absorb development.
- Limited archaeological concerns.
- Is not constrained by any geological, contaminated land, nearby hazardous or waste sites, although is close to incompatible uses.
- Some surface water and fluvial flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required. Areas in flood zone 2 and 3a should be removed from the developable area.
- Contributions to an increase/effects from air quality are no worse than other potential Green Belt allocations.
- Potential capacity issues previously identified at junctions on the A61 (specifically at the Herries Road junction which is at 90+% capacity).
- Site is not within 400m of active travel/cycle network.
- Adds further development in a ward (Southey) where there are already other housing sites.
- Insufficient open space in the surrounding area.
- Would result in the loss of 2.03ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Site is known to have significant ecological value – a significant part of the site is a Local Wildlife Site. Avoiding these assets results in a smaller developable area (see net site size).
- Land is adjacent to a railway line (used for freight) and employment land on the other side.

Assessment against Green Belt purposes 1 and 2*Green Belt Review Parcel: O-1-b*

Scores 2 against purpose 1 – some opportunities to ‘round off’ existing patterns of development. Performs a relatively weak role in checking the sprawl of the urban area.

Scores 2 against purpose 2 – it performs a relatively weak role in preventing settlements from merging.

Other considerations

The overhead powerlines, shape of the site and topography significantly limit the developable area.

Conclusion

A significant part of the site is a Local Wildlife Site and there are pylons running across the site reducing the developable area, consequently the developable area is too small to allocate. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03252

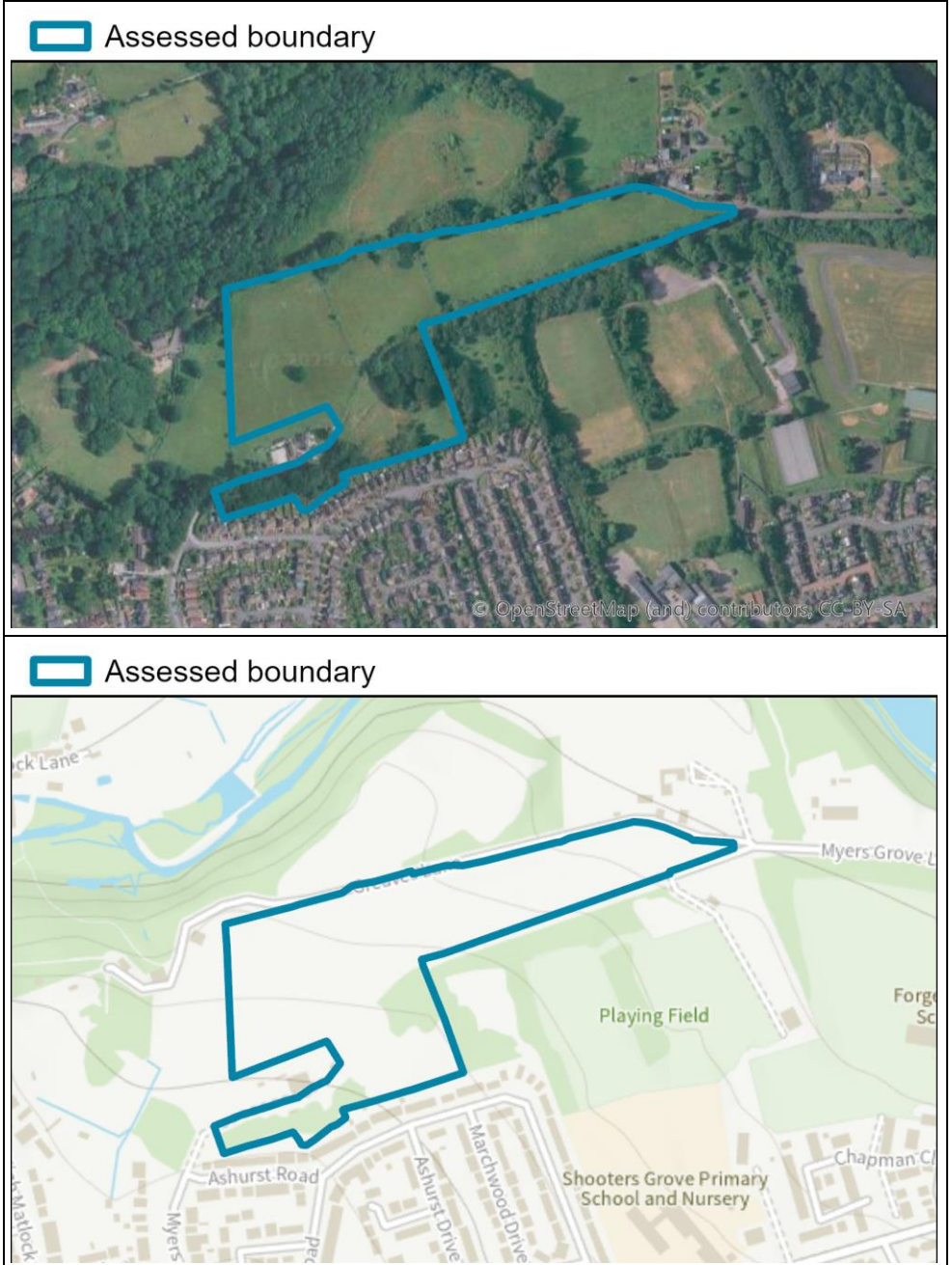
Address: Land to the north of Marchwood Road, S6 5LD

Gross site area: 12.79 Hectares

Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Site is further than 400m from an active travel/cycle network.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Provides development site in a ward where there are few other housing sites.
- Site is more than a 10-minute walk (800 metres) to a convenience shop.
- Landscape has a medium capacity to absorb development.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site
- Insufficient open space in the surrounding area.
- Would result in the loss of 12.79ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Access via Myres Grove Lane is problematic given the limited width of the road and its length.
- No potential capacity issues previously identified within 2km of the site.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment would identify any other specific mitigation required.
- There are no archaeological, geological, land contamination or nearby waste sites.
- Potential harm to heritage and ecological assets has been identified.
- A closed landfill site is identified within 250m.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: ST-3-b

Scores 3 against purpose 1 – Between $\frac{1}{4}$ to $\frac{1}{2}$ of the parcel adjoins the urban area and there are limited opportunities to ‘round off’ existing patterns of development. It therefore performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – There would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; concerns regarding access; and the protrusion into the Green Belt. This site can only be accessed via Myers Grove Lane which is a single car width road when approaching from the southwest. From the east, access via Myers Grove Lane is along a significant stretch of road with limited widths. Greaves Lane is a single car width road. The nearest bus stop is on Wood Lane, in Stannington, which is a 7 minute walk. Services are, however, only hourly and this does not constitute Core Public Transport Network. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03257


Address: Land to the east of Manchester Road, S35 0BN

Gross site area: 31.22 Hectares

Ward: Stocksbridge & Upper Don Ward

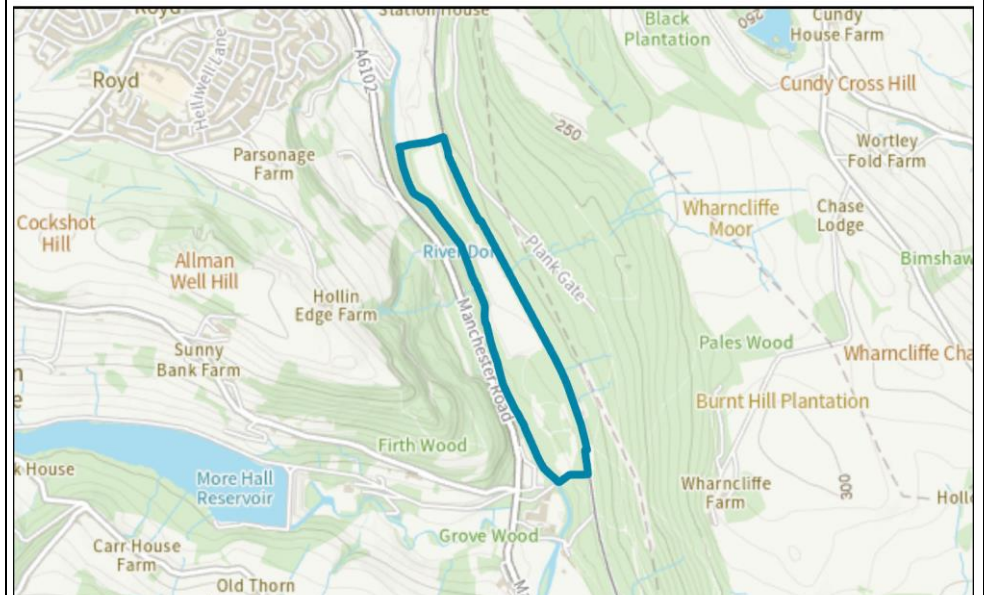
Housing Market Area: Stocksbridge and Deepcar

