

**SHEFFIELD CITY COUNCIL (FORMER STEELWORKS,STOCKSBRIDGE)**

**COMPULSORY PURCHASE ORDER 2012**

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**STATEMENT OF REASONS  
OF THE ACQUIRING AUTHORITY**

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# SHEFFIELD CITY COUNCIL (FORMER STEELWORKS, STOCKSBRIDGE)

## COMPULSORY PURCHASE ORDER 2012

### STATEMENT OF REASONS

#### 1 Introduction

- 1.1 This document is the Statement of Reasons of Sheffield City Council for making a Compulsory Purchase Order entitled The Sheffield City Council (Former Steelworks, Stocksbridge) Compulsory Purchase Order 2012.
- 1.2 In this Statement of Reasons, Sheffield City Council is referred to as the “Acquiring Authority”, the Sheffield City Council (Former Steelworks, Stocksbridge) Compulsory Purchase Order 2012 is referred to as “the Order” and the land included within the Order is referred to as the “Order Land”.
- 1.3 The Acquiring Authority is the local authority, local planning authority and local highway authority for the area within which the Order Land is situated.
- 1.4 On [XX] 2012 The Acquiring Authority made The Sheffield City Council (Former Steelworks, Stocksbridge) Compulsory Purchase Order 2012. The Order was made pursuant to the Council’s Cabinet resolution on [XX] 2012.
- 1.5 The Order was made pursuant to Section 226(1)(a) of the Town and Country Planning Act 1990 in respect of the acquisition of the land and Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 in respect of the acquisition of new rights. Together, these comprise the Acquiring Authority’s compulsory purchase powers.
- 1.6 Planning permissions have been granted for a mixed use scheme principally for retail, office, leisure and associated infrastructure and car parking (“planning permission 1 and planning permission 2”). Planning permission has also been granted for partial residential development (“the Residential Development”). Planning permissions 1 and 2 and the Residential Development relate to development which is referred to in this Statement of Reasons as “the Scheme”. Full details of the planning permissions and the Residential Development are set out in Section 6 of this statement.

- 1.7 The Scheme has been promoted by Stocksbridge Regeneration Company Limited (SRC) (the “Developer”) a joint venture company formed by Dransfield Properties Limited and JJ Gallagher Limited who have entered into a joint venture partnership to deliver the regeneration on the Order Land.
- 1.8 SRC has entered into a contract (“the contract”) with Tata for the acquisition of part of Tata’s land in order to implement the Scheme. The Order Land includes land currently owned by Tata but not their interest in that land, which is to be acquired under the contract. The contract also provides for the acquisition of additional land owned by Tata and accommodation works to be carried out by SRC on Tata’s land. This additional land and the additional works are not part of the Scheme under which the Order is being pursued for the purpose of Section 232(8) of the Localism Act 2011.
- 1.9 The Acquiring Authority considers that there is a compelling case in the public interest for the making of the Order to secure the outstanding land and property interests required (the “Order Land”) for the purposes of implementing the Scheme, which will help deliver comprehensive regeneration of Stocksbridge.
- 1.10 The Order Land is more fully described in section 2 of this statement. The interests and rights comprising the Order Land are identified and described in the schedule to the Order (the “Order Schedule”), which refers to the map accompanying the Order (the “Order Map”).
- 1.11 This Statement of Reasons is not a statement for the purposes of Rule 7 of the Compulsory Purchase (Inquiries Procedure) Rules 2007.

## **2 Description of Order Land**

- 2.1 The Order Map is attached at Appendix 1.
- 2.2 The Order land comprises approximately 13,397 hectares and is located at Stocksbridge, a town which lies to the north-west of Sheffield within the area of the Acquiring Authority. It is located between the A616 (T), a main road connecting Manchester and Sheffield and the M1 and which here forms the Stocksbridge Bypass, and the B6088 Manchester Road which here forms Stocksbridge’s principal shopping street.
- 2.3 The land required within the Order Land is shown coloured pink on the Order Map and at its northern extreme, the boundary of the Order Land extends almost as far as the A616 Stocksbridge Bypass. The southernmost boundary is formed mainly by the

- railway line serving the steelworks, although the Order Land also extends in part to Manchester Road.
- 2.4 The Order Land also includes land over which rights are required in order to implement works. These areas are shown coloured blue on the Order Map.
- 2.5 The part of the Order Land which is in the ownership of the Acquiring Authority, the Developer and/or Tata is believed to be unencumbered by other interests at present. This land is, however included in the Order in the event that interests or encumbrances that are unknown at the date of the making of the Order are subsequently revealed and can be dealt with to ensure the implementation of the scheme is not impeded.
- 2.6 The Order Land can be identified in six parts.
- 2.7 The first part is around the vehicular access to the Order Land achieved via a junction between Manchester Road and Hunshelf Road (which is included in the Order Land), with a pedestrian access (again included in the Order Land) provided immediately to the west of 462 Manchester Road which is to be developed under an agreement pursuant to Section 278 Highways Act 1980.
- 2.8 Secondly, there is an area to the west of Hunshelf Road and north of the steelworks railway line. This principally accommodates a disused industrial (steelworks) building, a steelworks access road, and an open stock yard and handling area.
- 2.9 Third, the main body of the Order Land extends eastwards from Hunshelf Road and comprises an elongated area of former steelworks, to the north of the steelworks' railway line. This land has largely been cleared, although part of it is still in use as an open stock storage and handling area. This part of the land is generally covered with large expanses of hard-standing and areas where buildings once stood. The culverted Little Don River (sometimes known as the Porter River) bisects this area with an open section of river forming part of the northern boundary at the eastern end. The north-eastern quadrant, north of the river, was formerly occupied by gas holders but has now been cleared. Ford Lane runs eastward through this area from its junction with Hunshelf Road. The eastern end of the site is defined by the point where the railway line crosses the river.
- 2.10 Fourth, land currently forming an access link between this (eastern) area and Manchester Road is also included in the Order Land and will be retained in use for this purpose.

- 2.11 Fifth, the Order Land includes part of the current, unnamed private link road that extends up and across from the steelworks towards the A616 Stocksbridge Bypass from Hunshelf Road.
- 2.12 The Order Land is currently mainly vacant, underutilised, contaminated in parts and in an untidy condition. The limited remaining activity there is associated with Tata (and will be relocated) plus a single further business (which will be relocated). It is in urgent need of regeneration.
- 2.13 In addition to the land acquisition, the Acquiring Authority will also require some new rights in order to carry out works to implement the Scheme.