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	YY	Site within 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	-	Landscape has medium capacity for absorbing development
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	NN	Significant potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	NN	Site contains a closed landfill site
Proximity to regulated waste sites	NN	Site adjacent an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Site size provides an opportunity to deliver family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site
- Land is not in active use for agriculture.
- Would not result in any loss of publicly accessible open space and there is sufficient open space in the area.
- Landscape has a medium capacity to absorb development.
- Site is not adjacent to or in close proximity of incompatible land uses.
- There are no archaeological or geological concerns.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is within 5km of a junction onto the A616 – mitigation may need to be agreed with National Highways.
- Potential highways capacity issues previously identified within the centre of Oughtibridge at the junction of Station Road and Langsett Road.
- Site is more than a 10-minute walk (800 metres) to a convenience shop and at least 3 other types of community facilities or important local services.
- Adds further development in a ward where there are already other housing sites (This site is an extension to site allocation SD02 allocation for 428 homes).
- Some areas of significant flood risk (Functional floodplain) on site. This could be mitigated by removing the areas from the site allocation and/or inclusion within the Local Wildlife Site buffer. Some areas of significant surface water flood risk on other areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- There are significant concerns regarding impacts on heritage, ecology, hazardous waste and contamination.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: WSN-2-a

Scores 2 against purpose 2 – Located between Stocksbridge and Wharnccliffe Side where some limited increase in proximity may be perceived but where there would be no impact on an essential gap, or land where the gap has been eroded by development and effectively no longer exists. It performs a relatively weak role in preventing settlements from merging.

Scores 4 against purpose 1 – Less than ¼ of the parcel adjoins the urban area and there are only minor opportunities to 'round off' existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of: the distance from the Core Public Transport Network; inclusion of land that is a former landfill; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S03482

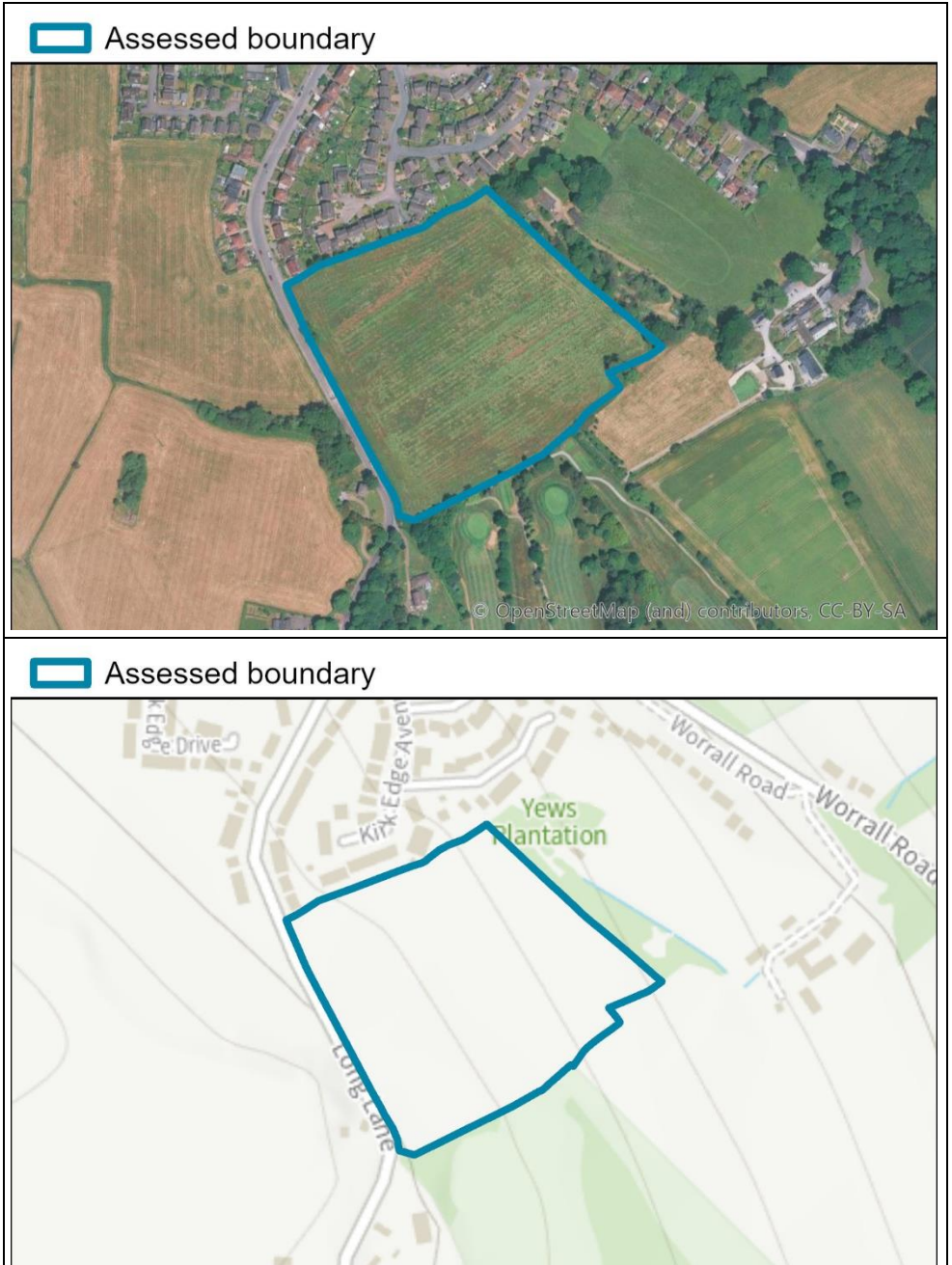
Address: Land to the east of Long Lane, S35 0BA

Gross site area: 4.74 Hectares

Ward: Stannington Ward

Housing Market Area: Rural Upper Don Valley

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	There are no incompatible uses adjacent to the site, or in close proximity.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- No potential highways capacity issues previously identified within 2km of the site. Nearest junctions of concern are at Oughtibridge (on the A6102), which is over 2km by car.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Provides development site in a ward where there are few other housing sites (but there is one allocation proposed in Worrall).
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Would deliver family housing.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site
- Would not result in loss of open space and there is sufficient open space in the surrounding area.
- There are no incompatible uses adjacent to the site, or in close proximity.
- Is not constrained by flood risks.
- No archaeological, heritage, geological, land contamination or waste recycling site concerns identified.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is more than a 10-minute walk (800 metres) to a convenience shop.
- Landscape has a low capacity to absorb development.
- Would result in the loss of 4.74ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Site is within 250m of a closed landfill site.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: C4SS02433

Scores 3 against purpose 2 – Land is between Worrall and Loxley (within Sheffield's urban area) where some perception of narrowing their separation could be likely. It performs a moderate role in preventing settlements from merging.

Scores 4 against purpose 1 – Less than ¼ of the parcel adjoins the urban area and its removal from the GB would not 'round off' the existing boundary. It performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; the distance from the Core Public Transport Network; a lack of access to local services and facilities (Worrall no longer having a convenience store); and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04020

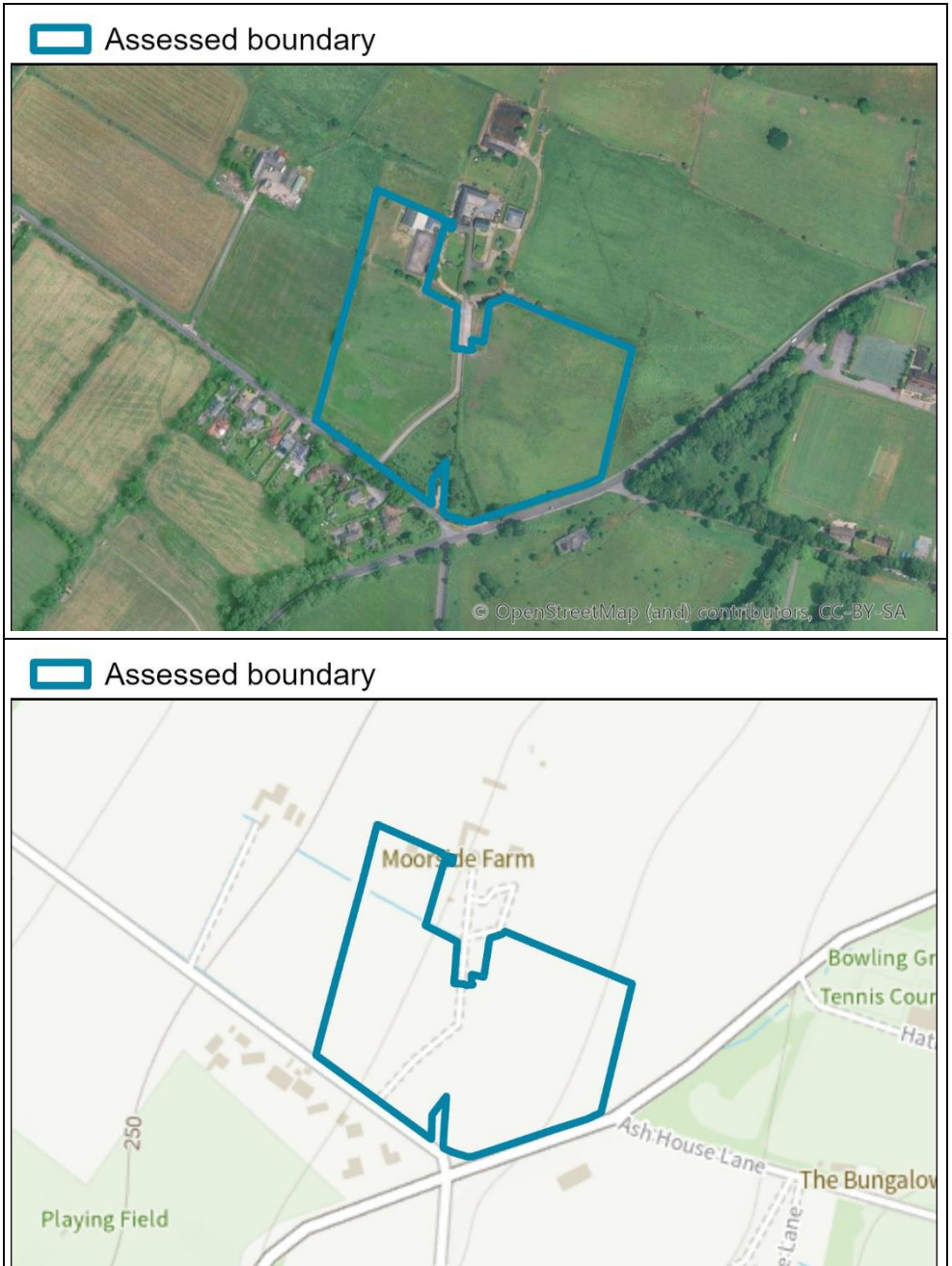
Address: Land at Long Line and Hathersage Road, S11 7TX

Gross site area: 4.70 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses within 100m
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Some of the site is within the Core Public Transport Network buffer or within a 400m walk from a 3 bus per hour bus stop.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within 4.8km of a secondary school and 3.2km of a primary school and health facility.
- Within proximity of three classes of local facility.
- No open space on site.
- Little or no archaeological constraints.
- No designated heritage assets in the vicinity of the site that are likely to be affected by development.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- No current surplus capacity for either primary or secondary education.
- Landscape has low capacity for absorbing development.
- Likely to have significant ecological value. Requires further ecology assessment.
- Within 250m of a closed landfill site.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S04020

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 5 against purpose 1 – no opportunities to “round off” existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas); and it forming an isolated location separate from the existing urban area. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04047

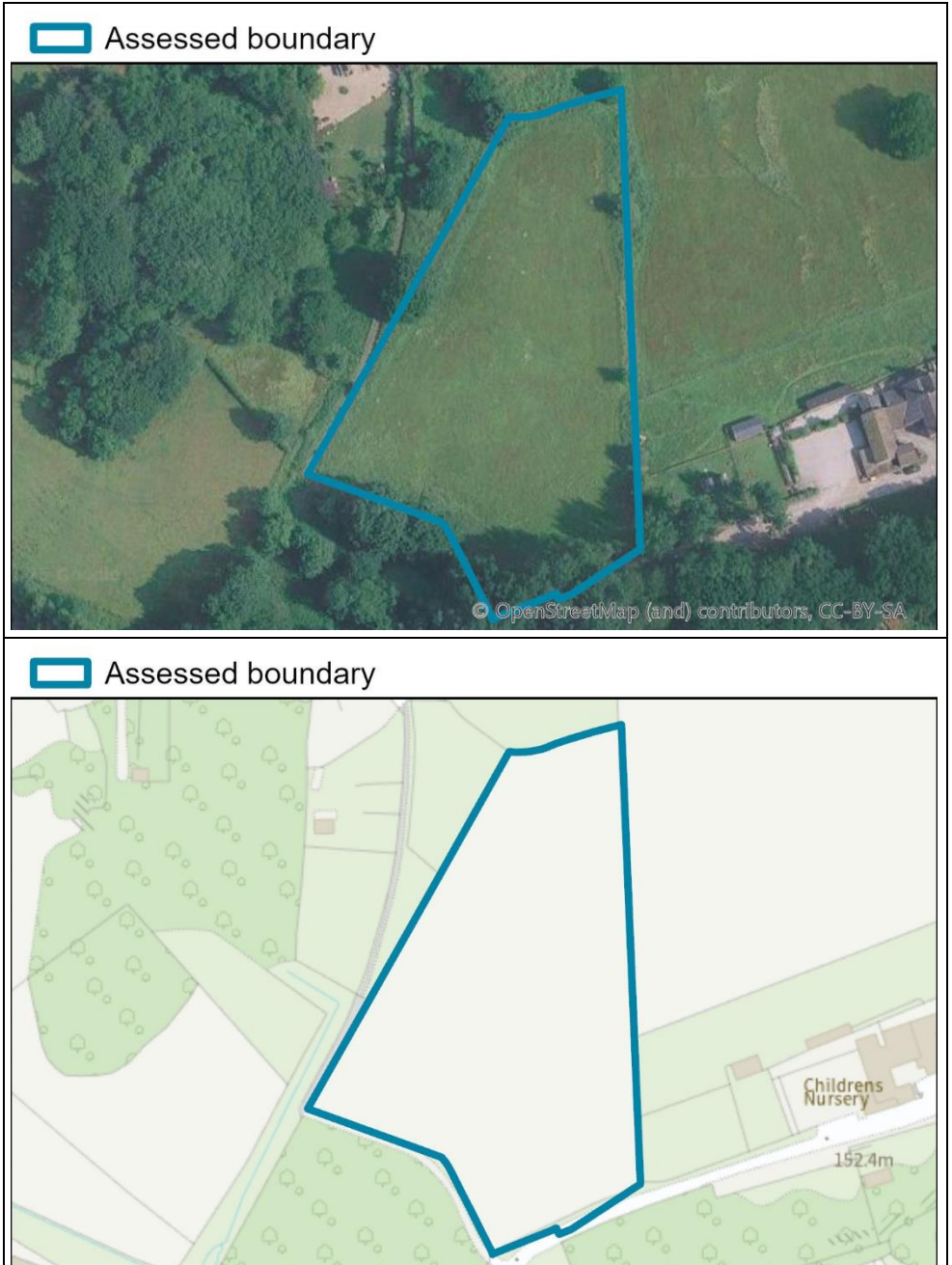
Address: Land to the north of Myers Grove Lane, S6 5LP

Gross site area: 0.69 Hectares

Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key Factors to Consider:

- Site more than 1200m from the Core Public Transport Network
- Site is further than 400m from an active travel/cycle network.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Provides development site in a ward where there are few other housing sites.
- Site is more than a 10-minute walk (800 metres) to a convenience shop.
- Landscape has medium capacity to absorb development.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- Insufficient open space in the surrounding area.
- Would result in the loss of 0.69ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Access via Myres Grove Lane is problematic given the limited width of the road
- No potential highways capacity issues previously identified within 2km of the site.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment would identify any other specific mitigation required.
- There are no archaeological, geological, or land contamination.
- Potential harm to heritage and ecological assets has been identified.
- A closed landfill site is identified within 250m.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: ST-3-a

Scores 3 against purpose 1 – Between $\frac{1}{4}$ to $\frac{1}{2}$ of the parcel adjoins the urban area and there are limited opportunities to ‘round off’ existing patterns of development. It therefore performs a moderate role in checking the sprawl of the urban area. In isolation the land protrudes into the Green Belt.