These will involve:

- i) a right to provide access to the railway and a right to construct, repair, maintain and renew a retaining wall on land alongside Hunshelf Road on the eastern side alongside the railway to the south of the railway bridge;
- ii) a right to undertake works for reinforcement of the railway bridge on Hunshelf Road;
- iii) rights to carry out accommodation works to boundary walls, driveways and pavement in connection with the highway works at the junction of Hunshelf Road and Manchester Road;
- iv) rights to carry out work associated with bringing the unnamed private access road leading from the A616 to Hunshelf Road up to adoptable standard and to accommodate associated signage;
- v) rights as necessary to relocate private services on land to the south of the unnamed private access road to accommodate the development and in association with the works for the adoption of this road.

### **3 Statutory Functions of the Acquiring Authority – Use of the Enabling Powers**

- 3.1 The Acquiring Authority is seeking to secure the regeneration of the Order Land by facilitating its development by the Developer. The Scheme will deliver a major retail facility, together with offices, leisure facilities and land prepared for housing development. The Scheme will be to the clear benefit of the area both in terms of the physical regeneration that will take place and in terms of the uses that will then be accommodated, as set out more fully in Section 7 below.

- 3.2 The compulsory purchase powers conferred on the Acquiring Authority by Section 226(1)(a) of the Town and Country Planning Act 1990 can only be exercised (following confirmation by the Secretary of State) by virtue of Section 226(1A) where an Acquiring Authority considers that the acquisition of the land will facilitate the carrying out of development, redevelopment, or improvement on or in relation to that land, provided that it considers that the development, redevelopment or improvement is likely to contribute to the achievement or the promotion or improvement of the economic, social or environmental well being of the Acquiring Authority's area. The Acquiring Authority believes that the acquisition of the Order Land will facilitate the development of the Scheme and that the resultant development will lead to an improvement in the economic, social and environmental well being of the area. The Acquiring Authority is utilising its powers under Section 226(1)(a) of the Town and Country Planning Act 1990 because, despite a lengthy process of negotiation, it has not so far been possible for the Developer to acquire all interests in the Order Land by agreement. The public benefits that would be secured by the regeneration of the Order Land would be lost if the site cannot be assembled. Notwithstanding the making of the Order efforts to acquire the Order Land by agreement will continue in parallel with the compulsory purchase process.
- 3.3 The purposes in seeking to acquire the Order Land and utilise the Acquiring Authority's compulsory purchase powers are set out in detail in Section 7 below.
- 3.4 Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 enables the Acquiring Authority to acquire such rights ("new rights") over private land which are specified in the Order and which are not in existence when the Order is made to enable the Scheme to be undertaken in accordance with the planning permissions. The new rights to be acquired and created are reasonably required to enable the redevelopment to take place. Details of the new rights to be acquired are set out in paragraph 2.13 above.
- 3.5 In addition Tata have certain apparatus in the Order Land which it is intended shall remain in situ in the land although it may have to be diverted. If the Order is confirmed before completion of the compulsory acquisition the Acquiring Authority will either enter into an agreement with the Tata to retain these rights or will make a Direction pursuant to Section 236 of the Town and Country Planning Act 1990 to ensure that the rights are preserved.

#### **4 Development Scheme**

- 4.1 It is intended that the compulsory acquisition of the Order Land will facilitate the Scheme, being the comprehensive redevelopment of the Order Land.
- 4.2 The Scheme will provide for demolition and site clearance and the provision of a mixed use development principally comprising retail, office, and leisure with associated infrastructure and car parking and land prepared for housing development. The Scheme will provide a high quality environment, including new public spaces and green space.
- 4.3 The Scheme will provide a substantial strengthening and extension of the retail function of Stocksbridge as a District Shopping Centre, including the provision of a new food store and new comparison retail floorspace.
- 4.4 Based on average employment density figures it is estimated that the Scheme will provide at least 900 permanent jobs on site with additional jobs created through the construction and servicing of the Scheme. At its peak, 800 people were employed on the Order Land and this scheme will more than replace jobs lost in the area.
- 4.5 A financial advisory business will be displaced by the Scheme but there is office accommodation available within the new development for relocation (up to 186 sq m required). Other relocations relate to Tata or buildings controlled by Tata; these are provided for in the contract between the Developer and Tata. There will be no job losses arising from the promotion of the Order. There are no occupied dwellings on the Order Land. There is one vacant (and derelict) dwellinghouse which will be demolished. The Scheme includes the preparation of a site capable of accommodating the provision of up to 140 new dwellings.
- 4.6 The Scheme in detail comprises:
- A retail and office led element, also including catering and leisure uses, incorporating a food superstore of approximately 5,820 sq m (GIA) within a total of 20,377 sq m (GIA) of commercial development, served by 681 car parking spaces, with additional employee parking
  - The provision of land for up to 140 residential units with a mixture of 2, 3 and 4 bedroom dwellings anticipated, which will also accommodate landscaping, the enhancement of the river corridor, and the provision of public open space including children's play space
  - Junction and other improvements to enhance vehicular and pedestrian access from Manchester Road

- The improvement of the existing link road from the steelworks to the bypass and its opening up to all traffic, with the provision of a new roundabout junction with the bypass
  - The realignment and rationalisation of vehicular and non-vehicular routes across the Order Land, including the closure of Ford Lane and the stopping up and diversion of public rights of way, and the provision of new rights of way to enhance wider accessibility.
- 4.7 The land for the Residential Development will be laid out and levels re-graded using material removed from the retail area. This will remove a significant abnormal cost in respect of this area of the Scheme and enable residential development to be carried out. The timing of such development will depend on a number of factors and in particular the completion of the retail area and the establishment of the landscaping scheme. The land will however form part of the supply of allocated housing land identified in the Acquiring Authority's Local Plan (Sheffield Development Framework), and will be ready for development when required.

## **5 Planning Policy**

### **5.1 The Development Plan**

- 5.1.1 The current development plan comprises the Yorkshire and Humber Plan (adopted 2008) as the current Regional Strategy for the Yorkshire and Humber region, saved policies from the Sheffield Unitary Development Plan (the "UDP" adopted 1998) and the Sheffield Development Framework Core Strategy (the "Core Strategy" adopted 2009).
- 5.1.2 The Yorkshire and Humber Plan identifies Stocksbridge as a "principal town" (within Policy YH5) where development which supports its regeneration is to be supported (Policy SY1A (3); Policy SY1E(3)).
- 5.1.3 The UDP identifies the majority of the land, north of the railway line, as a General Industrial Area (with special industries). The retained policies of the UDP include Policy IB5 relating to development in General Industrial Areas. Policy IB5 states that within General Industrial Areas, offices, small shops, food and drink outlets, community facilities and leisure facilities are acceptable uses in principle. In the committee report that led to the resolution to grant planning permission for the Residential Development the Local Planning Authority recognised that such development would involve a departure from policy IB5.