Scores 1 against purpose 2 – There would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; and the protrusion into the Green Belt. This site can only be accessed via Myers Grove Lane which is a single car width road when approaching from the southwest. The nearest bus stop is on Wood Lane, in Stannington, which is a 7 minute walk. Services are, however, only hourly and this does not constitute Core Public Transport Network. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04054

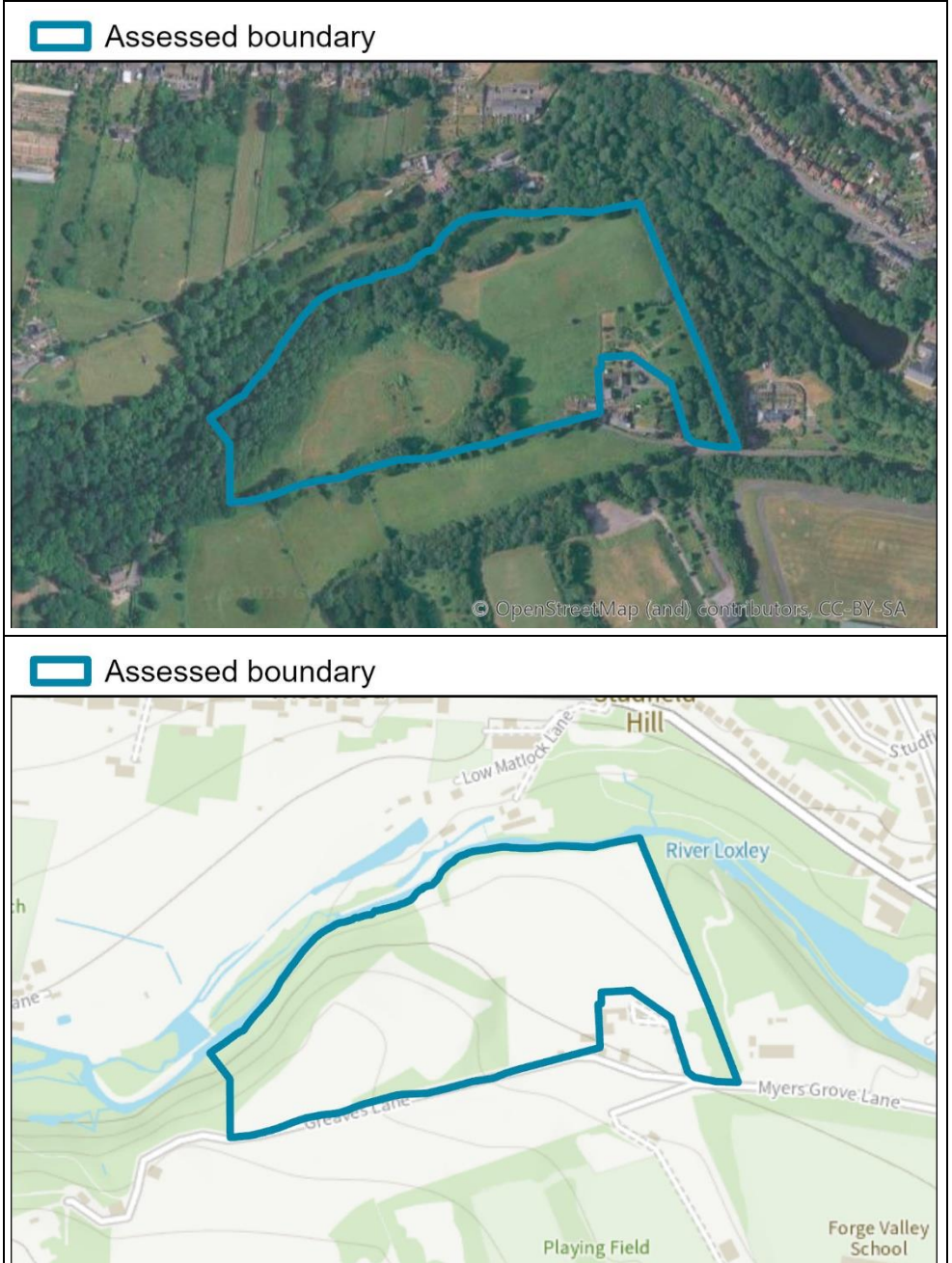
Address: Land to the north of Greaves Lane, S6 5JH

Gross site area: 9.96 Hectares

Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	-	Existing onsite open space is surplus but may be needed for another open space function
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
	-	Landscape has medium capacity for absorbing development
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	There are no incompatible uses adjacent to the site or in close proximity.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	NN	Significant potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	NN	Areas of functional floodplain on site that will need to remain undeveloped
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	NN	Site contains a closed landfill site
Proximity to regulated waste sites	N	Site within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- No potential highways capacity issues previously identified within 2km of the site.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- Landscape has a medium capacity to absorb development.
- There are no incompatible uses adjacent to the site or in close proximity.
- No archaeological or geological constraints identified.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Would result in the loss of 9.96ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Site is more than a 10-minute walk (800 metres) to a convenience shop.
- Insufficient open space in the surrounding area.
- Significant potential harm to heritage assets.
- Site is likely to have a significant ecological value, A Local Wildlife Site covers a large area of the site.
- Some areas of significant flood risk on the edge of the site (Functional floodplain). This could be mitigated by removing the areas from the site allocation. A large part of the of the site that is outside of the Local Wildlife Site designation is within Flood Zone 2. If these areas were to remain within the developable area, the site would be unlikely to pass the Sequential Test.
- Site contains a closed landfill, there is a risk of land contamination, and it is within 200m of a regulated waste site.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S04054

Scores 1 against purpose 2 – there would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 5 against purpose 1 – land does not adjoin the urban area and there are no opportunities to ‘round off’ existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). The vast majority of the site (outside of the Local Wildlife Site) is in flood zone 2, so would be unlikely to be able to pass the Sequential Test, in the context of this site selection exercise. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04055

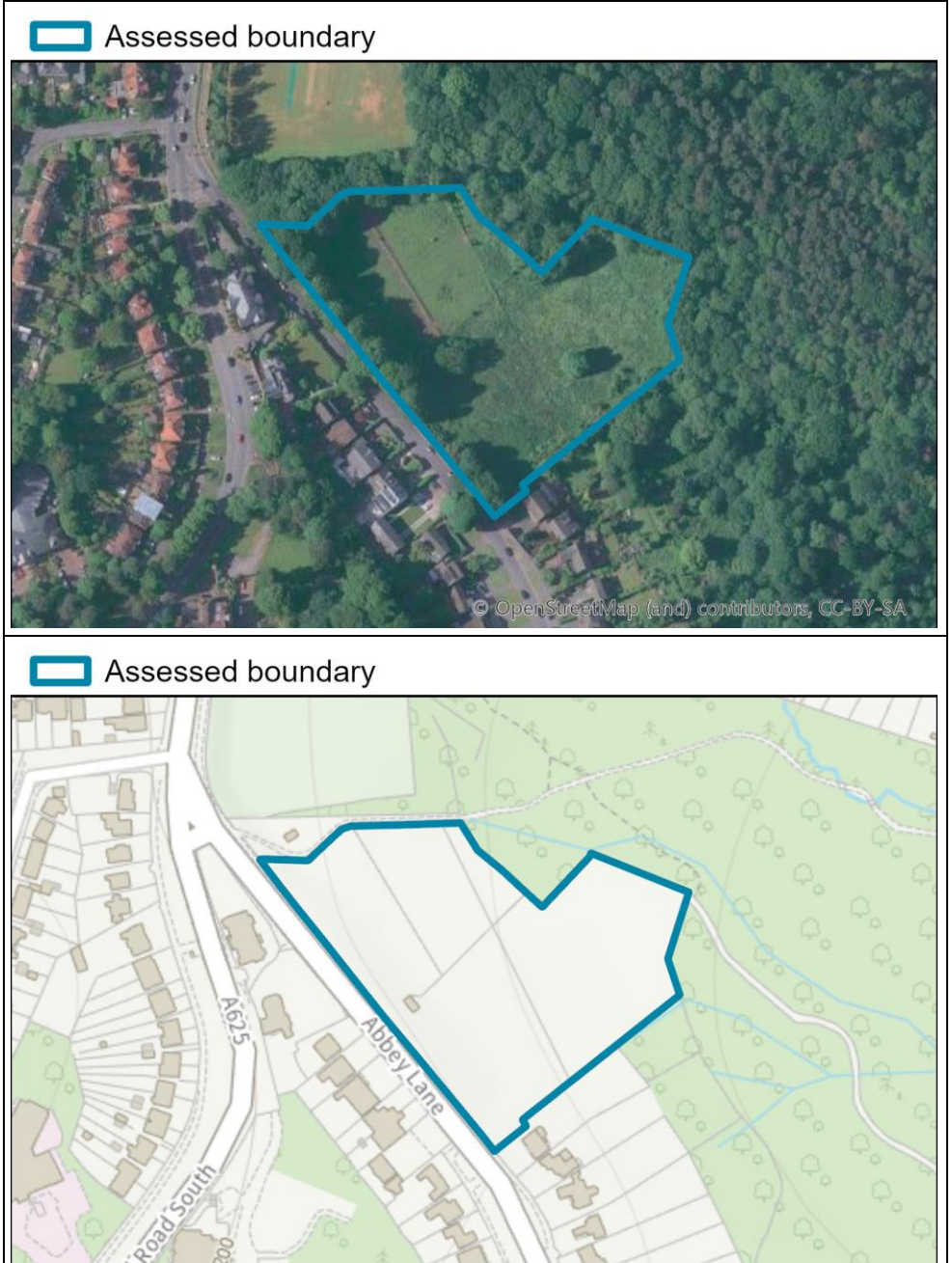
Address: Land adjacent to 686 Abbey Lane, S11 9NB

Gross site area: 1.83 Hectares

Ward: Dore & Totley Ward

Housing Market Area: South West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	YY	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	Y	Site within 40-70 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	No existing open space on-site
	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	-	Landscape has medium capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	No incompatible uses nearby.
Archaeology constraints	Y	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Impact on air quality	NN	Residential site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Some of the site is within the Core Public Transport Network buffer or within 400m of a 3 bus per hour route.
- Within 400m of an active travel/cycle network.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Within proximity of four classes of local facility.
- Within 4.8km of a secondary school and within 3.2km of a primary school and health facility.
- No open space on site.
- Medium landscape capacity for absorbing development.
- Likely to be grade 3b, 4, 5 urban or non-agricultural land.
- Little or no archaeological constraint.
- No designated heritage assets in the vicinity of the site that are likely to be affected by development.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment would identify any other specific mitigation required.
- It is not constrained by contaminated land, nearby hazardous waste sites or incompatible uses.
- No potential highway capacity issues identified within 2km of the site and the site is more than 5km from the M1 and A616.
- No current surplus for either primary or secondary education.
- Likely to have some elements of ecological value. Requires further ecology assessment.
- Residential site in or close to air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S04055

Scores 3 against purpose 1 - limited opportunities to round off existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 1 against purpose 2 – land does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Other considerations

- Topography of access from Abbey Lane, combined with requirement to provide a buffer to the ancient woodland, likely to significantly reduce the developable area, and therefore the capacity.
- Would result in less defensible Green Belt boundary than currently.

Conclusion

The topography of the site and access from Abbey Lane, combined with requirement to provide a buffer to the ancient woodland/Local Nature Reserve are likely to significantly reduce the developable area, and therefore the capacity. The site would result in a less defensible Green Belt boundary than currently with protrusion into the woodland. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04059

Address: Land adjacent to 115 Church Street, S35 9WE

Gross site area: 1.29 Hectares


Ward: East Ecclesfield Ward

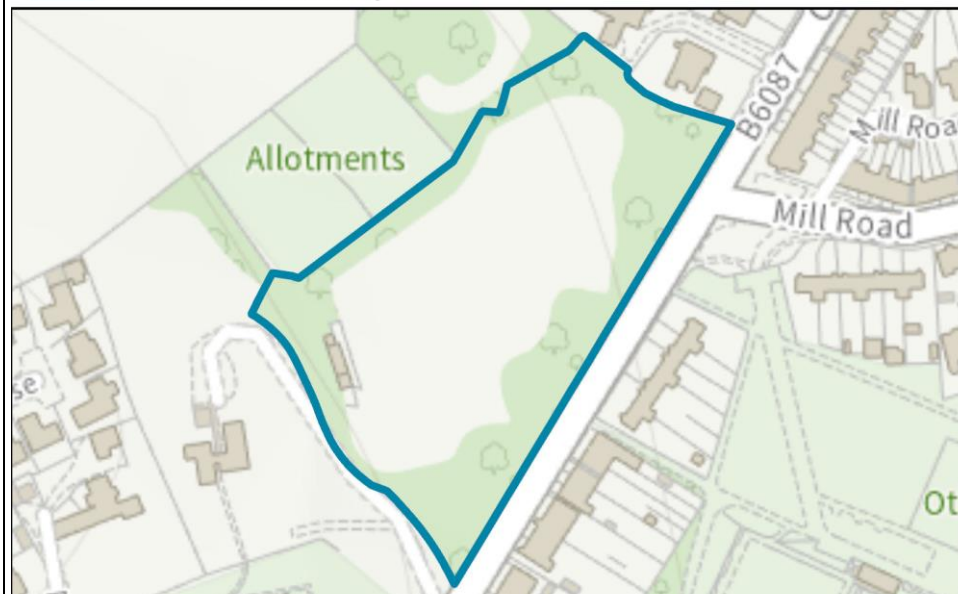
Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	Y	Sufficient open space in the surrounding area - up to 20% above policy standard
	YY	Site not on a Local Green Space
	NN	Landscape has no/very low capacity for absorbing development
Impact on rural landscape character	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Loss of best and most versatile agricultural land	YY	Site is not adjacent to or in close proximity of incompatible land uses.
Proximity to incompatible uses	Y	Little or no archaeological constraints
Archaeology constraints	NN	Significant potential harm to heritage assets or setting of conservation area
Impact on heritage assets	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on ecology/local nature recovery networks	Y	No geological designation on-site or adjacent
Impact on geology	Y	Unlikely to be significant flood risks but Level 2 SFRA required to confirm any detailed mitigation
Flood risk	N	Site outside air quality exceedance area
Impact on air quality	Y	Minimal risk of land contamination
Likelihood of existing land contamination	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to hazardous installations or closed landfill sites	Y	Site not within 200m of an Environment Agency permitted waste site
Proximity to regulated waste sites		

Key factors to consider:

- Some of the site is within the Core Public Transport Network buffer or within a 400m walk from a 3 bus per hour bus stop.
- Site is further than 400m from an active travel/cycle network.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Potential to provide family housing.
- Within proximity of four classes of local facility.
- Capacity concerns regarding the local primary and secondary schools.
- No loss of open space and sufficient open space in the area.
- Landscape has no/very low capacity for absorbing development.
- Likely to be grade 3b, 4, 5 urban or non-agricultural land.
- Although there are no archaeological concerns, the site contains elements of a Scheduled Monument, lies within a Conservation Area and adjoins a Grade 1 listed church and Grade 2* listed building. Historic England indicate that development could harm elements that contribute to the significance of these heritage assets.
- Site is likely to have a significant ecological value.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment will identify any other specific mitigation required.
- No geological, land contamination, hazardous installations or waste sites concerns.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: EC-3-d

Scores 3 against purpose 1 – Between ¼ to ½ of the parcel adjoins the urban area and there are limited opportunities to ‘round off’ existing patterns of development. It therefore performs a moderate role in checking the sprawl of the urban area. In isolation the land protrudes into the Green Belt.

Scores 3 against purpose 2 – The land is between settlements (narrow gaps between 500m-1km) where some perception of narrowing separation between settlements could be likely and there are elements of essential gaps. It performs a moderate role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; and impacts on a Scheduled Ancient Monument. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04065

Address: Land to the southwest of Chapel Street, S20 5BT

Gross site area: 1.92 Hectares

Ward: Mosborough Ward

Housing Market Area: South East

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	Y	Sufficient open space in the surrounding area - up to 20% above policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	No incompatible uses within 100m of the site
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	Y	Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Within 400m of an existing off-carriageway cycle route.
- Potential to provide family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.

- Within 4.8km of a secondary school and 3.2km of a primary school and health facility. Current surplus capacity for Early years, Primary and Secondary education.
- Within proximity of three classes of local facility.
- No open space on site.
- Little or no archaeological constraints.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- Minimal risk of land contamination and not within 200m of an Environment Agency permitted waste site.
- Site is outside a Hazardous Installation Consultation Zone and beyond 250m of a closed landfill site.
- Likely to be grade 3b, 4 or 5, urban or non-agricultural land.
- No potential highway capacity issues previously identified within 2km of the site and the site is more than 5km from the M1 or A616.
- More than 1200m from the Core Public Transport Network.
- Landscape has low capacity for absorbing development.
- Likely to have significant ecological value. Requires further ecology assessment.
- Residential site outside air quality exceedance area.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: SSE-3-b

Scores 2 against purpose 2 – Land between settlements (wide gaps between 1- 2km) where some limited increase in proximity may be perceived but where there would be no impact on an essential gap, or land where the gap has been eroded by development⁹ and effectively no longer exists. It performs a relatively weak role in preventing settlements from merging.