- 5.1.4 Policy IB5 also states that shops (other than small shops) are unacceptable unless at the edge of a district shopping centre. Policy IB9 goes on to set out conditions for development in industry and business areas, relating for example to the balance of uses, amenity, design and accessibility.
- 5.1.5 The remainder of the land on the south side of the railway line lies within the eastern end of the defined Stocksbridge District Shopping Centre and the proposed retail development would be located on the edge of the District Shopping Centre with pedestrian links to it.
- 5.1.6 Policy S4 promotes retail development in District Shopping Centres, and for food retail development sites at the edge of such centres where no in centre sites are available. Policy S5 includes impact and access criteria for edge of centre development.
- 5.1.7 The UDP (Policy BE18) also identifies part of the Order Land alongside Hunshelf Road as being within the Hunshelf Area of Special Character. Development here should respect that character.
- 5.1.8 A small section of the link road from the steelworks to the bypass and the proposed junction with the bypass (which itself is outside of the Order Land) lies within the Green Belt and a wedge of an Open Space Area. Policies GE1 to GE4 of the UDP seek to protect the openness and character of the Green Belt. Policy LR5 of the UDP seeks to ensure that development in Open Space Areas does not harm environmental and historic features of importance. In the committee report that led to the resolution to grant planning permission for the Residential Development the Local Planning Authority concluded that this aspect of the development would not harm the openness and character of the Green Belt nor any environmental or historic features of importance within the Open Space area, and as such that the proposal complies with policies GE1 to GE4 and LR5 of the UDP.
- 5.1.9 Core Strategy Policy CS34 lists Stocksbridge as one of Sheffield's District Centres. Policy CS3 identifies district centres on high frequency public transport routes as suitable for small-scale office use. Policy CS5 identifies Stocksbridge / Deepcar as a location for manufacturing, distribution / warehousing and non-office businesses. Policy CS14 related to city-wide distribution of shopping and leisure development states that major non-food retail development will not occur outside locations which include District Centres and their edges.
- 5.1.10 Core Strategy Policy CS23 seeks to concentrate new housing development where it would support urban regeneration and make efficient use of land and infrastructure,

focusing on suitable and sustainably located sites within or adjoining locations including the urban area of Stocksbridge / Deepcar. Policy CS24 prioritises the use of previously developed sites for new housing development. Policy CS33 supports the reuse of surplus industrial land in Stocksbridge for business use, the re-use of previously developed land there within the urban area for housing, and the improvement and expansion of the District Centre.

5.1.11 Whilst not forming part of the development plan, the need to regenerate redundant and surplus steelworks land whilst securing the future of operational industrial land was also recognised by the Corus Works Development Brief, as approved by the Acquiring Authority on 24th March 2005; these principles were developed in Core Strategy Policy CS33. It is regarded by the Acquiring Authority as a material consideration for the determination of planning applications. However, this document only addressed parts of the Order Land.

## 5.2 Emerging Local Policy

5.2.1 The Draft City Policies and Sites document (a proposed Development Plan Document) was approved by Cabinet for consultation in May 2010 and published for consultation between June and July 2010. It sets out development management policies, and spatially identifies Policy Areas and Allocations.

5.2.2 Much of the area addressed by planning permission 1 and planning permission 2 is identified by the Draft City Policies and Sites document as part of the District Centre Policy Area, and with an allocated required retail use plus other mixed town centre uses (Site P00440). The stated reasons for this allocation include:

“Core Strategy policy CS33 aims to improve the environment of the existing district centre whilst enabling its improved offer through expansion as opportunities arise.

There is an identified qualitative need to improve the District Centre’s offer as the centre has been losing a significant amount of its trade.”

5.2.3 Representations on behalf of the Developer were made during the consultation period. These were generally supportive of this allocation in principle, but sought to ensure some greater flexibility.

5.2.4 Much of the area addressed by the Residential Development is identified by the Draft City Policies and Sites document as a Flexible Use Policy Area, and with a Flexible Use Allocation without a required use (Site P00290). Representations on behalf of the Developer were made during the consultation period. These were generally

supportive of this allocation in principle, but sought to correct and clarify certain aspects of the allocation and also to achieve greater certainty in terms of the prospects of the site specifically for residential use.

5.2.5 Draft City Policies and Sites Policy J1 governs the mix of uses on allocated sites. Table H1a sets out the characteristics and preferred uses in the policy areas, with more detailed guidance on the acceptability of different uses for each policy area type set out in Table H1b. Policy H1 refers to these two tables and their role in governing land use in Policy Areas.

5.2.6 The Draft City Policies and Sites document also sets out a range of detailed development management policies which will govern the determination of proposals for development.

### 5.3 National Policy

5.3.1 At the national level, the NPPF is framed as a positive and enabling document, seeking to facilitate sustainable development and growth. There is a clear and firm commitment to supporting and securing sustainable economic growth. Applications for sustainable development should be approved wherever possible, consistent with an overarching approach that demands a “presumption in favour” of sustainable development (paragraph 14). It advocates a proactive, creative and solution seeking approach to planning.

5.3.2 Themes familiar from some of the policy documents replaced by the NPPF are reframed and reinforced as the core principles underpinning the new document (paragraph 17). These include, inter alia, an emphasis on high quality design, carbon reduction, conserving and enhancing the natural environment, reusing brownfield land, promoting accessible mixed use development and sustainable transport, seeking to improve wellbeing, and encouraging the delivery of facilities and services to meet local needs.

5.3.3 Again carrying forward themes evident in replaced policy there remains an emphasis on positive planning for the promotion of competitive, expanding, healthy town centres at the heart of communities, encouraging choice and diversity.

5.3.4 The NPPF seeks to boost significantly the supply of housing. It supports the delivery of a wide choice of high quality homes, widening opportunities for home ownership, and creating sustainable, inclusive and mixed communities.