Scores 4 against purpose 1 – only minor opportunities to “round off” existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of access constraints; the impact on the rural landscape character of the surrounding area; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04085

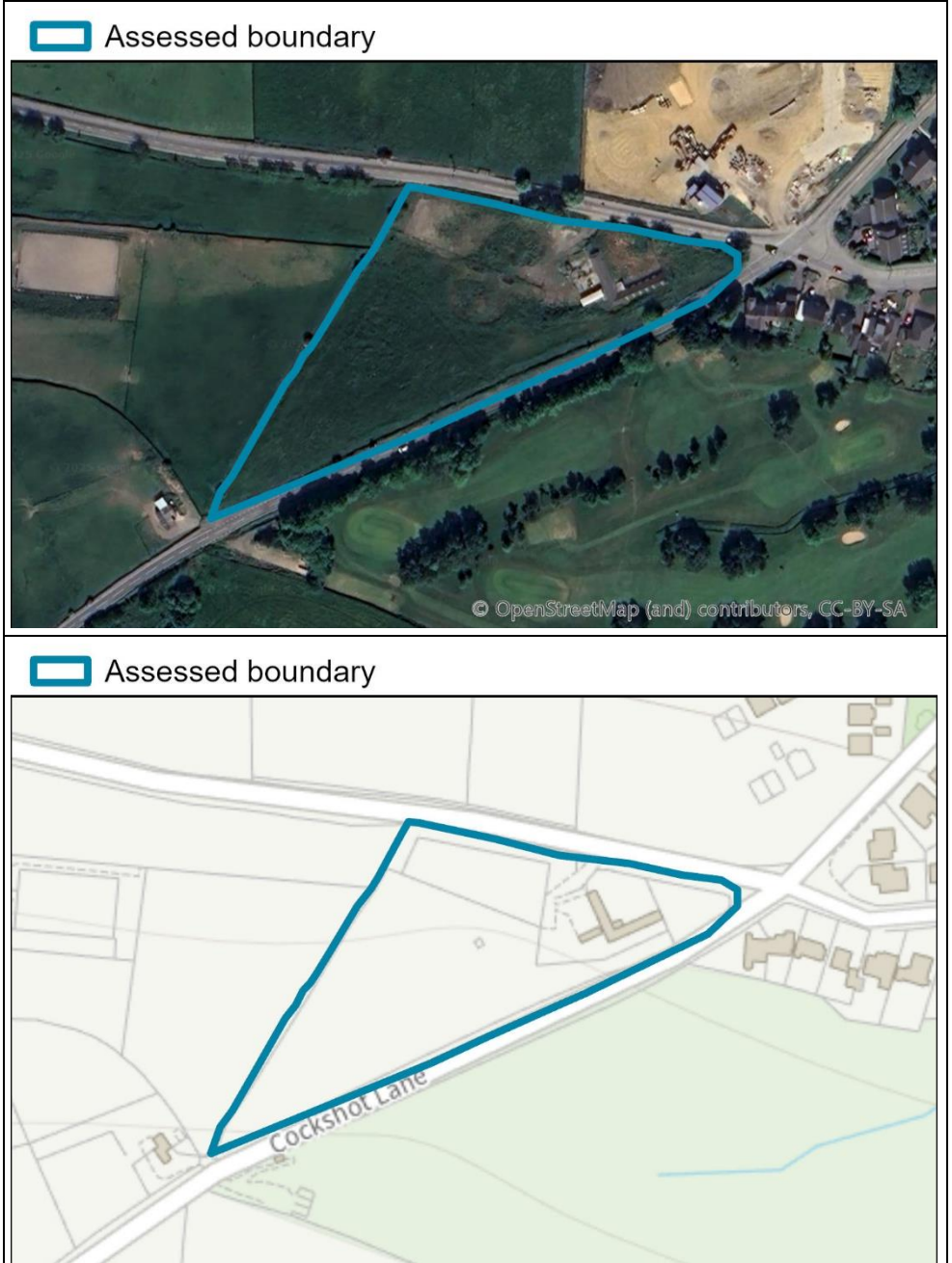
Address: Land at Hollin Busk Lane and Cockshot Lane, S36 1QP

Gross site area: 1.27 Hectares

Ward: Stocksbridge & Upper Don Ward

Housing Market Area: Stocksbridge and Deepcar

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	Y	Site within proximity of 3 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	Y	Sufficient open space in the surrounding area - up to 20% above policy standard
	YY	Site not on a Local Green Space
	YY	No existing open space on-site
Impact on rural landscape character	NN	Landscape has no/very low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	Neighbouring land uses are compatible, comprising agriculture and residential (within the neighbouring allocation).
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	N	Likely potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	N	More than minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Predominantly greenfield, although the site does contain stable buildings.
- Provides an opportunity to deliver family housing.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- Not constrained by neighbouring incompatible land uses.
- Would not result in loss of open space and there is sufficient open space in the area.
- No archaeological or geological concerns.
- Is not constrained by flood risks.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is within 5km of a Junction(s) of the A616 – mitigation may need to be agreed with National Highways.
- Landscape has low/no capacity to absorb development.
- Would result in the loss of 1.27ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Allocation for development may harm heritage assets and the site may have ecological value.
- Land may be contaminated and is within 250m of a former landfill site.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: WSN-4-a

Scores 3 against purpose 1 – parcel adjoins the urban area and there are limited opportunities to ‘round off’ existing patterns of development. Performs a moderate role in checking the sprawl of the urban area.

Scores 5 against purpose 2 – within an areas of Green Belt where even limited development could result in actual or perceived coalescence with another settlement (Bolsterstone) – where the essential gap is less than 500m. It performs a critical role in preventing settlements from merging.

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; the distance from the Core Public Transport Network; and the significant impact on Green Belt purposes (to prevent neighbouring towns merging into one another). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04098

Address: Land to the north and south of Whitley Lane, S35 8RP

Gross site area: 6.42 Hectares

Ward: West Ecclesfield Ward

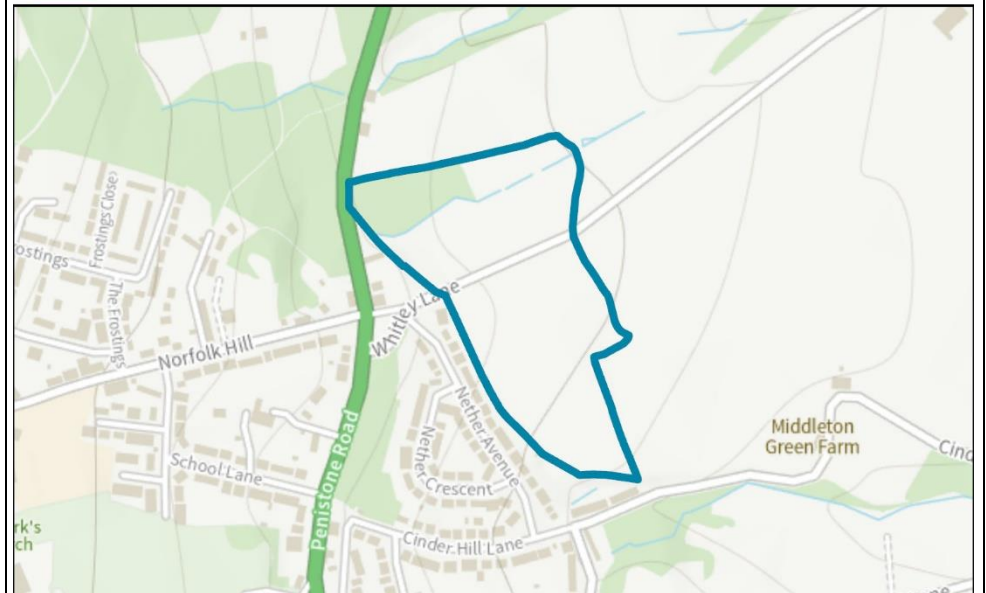
Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	YY	Site not on a Local Green Space
Impact on rural landscape character	N	Landscape has low capacity for absorbing development
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity to incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints.
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- No potential highways capacity issues previously identified within 2km of the site.
- Site is more than 5km (5.3km) from the A616, so risk of congestion on this road is lower.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site (although limited capacity).
- There is a secondary school within 4.8km of the site (although limited capacity).
- There is a primary health care facility within 3.2km of the site.
- Sufficient open space in the surrounding area.
- Site is not adjacent to or in close proximity to incompatible land uses.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- There are no recorded concerns regarding archaeology, geology, land contamination, and waste sites.
- Site is within 5km of an M1 junction– mitigation may need to be agreed with National Highways.
- Landscape has a low capacity to absorb development.
- Would result in the loss of 6.42ha of agricultural land (and could be Best and Most Versatile Land).
- There are concerns regarding ecology, heritage and the proximity of a recorded landfill.
- Site within or close to air quality exceedance area.

Assessment against Green Belt purposes 1 and 2*Green Belt Review Parcel Reference: EC-3-a*

Scores 2 against purpose 2 – The land is between settlements (wide gaps between 1- 2km) where some limited increase in proximity may be perceived but where there would be no impact on an essential gap, or land where the gap has been eroded by development and effectively no longer exists. It performs a relatively weak role in preventing settlements from merging.