- 5.3.5 The NPPF builds on and reinforces themes in the written Ministerial Statement “Planning for Growth”, made by the Minister of State for Decentralisation, and issued by the Chief Planner to all Local Planning Authorities in England appended to a letter dated 31 March 2011. This prioritises the promotion of sustainable economic growth and jobs, and a positive, enabling approach to development with a presumption in favour of sustainable development. In the written Ministerial Statement “Housing and Growth”, made by the Secretary of State for Communities & Local Government on 6 September 2012, the Government reaffirmed that its number one priority was to get the economy growing and that there was a need to create the conditions that support local economic growth and remove barriers that stop local businesses creating jobs and getting Britain building again.
- 5.3.6 Other statements of national policy emphasise similar themes. In March 2011 The Treasury published “The Plan for Growth”, which cross references the Ministerial Statement “Planning for Growth” and presages the NPPF. It supports the Government’s objective to achieve strong, sustainable and balanced growth. Its ambitions include a lower domestic regulatory burden including a streamlined and more efficient planning system, and an increase in the proportion of planning applications approved and dealt with on time. The introduction of the presumption in favour of sustainable development is highlighted, as is the aim to open up more land for development.
- 5.4 Circular 06/2004 – Compulsory Purchase and the Crichel Down Rules
- 5.4.1 This Circular provides advice to Acquiring Authorities on promoting Compulsory Purchase Orders, and the issues which need to be addressed, and the factors which will be taken into account by the Secretary of State in deciding whether or not to confirm a Compulsory Purchase Order
- 5.4.2 The key test which is applied by the Secretary of State is whether or not there is a compelling case in the public interest for the Order to be confirmed. Specific advice is provided for local planning authorities wishing to exercise their powers under section 226(1)(a) of the Town & Country Planning Act 1990, and set out in Appendix A.
- 5.4.3 The Circular advises that the powers in the Act are intended to provide a positive tool to help Acquiring Authorities with planning powers to assemble land where this is necessary to implement the proposals in their Community Strategies and the Local Development Document. The Circular draws attention to the well-being power and the requirements of section 226(1A) which provides that the Acquiring Authority must not exercise its power of Compulsory Purchase unless they think the proposed

development, re-development or improvement is likely to contribute to achieving the promotion or improvement of the economic, social or environmental well-being of the area for which the Acquiring Authority has administrative responsibility. In this respect, Acquiring Authorities are reminded that the government's purpose in introducing the well-being power is to encourage innovation and closer joint working between local authorities and their partners to improve the quality of life of those living working or otherwise involved in the community life of their area.

5.4.4 The Circular draws attention to guidance in Planning Policy Statement 1 (as was) which may include policies relating to issues for promoting regeneration initiatives and improving local environmental quality. The Circular recognises that such issues can have a significant impact on land use but may not necessarily be capable of being delivered solely or mainly through the granting or refusal of planning permission, and they may require a more proactive approach by the local planning authority including facilitating the assembly of suitable sites for which the powers under the Town & Country Planning Act 1990 may be appropriate.

5.4.5 Paragraph 16 of Appendix A to the Circular sets out the factors which the Secretary of State will take into account in deciding whether or not to confirm a Compulsory Purchase Order namely:

1. Whether the purpose for which the land is being acquired fits in with the adopted planning framework for the area or, where no such up to date framework exists, with the core strategy....

As indicated above, the purpose of the Compulsory Purchase Order is to implement the Council's core strategy for the Order Land.

2. The extent to which the proposed purpose will contribute to the achievement of the proportion or the improvement of the economic social or environmental well-being of the area.

The benefits of the scheme for the area in social, economic and environmental terms are set out more fully in section 7 of the Statement.

3. Potential financial viability of the scheme for which the land is being acquired, for example having regard to any general indication of funding intentions, and of any commitments from third parties, as well as aspects of timing.

Section 9 of this Statement deals with delivery of the scheme and funding.

4. Whether the purpose for which the Acquiring Authority is proposing to acquire the land could be achieved by any other means.

The purpose which underpins the acquisition could not be achieved without the Order, as explained below.

- 5.4.6 The purpose of the Order, which is to secure the comprehensive regeneration of the Order Land, and this can clearly only be achieved at this location. As the land is in multiple ownership, it is not possible to deliver comprehensive regeneration other than by a site assembly programme which incorporates the whole of the Order Land. There are no alternative proposals with the access to ERDF public funding, the expertise of the Developer, the delivery of a major food retailer to secure regeneration on this site and with the benefit of planning permission. In any event, given the multiple ownership any alternative proposals would also be likely to require the use of compulsory purchase powers to achieve land assembly.

## **6 Statement of Planning Position**

- 6.1 On 22 July 2009, the Acquiring Authority granted full planning permission (reference 08/02703/FUL) for the redevelopment of part of the Order Land. This planning permission largely covered those sections of the Order Land identified in section 2 above as the first, second, fourth and fifth areas described, plus the third part excluding the area east of where the Little Don River enters the culvert.
- 6.2 The scheme approved provided for the regeneration of part of the Order Land with a mixed use development including retail, offices, health centre and leisure activities. The description of the development permitted is, "mixed use development including retail (Use Class A1), food and drink (Use Class A3), leisure (Use Class D2), offices (Use Class B1), Health Centre (Use Class D1) and associated highway works, ground works, car parking accommodation, public open space and landscaping works".
- 6.3 A further application, reference 09/02819/FUL, submitted under Section 73 of the Town and Country Planning Act 1990, was refused by the Acquiring Authority in a notice dated 2 December 2009. This refused application sought to allow the carrying out of the development without complying with Condition Number 2 attached to it, which prevented the use of any part of the development as a pharmacy or post office.
- 6.4 An appeal was submitted against this decision. In a decision dated 13 April 2010 the appeal was allowed ("Planning Permission 1"). As a result of the appeal, the original planning permission was in effect superseded by the new planning permission

approved under the Section 73 application. Planning Permission 1 (Ref 09/02819/FUL) will remain extant until 13 April 2015.

- 6.5 A further planning permission (Ref 11/02480/FUL, "Planning Permission 2") relating to principally the same site was granted by the Acquiring Authority in a decision dated 16 November 2011. This complements the Section 73 planning permission granted on appeal but incorporates some changes to particular elements of the development to reflect a number of refinements and improvements to the Scheme. The description of development permitted in Planning Permission 2 is:

*"demolition and site clearance, alteration to Blocks B and D as approved under application reference 09/02819/FUL, alterations to the layout of the car park and access arrangements as approved under application reference 09/02819/FUL, new retail and services premises (Use Classes A1/A2/A3/A4/A5), new office premises (Use Class B1), with associated access and other works".*

- 6.6 The effect of Planning Permission 2 is to allow part of the development (principally the main foodstore ) to continue to be delivered under Planning Permission 1, whilst also allowing the delivery of the remainder of the Scheme in the amended form of the revisions referred to above. The form of Planning Permission 2 requires the development to proceed with the implementation of the foodstore permitted under Planning Permission 1. The two planning permissions will be implemented and built out together, with the provision of the foodstore in the first phase of the floorspace to be provided.