Scores 4 against purpose 1 – Up to ¼ of this parcel adjoins the urban area and there are only minor opportunities to ‘round off’ the existing pattern of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of: the distance from the Core Public Transport Network; the impact on the rural landscape character of the surrounding area; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04099

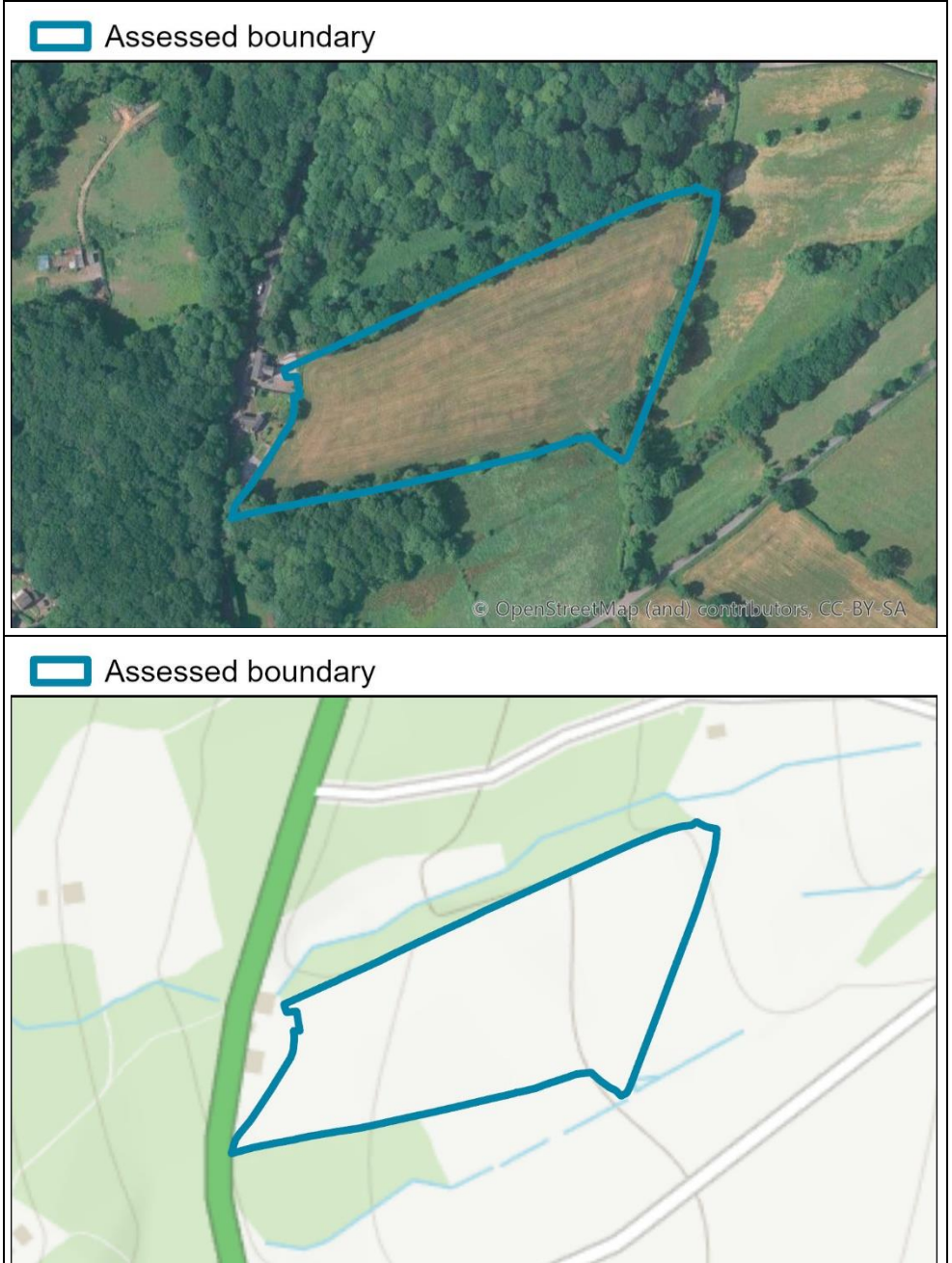
Address: Land to the east of Greno Wood House, Whitley Carr, S35 8RR

Gross site area: 3.24 Hectares

Ward: West Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	Y	In a part of the city where development viability is lower – in excess of 10% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 30-40 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	-	Landscape has medium capacity for absorbing development
Impact on rural landscape character	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Loss of best and most versatile agricultural land	-	Likely to be Grade 3 land but site-specific survey required to determine whether any Grade 3a land
Proximity to incompatible uses	YY	Site is not adjacent to or in close proximity to incompatible land uses.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	Y	No designated heritage assets in the vicinity of the site that are likely to be affected by development
Impact on ecology/local nature recovery networks	-	Site is likely to have some elements of ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	NN	Site in or close to air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Part of the site is within 400m of the Core Bus Network.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 10% of new homes, subject to viability testing.
- No potential highway capacity issues previously identified within 2km of the site.
- Site is more than 5km from the A616 (5.1km), so risk of congestion on this road is lower.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- Landscape has a medium capacity to absorb development.
- Sufficient open space in the surrounding area.
- Site is not adjacent to or in close proximity of incompatible land uses.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment would identify any other specific mitigation required.
- There are no known archaeological, heritage, geological, land contamination and waste site concerns.
- Site is within 5km (4.8km) of an M1 junction– mitigation may need to be agreed with National Highways.
- Site is more than a 10-minute walk (800 metres) to a convenience shop and at least 3 other types of community facilities or important local services.
- Would result in the loss of 3.24ha of agricultural land (and could be Best and Most Versatile Land).
- Site is likely to have some elements of ecological value.
- Site in or close to air quality exceedance area.
- Site is within 250m of a closed landfill site.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: S04099

Scores 2 against purpose 2 – The land is between settlements (wide gaps between 1- 2km) where some limited increase in proximity may be perceived but where there would be no impact on an essential gap, or land where the gap has been eroded by development and effectively no longer exists. It performs a relatively weak role in preventing settlements from merging.

Scores 5 against purpose 1 – The site does not adjoin the urban area and there is no opportunities to ‘round off’ existing patterns of development. Performs a critical role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of it forming an isolated location separate from the existing urban area; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04128

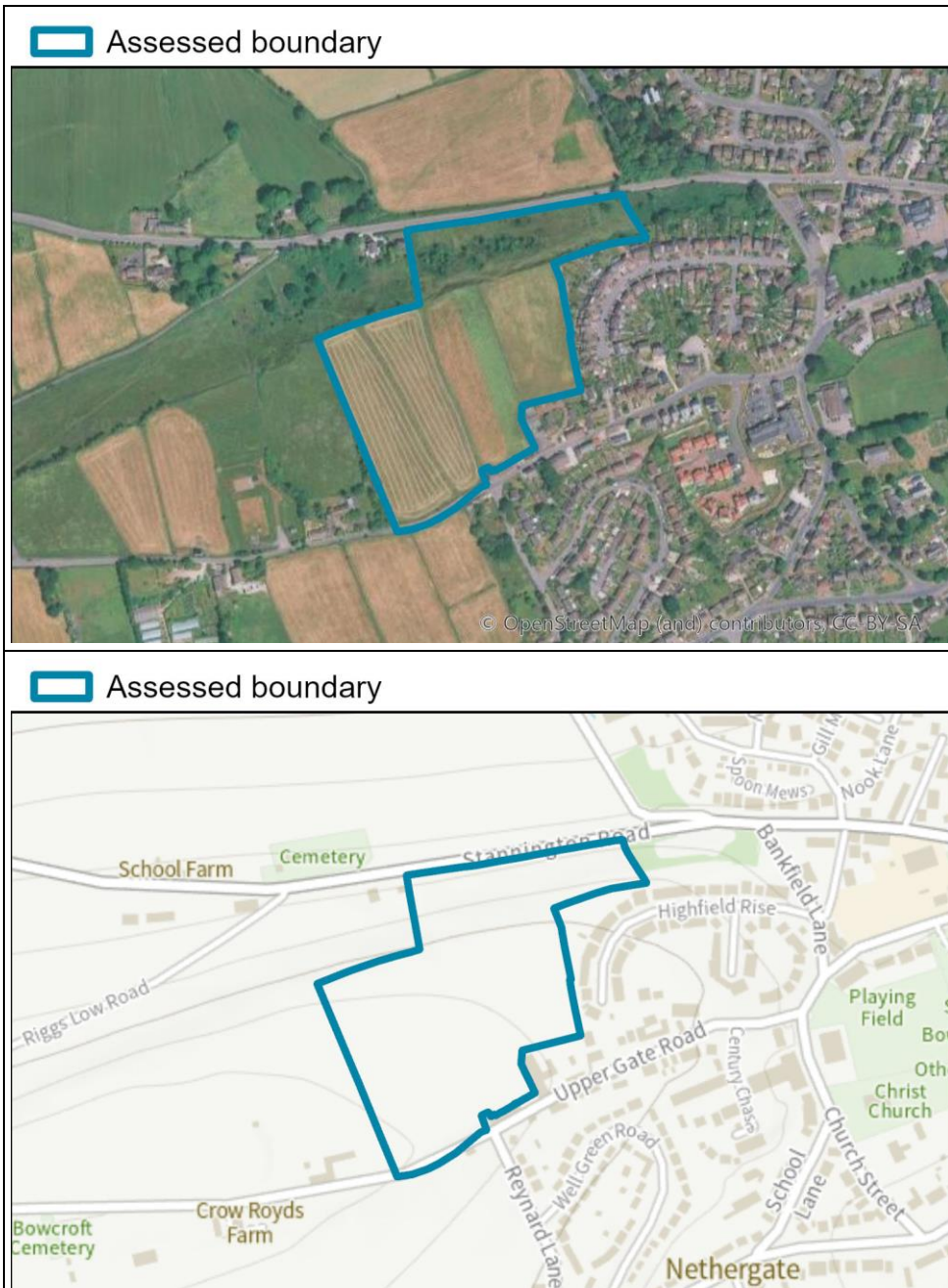
Address: Sherratt Farm, Uppergate Road, S6 6BY