- 6.7 On [DATE], the Council granted full planning permission (11/00384/FUL) for the redevelopment of the remainder of the land ("the Residential Development") subject to a S106 planning obligation. The area addressed by this development largely coincides with the fifth part of the site described above, plus the third part to the east of where the Little Don River enters the culvert.

- 6.8 The Residential Development provides for the regeneration of this site with a scheme incorporating open space and access improvements. It integrates fully with the permitted retail and office led development immediately to the west and described above (Planning Permissions 1 and 2). Together these three elements (i.e. Planning Permissions 1 and 2 and the Residential Development) will bring forward the comprehensive regeneration of the land as a whole and comprise the Scheme underlying the Order.

- 6.9 The description of the Residential Development is:

*“Residential development and provision of means of access and associated landscaping (Outline application) and formation of link road and engineering works (Full application) (as amended)”*

- 6.10 The effect of this will be to allow the formation of the link road between the site and Stocksbridge Bypass, as well as remodelling to prepare the site for development. The Residential Development will also establish, on an outline basis, the principle of residential development on this land. It is proposed that the remodelling will be undertaken in conjunction with the development authorised by Planning Permissions 1 and 2. This will maximise the efficiencies of earth moving operations and minimise the quantities of both imported and exported fill material.
- 6.11 The access works will be undertaken at this stage allowing the site to be serviced. A further important benefit of this approach is that the opening of the link road will enhance the commerciality of the development allowed under Planning Permissions 1 and 2, whilst immediate traffic relief and improved accessibility will be provided to Stocksbridge. Once the site has been prepared in this fashion, it will be made available to housebuilders who will be able to pursue reserved matters approvals to deliver the new dwellings.
- 6.12 In addition to the planning permissions as described above which relate to the Order Land, a further planning permission has been granted for related development part on the Order Land and elsewhere in the retained steelworks. A full planning permission was granted on 10 May 2011 (Ref 11/00350/FUL) for development described as:
- “erection of a warehouse (site 1) and an industrial test centre and offices and formation of a pedestrian link to Manchester Road (site 2) with associated works including provision of car parking accommodation, means of access, drainage and landscaping (as amended)”*
- 6.12.1 “Site 1” – in this scheme this relates to land between the western end of the retained operational steel works and the permitted (Tata) residential development referred to below, where a large warehouse facility is to be provided. This will be a replacement facility for the relocated outside storage area that is required for the delivery of the retail and office elements permitted under Ref 08/02703/FUL and subsequent permissions. It will provide a larger and substantially improved area for this operation, being covered (rather than open), purpose built, and more conveniently located relative to the production line thereby enhancing efficiency and productivity.



- 6.12.2 “Site 2” – relates to land at the interface between the eastern end of the retained operational steelworks and the retail and office led scheme permitted under Ref 08/02703/FUL and subsequent permissions. This will include an industrial test centre to consolidate and enhance Tata’s testing facilities. It will represent a significant investment in Tata’s testing, research and development capability, as well as acting as a showcase to customers across a world market.
- 6.13 The relationship between these various elements of development is shown on the drawing at Appendix 2.
- 6.14 Outline planning permission was obtained by Tata for residential development of land beyond the far end of the retained operational steelworks. This does not form part of the Order Land nor does it form part of the Scheme (see paragraph 1.8 above).
- 6.15 Plot 46 does not benefit from planning permission. This plot is to be used as a long stay car park and is situated close to the A616 Stocksbridge by-pass. The Developer is in the process of making an application to secure planning permission for a car park here. Subject to the Local Planning Authority’s obligation to consider that application on its own merits there are no policy or site specific issues that would suggest in principle planning permission would not be granted.
- 6.16 The Scheme therefore has the benefit of extant planning permissions and a resolution to grant planning permission with terms agreed for the associated planning obligation. Whilst there are some minor issues which remain to be addressed there is no planning impediment to the carrying out of the development.

## **7 The Acquiring Authority’s purpose in seeking to acquire the Order Land**

- 7.1 Planning Permissions 1 and 2 and the Residential Development anticipate the comprehensive mixed use regeneration of the Order Land. The purpose of seeking to acquire land compulsorily is therefore to facilitate the comprehensive regeneration of the Order Land through mixed use development and the preparation of land for residential development.
- 7.2 The Order Land is a brownfield site that is very clearly in need of regeneration. It comprises, in the main, a cleared former steelworks. The base of substantial employment that was once provided here has gone, as have almost all of the buildings and associated steel making activity. Production here ceased in early 2008 and site clearance was completed in the first half of 2010. What remains is principally an

extensive and unsightly area of hard standing, contaminated in parts. The land is a significant wasted resource within the Stocksbridge urban area.

- 7.3 The need to regenerate Stocksbridge has been widely recognised through planning policy at the regional and local levels. The redevelopment of previously developed sites within and on the edge of district centres and within urban areas is also encouraged in general terms by the development plan. More generally, the regeneration of outworn industrial land for new uses is very much in keeping with the current growth agenda in national policy and the focus on sustainable development.
- 7.4 The residential element of the development will be highly sustainable because new homes will be provided in close proximity to the existing centre and the new retail/office led development on the adjoining land, and to the new employment development within the wider Development Brief area. It will be possible for new residents to gain access to everyday retail and community facilities and to employment by non-car modes of transport.
- 7.5 This element also brings with it the full opening up of the link road to the bypass, which in turn will alleviate traffic issues in Stocksbridge. The new roundabout junction to be created on the bypass represents a safety benefit, providing calming on a busy Trunk Road. It will introduce lighting to an unlit part of the bypass, reduce traffic speeds, and remove the hazardous existing junction arrangement where articulated vehicles need to cross a fast moving carriage way.
- 7.6 The Residential Development site is in an attractive valley setting but it is currently unsightly, inaccessible, dominated by concrete, and contaminated. This would be removed and remediated, and replaced by an attractive, accessible, carefully designed development. Existing landscaped areas will be managed and new open space introduced. Ecological benefits would arise from habitat enhancement, including in particular along the river corridor. Accessibility would be improved by the enhancement and expansion of Public Rights of Way. The overall benefits in terms of regeneration, use of derelict land, and to the environment, which would arise from these works will be substantial.
- 7.7 Similar regeneration benefits will be associated with the retail and office led element of the development. In addition, this will bring with it significant job creation. More sustainable and inclusive patterns of shopping and working will be established by enabling local people to meet a wider range of needs close to where they live rather than, as at present, travelling to locations outside Stocksbridge. The vitality and viability of the existing centre will be enhanced through the increased retention of

trade and expansion of local spending power as the residential and working populations grow, whilst highways improvements are proposed to alleviate traffic issues within the town. This element resonates particularly strongly with the positive stance towards encouraging economic development evident in national policy.