Gross site area: 5.82 Hectares

Ward: Stannington Ward

Housing Market Area: North West

Ownership: Private



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	-	Site beyond 400m of an existing or proposed route which is at LTN1/20 standard
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No community/leisure/recreation facilities on-site
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	N	Insufficient open space in the surrounding area - up to 20% below policy standard
	YY	Site not on a Local Green Space
Impact on rural landscape character	NN	Landscape has no/very low capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	N	Land is directly adjacent to an operational farm.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	NN	Significant potential harm to heritage assets or setting of conservation area
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- No potential highways capacity issues previously identified within 2km of the site
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- Minimal flood risk issues present on the site, a Level 2 SFRA site assessment would identify any other specific mitigation required.
- No archaeological, geological, land contamination, or regulated waste site concerns identified.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Landscape has no/ low capacity for absorbing development.
- Would result in the loss of 5.82ha of agricultural land (but unlikely to be Best and Most Versatile Land).
- Insufficient open space in the surrounding area.
- Significant potential harm to heritage assets.
- Site is likely to have a significant ecological value.
- Site is within 250m of a closed landfill site.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: STW-1-b

Scores 1 against purpose 2 – Land where there would be no perceived increase in proximity with a different settlement (e.g. no settlement within 2km) and the area does not protect a land gap between settlements. It performs a weak role in preventing settlements from merging.

Scores 4 against purpose 1 – Less than ¼ of the parcel adjoins the urban area and there are only minor opportunities to ‘round off’ existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Other considerations

Land adjacent to Stannington Road, on the site’s northern boundary, slopes very steeply up from the road and is unsuitable for housing (it is not farmed as a result).

Conclusion

The site is a less sustainable option due to a combination of the impact on the rural landscape character of the surrounding area; the distance from the Core Public Transport Network; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.

Green Belt site allocation appraisal

Site Reference: S04261

Address: Land to the north of Ben Lane, S6 6SG

Gross site area: 1.55 Hectares


Ward: Stannington Ward

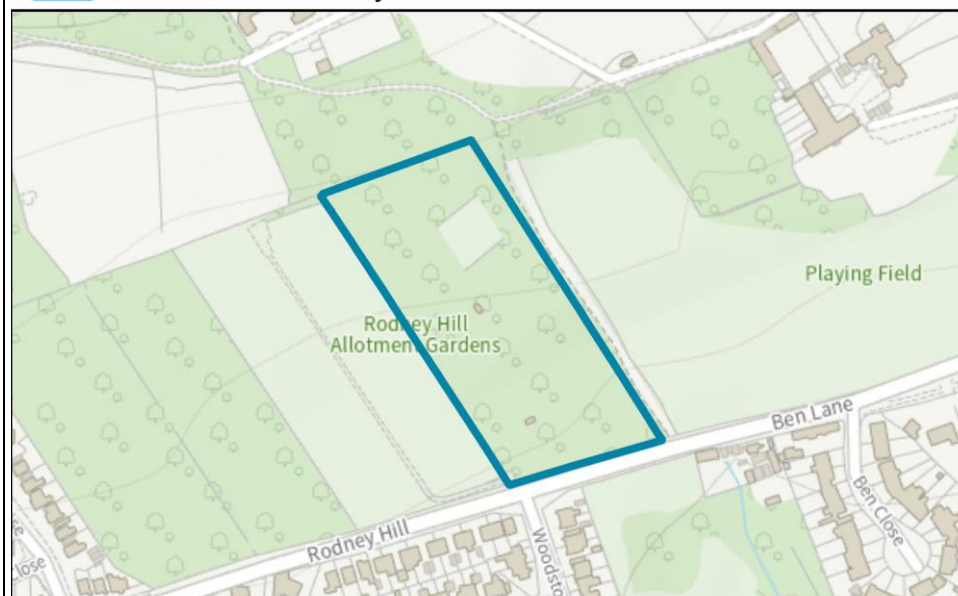
Housing Market Area: North West

Ownership: Private

 Assessed boundary



 Assessed boundary



Suitability assessment

Indicator	Indicator score	Indicator score result
Distance to core public transport network (CPTN)	NN	Site more than 1200m from the Core Public Transport Network
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Potential to provide affordable housing	YY	In a part of the city where development viability is higher – in excess of 30% of the new homes will be affordable homes
Potential to provide development that would be beneficial to disadvantaged communities	-	Site outside the 20% most deprived areas of England
Potential to provide family housing	YY	Site within 35-50 homes per hectare density area
Availability of local facilities and education capacity	YY	Site within proximity of 4 classes of local facility
	YY	Current surplus capacity for Early years, Primary and Secondary education
	YY	No leisure/recreation facilities on-site but part of the site is in use related to Loxley Valley Community Farm
	YY	No existing open space on-site
Loss of onsite Open Space, sufficiency of Open Space in the surrounding area and impact on Local Green Spaces	YY	Sufficient open space in the surrounding area - more than 20% above policy standard
	YY	Site not on a Local Green Space
	Y	Landscape has higher capacity for absorbing development
Impact on rural landscape character	Y	Landscape has higher capacity for absorbing development
Loss of best and most versatile agricultural land	YY	Likely to be Grade 3b, 4, 5, urban or non-agricultural land
Proximity to incompatible uses	YY	There are no incompatible uses adjacent to the site, or in close proximity.
Archaeology constraints	YY	Little or no archaeological constraints
Impact on heritage assets	-	Development could possibly harm elements which contribute to the significance of heritage assets
Impact on ecology/local nature recovery networks	N	Site is likely to have a significant ecological value. Requires further ecology assessment.
Impact on geology	Y	No geological designation on-site or adjacent
Flood risk	Y	Unlikely to be significant flood risks but Level 2 SFRA would be required to confirm any detailed mitigation
Impact on air quality	N	Site outside air quality exceedance area
Likelihood of existing land contamination	Y	Minimal risk of land contamination
Proximity to hazardous installations or closed landfill sites	N	Site is within 250m of a closed landfill site
Proximity to regulated waste sites	Y	Site not within 200m of an Environment Agency permitted waste site

Key factors to consider:

- Site more than 1200m from the Core Public Transport Network
- No potential capacity issues previously identified within 2km of the site.
- Landscape has a higher capacity to absorb development.
- Provides development site in a ward where there are few other housing sites.
- Potential to provide affordable housing – in excess of 30% of new homes, subject to viability testing.
- Site size and location would deliver family housing.
- Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services.
- There is a primary school within 3.2km of the site.
- There is a secondary school within 4.8km of the site.
- There is a primary health care facility within 3.2km of the site.
- There are no incompatible uses adjacent to the site, or in close proximity.
- Sufficient open space in the surrounding area.
- Some surface water flood risk issues present on some areas of the site, a Level 2 SFRA site assessment would identify any specific mitigation required.
- Whole site is more than 400m from the Core Bus Network and more than 800m from a railway station or a tram stop.
- Site is more than 5km from the M1 or A616, so risk of congestion on those roads is lower.
- Would result in the loss of 155ha of agricultural land (but unlikely to be Best and Most Versatile Land). Majority of site has not been farmed for some time and has naturally regenerated with extensive woodland coverage.
- Part of the site is occupied by the Loxley Valley Community Farm.

Assessment against Green Belt purposes 1 and 2

Green Belt Review Parcel Reference: WW-1-c

Scores 2 against purpose 2 – the land is between Loxley (within Sheffield's urban area) and Worrall, however there is only a limited increase (or perception) in proximity and there would be no impact on an essential gap. It performs a relatively weak role in preventing settlements from merging.

Scores 4 against purpose 1 – less than ¼ of the parcel adjoins the urban area and only minor opportunities to 'round off' existing patterns of development. Performs a strong role in checking the sprawl of the urban area.

Conclusion

The site is a less sustainable option due to a combination of the distance from the Core Public Transport Network; and the significant impact on Green Belt purposes (to check the unrestricted sprawl of large built-up areas). Additionally, the site is occupied by a community farm. This site should not be moved forward at this stage of Plan making as other sites are more suitable and sustainable in the context of this exercise.