- 7.8 Although not part of the Scheme, the works on the Order Land will enable further development to enhance the retained (Tata) steelmaking business. Existing outside storage and handling activities currently less efficiently located at the eastern end of the Tata works are to be moved to a new purpose built and enclosed facility at the western end of the works, in the right place to integrate well with the steelmaking process.
- 7.9 The Scheme will also result in the clearance and preparation of a site to accommodate a new test centre for Tata, efficiently consolidating their existing testing operations and acting as a showcase for their business.
- 7.10 The economic, environmental and social regeneration benefits arising individually from these elements are substantial. However, the overall benefits are greater than the sum of the parts.
- 7.11 The provision of the Residential Development in a phased programme in conjunction with Planning Permissions 1 and 2 (and indeed related permissions) will enable a comprehensive development to take place, addressing the previously developed land east of the retained steelworks as a whole. This will ensure the optimum mix of sustainable uses, with the housing supporting new retail and new employment activities and visa versa, and it will also enable synergies to be achieved between the different strands of development so as to produce a better overall outcome.
- 7.12 This applies for example in the case of maximising efficiencies in the re-use of soils and earthworks on site, so that the final levels can be achieved in a way which minimises the need to import or export fill and/or send contaminated soils and material off site for treatment or disposal; this is a far more sustainable option than each element proceeding independently. Preparation of the site for residential development will of course help to deliver this element of the Scheme by promoting its availability and readiness and removing major barriers to development. However, attempting this as an independent process once the retail/office led element has been constructed would create bad neighbour issues, both for the retail and office occupiers, and in terms of extending the period of construction to be endured by other neighbours within the area.

- 7.13 It also applies in the case of being able to deal comprehensively with existing and proposed rights of way so that all of the routes will complement each other and be capable of being brought forward seamlessly together in a co-ordinated programme to the benefit of the community. Further benefits arise from having an overall vehicular access strategy that makes the most efficient use of the proposed new junction arrangements on the A616. As discussed above, this will enhance the commerciality of the retail/office led development, provide immediate traffic relief and improved accessibility to Stocksbridge, and offer road safety benefits.
- 7.14 The inclusion of the site for the Residential Development and its preparation to accommodate that development is essential to secure a comprehensive development of the area and to avoid leaving a large part of the site without practical access and in a poor condition which would have a negative impact on the adjoining new development. By utilising the fill from the retail site, and thus operating in a sustainable way, the significant costs of bringing the residential site forward so it is fit for future development will have been overcome, which would not be the case if this land were omitted from the Order.
- 7.15 This initiative provides a real opportunity to secure the regeneration of a large area of land alongside a key district centre in the city and there is no effective prospect of securing this regeneration in the foreseeable future if the opportunity is lost.

## **8 Justification for using compulsory purchase powers by the Acquiring Authority**

- 8.1 The Developer (SRC) is a joint venture between Dransfield Properties Limited and J J Gallagher Limited. Both companies are experienced award winning developers with impressive track records of delivering mixed use regeneration projects. The two companies worked together in bringing forward the redevelopment of a site in multiple ownership in the centre of Willenhall, in the West Midlands. Individually Dransfield has undertaken recent regeneration projects in Tunstall, Morpeth and Gainsborough town centres and Openshaw district centre, whilst Gallagher has undertaken projects in all parts of the UK, some of the more recent being in Trowbridge, Dundee, Moseley, Bedford, Cambridge, St. Neots and Milton Keynes.
- 8.2 The Developer has sought to negotiate for the acquisition of the Order Land from the existing landowners.
- 8.3 The Acquiring Authority is conducting negotiations with remaining owners for the acquisition of their ownerships. Unfortunately terms have not been agreed at present although the owners appear willing to sell and negotiations continue on that basis.

- 8.4 The Acquiring Authority own the freehold of the access road and land at the entrance to the Order Land which is the subject of an agreement with the Developer and will be made available for the development.
- 8.5 An application has been made for funding from the European Regional Development Fund ("ERDF") which the Developer expects to succeed based on the acceptance of the outline business case. Final approval of the funding will depend on approval of the Full Application and confirmation of the Order. The funds will only be available for draw down in a limited time window and will only be available to the Developer because of the nature of the ERDF scheme. It is therefore necessary for the Scheme to proceed with the Developer and in a timely manner so this funding is not lost.
- 8.6 There are a number of plots within the Order Land where the ownership is unknown which occupy a strategic location inhibiting the ability to develop the Order Land. The Order will overcome these problems.
- 8.7 The Developer believes that the proposals will bring considerable benefits to Stocksbridge and that there is a compelling case for the Acquiring Authority to exercise its powers referred to in Section 3 above to compulsory purchase the outstanding interests in the Order Land to enable the development to go ahead and has therefore requested the Acquiring Authority to exercise those powers.
- 8.8 The Acquiring Authority has considered this request and has concluded that there is a compelling case in the public interest to justify using its compulsory purchase powers because of the important regeneration benefits that the Scheme will deliver and the risk that those benefits will be lost if the Order Land cannot be assembled in a timely and orderly manner.
- 8.9 As the Scheme is being led by a private developer, the Acquiring Authority has entered into an conventional "back to back" Indemnity Agreement with the Developer whereby the Acquiring Authority makes the compulsory purchase order and (if confirmed) will acquire the land which will then be transferred to the Developer to enable the development to be carried out. The Developer will indemnify the Acquiring Authority against all costs arising, both in promoting the compulsory purchase order and in any compensation payments which will arise.

## **9 Delivery and Funding**

- 9.1 The Acquiring Authority is satisfied that the Developer has obtained the necessary planning permissions required for the mixed use development and has the benefit of a resolution to grant planning permission for the Residential Development.
- 9.2 The Acquiring Authority has acknowledged the position regarding funding from the ERDF which will meet part of the cost of the development.
- 9.3 The Acquiring Authority also has confirmation that an operator has been secured for the foodstore.
- 9.4 The Acquiring Authority has also entered into an Indemnity Agreement whereby the Council will proceed with the Order in a timely manner.
- 9.5 The Acquiring Authority is satisfied that if the Order is confirmed there is funding available to enable the Acquiring Authority to complete the compulsory acquisition of outstanding properties within the statutory period following confirmation of the Order and the Developer has the resources and expertise to deliver this Scheme.

## **10 Human Rights considerations**

- 10.1 The Order and the acquisition of land and interests under it comply with the European Convention on Human Rights (“the ECHR”). In resolving to make the Order the Acquiring Authority has carefully considered the rights of property owners under the ECHR against the wider public interest.
- 10.2 It is acknowledged that the compulsory acquisition of the Order Land will amount to an interference with the rights protected by Article 1 of the First Protocol of the ECHR which provides that every natural or legal person is entitled to peaceful enjoyment of his possessions.
- 10.3 These rights may not be interfered with by a public authority except in the public interest and in accordance with the law.
- 10.4 It is acknowledged that the compulsory acquisition of land can amount to an interference with Article 8 of the ECHR which provides that everyone has the right to respect for his private and family life, his home and his correspondence. Article 8 normally applies in circumstances where an Acquiring Authority wishes to acquire residential property which people occupy as their home. There is no property occupied for residential purposes within the Order Land which will involve persons being displaced to make way for the development. The one dwellinghouse within the

Order Land is vacant (and derelict) and is already under the control of the Developer. Article 8 is therefore not engaged in this case.

- 10.5 In relation to Article 1 of the First Protocol, the Acquiring Authority is of the view, given the significant public benefit which would arise from the implementation of the Scheme, that there is a compelling case in the public interest for the compulsory acquisition of the Order Land which outweighs the ECHR rights, and that the use of the compulsory purchase power in this matter is proportionate.
- 10.6 The Acquiring Authority is pursuing a necessary and legitimate aim and without the use of compulsory purchase powers, the redevelopment of the Order Land would not be achievable as there is no evidence that the Order Land would be acquired and developed in the absence of the exercise of these powers.
- 10.7 The ECHR has recognised in the context of Article 1 that regard must be had to the fair balance which has to be struck between the competing interest of the individual and the community as a whole. In this case, any interference with convention rights is considered to be justified in the public interest in order to secure the regeneration of the Order Land and is considered to be proportionate.
- 10.8 Extensive publicity and consultation has been undertaken during the planning application process for the Scheme with the opportunity being given for interested parties to make representations regarding the proposals. Further representations can be made in the context of any public inquiry which the Secretary of State decides to hold in connection with the Order. Those parties whose interests are directly affected by the Order will be entitled to statutory compensation under the relevant provisions of the Compensation Code.

## **11 Other special considerations**

- 11.1 The Order Land does not contain any listed buildings and does not lie in a conservation area. There are no ancient monuments on the land.
- 11.2 There is also no special category land within the Order Land.
- 11.3 Part of the site lies within the Hunshelf Area of Special Character. This is contained in Policy BE18 of the UDP, and this designation was taken into account in the grant of planning permission.

## **12 Related Orders**

- 12.1 Implementation of the Scheme on the Order Land will require the creation of new highways and the closure of existing ones. There will also be a significant upgrading of public rights of way across the western part of the Order Land. This upgrading has been planned to co-ordinate with further improvements that will follow when the Residential Development is built out.
- 12.2 An application has been made under Section 247 of the Town and Country Planning Act 1990 for the closure of the whole of Ford Lane, parts of Public Footpaths 12 and 13 Stocksbridge, as well as closure of parts of Hunshelf Road. The details of this are as follows.
- 12.3 In order to allow development to take place within the meaning of the Town and Country Planning Act 1990 and having regard to the Highways Act 1980, the following highways will require stopping up and or diverting in part or in whole:
1. Hunshelf Road (part)
  2. Ford Lane (whole route)
  3. Public Footpath No.12 Stocksbridge (part)
  4. Public Footpath No.13 Stocksbridge (part)
- 12.4 As part of this process the Developer is concerned that, following full consultation with local councils and stakeholders, including principal path user groups, wherever possible, new routes will be provided that both enhance public access and improve overall transportation, into and through the completed development site.
- 12.5 Descriptions of the Highways Affected (in part or in whole)
1. Hunshelf Road (part) – Unclassified all purpose highway
- 12.5.1 Commences at Manchester Road and runs in a north-westerly and northerly direction, thence turning north-westerly beyond the development site boundary. The section of highway affected is in the vicinity of an existing circulatory roundabout located approximately 100m north of Manchester Road.
2. Ford Lane (whole) – Unclassified all purpose highway
- 12.5.2 Commences at its western terminus with Hunshelf Road and proceeds in a generally easterly direction for a distance of approximately 275m. There is no public vehicular right of way beyond this point. Ford Lane originally served as an access road to a



corn mill, a farm and cottages and later to a steel works and steel stockholding area. Access to all these areas is now defunct or will be rendered so by the development.

3. Public Footpath No. 12 Stocksbridge (part) (As shown on the Definitive Map of public rights of way)

12.5.3 Commencing at its junction with the northern boundary of Ford Lane at a point approximately 30m east from Hunshelf Road and adjacent to the property known as Ford Cottage and proceeding easterly and northerly. The recorded width is 1.2m.

4. Public Footpath No. 13 Stocksbridge (part) (As shown on the Definitive Map of public rights of way.)

12.5.4 Footpath commencing at its junction with the eastern terminus of Ford Lane and proceeding in an easterly direction. As detailed by the Highway Authority, the recorded width is 1.5m.

## 12.6 Highway Proposals

### 1. Hunshelf Road

12.6.1 It is proposed to stop up the following 3 areas of public highway on Hunshelf Road

12.6.1.2 An irregular shaped pocket of land approximately 250 sq.m. in area, forming the northbound approach to the existing circulatory roundabout.

12.6.1.3 An irregular shaped pocket of land approximately 240 sq.m. in area, forming the vehicular entry/exit on the south west side of the existing circulatory roundabout and also forming the southbound approach to, and the adjacent footway of, the existing circulatory roundabout.

12.6.1.4 An irregular shaped pocket of land approximately 45 sq.m. in area, comprising mainly footway, on the east side of the existing circulatory roundabout.

The Highways Act 1980, Sections 38 and 278 agreements entered into will provide for new and upgraded footways along Hunshelf Road.

12.6.2 Ford Lane and Public Footpaths Nos. 12 and 13 Stocksbridge

12.6.2.1 Ford Lane and the following lengths of public footpath are proposed to be stopped up.

- 12.6.2.2 Ford Lane (whole): The entire length of Ford Lane and for its full width is to be stopped up.
- 12.6.2.3 Public Footpath No.12 Stocksbridge (part): Commencing at Ford Lane, easterly for approximately 30m thence northerly for approximately 18m turning north easterly to run alongside an existing un-named private steelworks access road for approximately 60m is to be stopped up. The footpath itself continues beyond the development site area in a northerly direction.
- 12.6.2.4 Public Footpath No.13 Stocksbridge (part): From its junction with the eastern terminus of Ford Lane, easterly for approximately 170m is to be stopped up.

## 2 Alternative Routes

- 12.6.3 The new routes to be provided are:
- 12.6.3.1 Hunshelf Road - The Highways Act 1980, Sections 38 and 278 agreements entered into with the Highway Authority will provide for new and upgraded footways along Hunshelf Road.
- 12.6.3.2 A new public bridleway/cycleway consisting of a 3m wide strip shared footpath/cycleway and a 2m wide verge for use by equestrians, is to be provided at the northern edge of the development site commencing at the junction of Hunshelf Road/un-named steelworks access road and proceeding alongside the un-named steelworks access road in a north-easterly and easterly direction for approximately 180m to connect with footpath no.12 Stocksbridge and from there continuing easterly for approximately 220m, then south for approximately 50m, to join with footpath no.13 Stocksbridge.
- 12.6.3.3 A new, and level, shared footpath/cycleway variable 2.5m to 3m wide to be provided. Commencing at a point on Hunshelf Road approximately 20m north of the existing roundabout and proceeding in an easterly direction for approximately 370m. turning south for approximately 20m thence turning east for approximately 50m.to its junction with footpath no.13 Stocksbridge.
- 12.6.3.4 It is intended that the continuation easterly through the site of the Residential Development, when the housing is built out will also include provision for cycling and horse riding, thus ensuring that the two new routes i.e. footpath/bridleway and footpath/cycleway will form part of an integrated and continuous new upgraded path network including a new riverside walk. Pending these latter works, the existing rights of way across the Residential Development site will remain in place (with

temporary orders sought as necessary to accommodate earth moving and other construction works).

- 12.7 The above routes are to be adopted by the Highway Authority. They will provide an attractive environment and experience for those wishing to access and pass through the Scheme. Measures will be taken to ensure that appropriate access is maintained during development works.

### **13 Additional Information**

- 13.1 The Acquiring Authority recognises that the use of compulsory purchase powers can cause uncertainty for landowners. Whilst the Developer has undertaken extensive consultation on the Scheme there may still be important matters upon which those affected by the Compulsory Purchase Order will require information.

- 13.2 Persons requiring further information regarding the Order should contact David Ambrose at Sheffield City Council , who can be contacted by:

Telephone: 0114 2735539

Email: david.ambrose@sheffield.gov.uk

Address: City Regeneration Division, Sheffield City Council, 4th floor, Howden House, 1 Union Street, Sheffield S1 2SH

- 13.3 Owners and any tenants of land/properties and any other parties with interests affected by the Order, who wish to negotiate a sale or discuss matters of compensation should also contact David Ambrose, as above.

- 13.4 Copies of the Order, Order Map and this Statement of Reasons can be inspected during normal office hours at the Councils offices at:

Sheffield City Council, Town Hall Reception, Town Hall, Pinstone Street, Sheffield, S1 2HH

or

Sheffield City Council, First Point, Howden House, 1 Union Street, Sheffield, S1 2SH

- 13.5 The documents can also be viewed on the Councils website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

## **CONCLUSIONS**

- 13.6 After careful consideration the Acquiring Authority is satisfied that implementation of this Scheme is in the public interest and that a compelling case exists to promote the Order. It is satisfied that the Developer has an impressive track record and is well qualified to deliver the Scheme.
- 13.7 The Scheme is expected to have funding from the ERDF and a major foodstore operator and will be deliverable.
- 13.8 The Order Land has been vacant and/or under-used for a substantial period of time and is clearly in need of regeneration. The Scheme will deliver a comprehensive redevelopment of the Order Land and both the built form and the resulting uses will be of substantial benefit to the area. Negotiations to assemble the site by agreement have not come to fruition and without the use of compulsory purchase there is every risk that the Scheme will be lost and the substantial public benefits it will deliver will be foregone. There is a compelling case now for the Scheme to be delivered.

## LIST OF DOCUMENTS

In the event that objections are made to the Order and the Secretary of State decides to hold a Public Inquiry the Acquiring Authority may refer to some or all of the documents listed below.

- National Planning Policy Framework (2012)
- Written Ministerial Statement “Planning for Growth” and Covering Letter (31 March 2011)
- HM Treasury “The Plan for Growth” (March 2011)
- Written Ministerial Statement “Housing and Growth (6 September 2012)
- The Yorkshire and Humber Plan (2008) – relevant extracts
- Sheffield Unitary Development Plan (1998) – relevant extracts
- Sheffield Unitary Development Plan (1998) – Proposals Map 1
- Sheffield Development Framework Core Strategy (2009) – relevant extracts
- Sheffield Development Framework Draft City Policies and Sites Document (2010) – relevant extracts
- Sheffield Development Framework Draft Proposals Map 1 (2010)
- Corus Works Development Brief (2005)
- Planning Permission Ref. 08/02703/FUL – decision notice dated 22 July 2009
- Appeal Allowed Pursuant to Planning Application Ref. 09/02819/FUL (“Planning Permission 1”) – Inspector’s decision dated 13 April 2010
- Planning Permission Ref. 11/02480/FUL (“Planning Permission 2”) – decision notice dated 16 November 2011
- Planning Application Ref. 11/00384/FUL (“the Residential Development”) – draft decision notice
- Planning Permission Ref. 11/00350/FUL – decision notice dated 10 May 2011

- Agreement made between Sheffield City Council, Stocksbridge Regeneration Company, Dransfield Properties Limited and JJ Gallagher Limited dated 31 May 2012
- Agreement between Stocksbridge Regeneration Company Limited and Tata Engineering Steels Limited dated (redacted)

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**APPENDIX 1**

**The Order Plan**

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**APPENDIX 2**

**Development Plan**

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