

For Sale

Land at Ridgeway Road/Hurlfield Road,
Manor Top, Sheffield S12 2TW



Development Opportunity - Prominent Road Frontage

Suitable for a variety of uses (Subject to Planning) 0.87 ha (2.15 acres)

0114 273 5621 | propertyservices@sheffield.gov.uk

www.sheffield.gov.uk/property



Site Location and Description

The site is located at Manor Top on a prominent elevated corner position fronting the junction of A6102 Ridgeway Road and Hurlfield Road. Ridgeway Road (into Prince of Wales Road) is one of Sheffield's busiest arterial routes and provides a direct link from the South/South East of Sheffield to both the City Centre and the M1 motorway.

The site is rectangular in shape measuring approximately 0.87 hectares (2.15 acres) and is predominantly laid to grass with the foundations of the former care home still in situ. Vehicular access is currently taken from Ridgeway Road at the most southerly point of the site with pedestrian access taken directly off Hurlfield Road to the north.

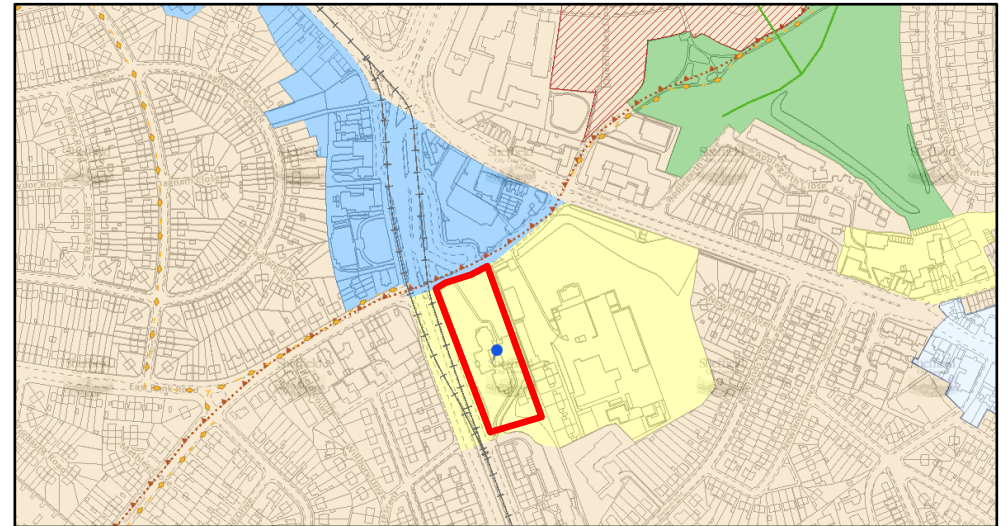
The site is at the edge of a District Shopping Centre where both independent and national retailers including Asda, Poundland & Fulton Foods operate. The wider area contains a mix of different amenities including a library, a medical centre and the new Prince Edward School and is experiencing continued regeneration activity with 1,700 new homes planned to be built over the next 10 years adding to the current population of 72,000 that currently live within 1.5 miles of Manor Top.

The site is also well connected to the public transport network with the Manor Top – Elm Tree tram stop located less than 100m away and a bus stop directly adjoining the site that benefits from 16 services a day.



Services

It is understood that mains services are located within the public highway; however the purchaser will be responsible for ensuring the suitability of the services in the locality for the proposed development.



Planning

The Unitary Development Plan (UDP, adopted 1998) shows the site designated as a Housing Area and this is the preferred use of the site. However, the site is also designated as a Flexible Use Area on the 2013 Pre-Submission Draft Proposals Map and as such it is suitable in principle for retail, leisure and other town centre uses (any leisure use with a citywide catchment should be considered for the city centre or Lower Don Valley first).

For assistance the Planning Authority has provided an Informal Planning Advice Note, please see attached at Appendix 2. Please note that purchasers are advised to make their own enquiries in respect of their particular use/scheme prior to submitting an offer for the site.

Should you require further planning information, please contact Gary Dickson at Sheffield City Council (Forward and Area Planning) via the following email address: sheffield.plan@sheffield.gov.uk

Outline Terms of Disposal

The City Council is willing to accept offers for the freehold interest of the property on the following basis:

- The City Council invites written offers for the property only on the official Offer Form attached
- The Council will dispose of the site with full vacant possession
- The Council intends to enter into conditional contracts with a prospective purchaser subject to the purchaser obtaining detailed planning consent
- Upon exchange of contracts, the purchaser will pay a deposit of 10% of the purchase price
- Upon exchange of contracts, the purchaser shall also pay a non-refundable buyers' premium equivalent to of 3% of the purchase price
- The purchaser will submit a planning application within 6 months from the selected bidder being notified
- Within 6 weeks and 10 days of being granted detailed planning consent the sale contract will complete and the remaining 90% balance of the purchase price will be payable

Offer Procedure

- (a) Offers should be submitted by **12.00 noon on Friday 17th November 2017** using the attached Offer Form and be contained in a plain envelope with no identifying marks other than the Offer for Property label, also attached
- (b) Offers should be delivered to Sheffield City Council, Property Services, Level 3, Moorfoot Building, Sheffield S1 4PL. Offers should be posted by recorded delivery, or delivered in person whereon a receipt will be issued, to ensure there is a record of delivery
- (c) Alternatively any Offer Forms may be emailed and should be addressed to propertyservices@sheffield.gov.uk, please include the following within the email subject box: **Land at Ridgeway Road/Hurlfield Road – Closing date 12 noon Friday 17th November 2017**
- (d) Offers received after this date may be disqualified

- (e) Please supply the name and address of your legal advisers, together with the name of the person who will attend to this matter, with telephone numbers and an e-mail address, if known
- (f) The offer should be accompanied by the following information:
 - Financial Offer
 - Indication of initial proposals for the site
 - Information on previously completed schemes
 - Detail of the proposed source of development finance
 - Proposed professional team
 - Development timeframe and process for any board approval
 - Copy of the viability/development appraisal showing how the offer has been arrived at
 - The period in which you anticipate to be able to exchange contracts following receipt of title documentation
- (g) Only offers of a non-variable nature will be considered; referential offers will not be accepted
- (h) Offers sent by fax will not be considered and may invalidate any offer submitted in the correct format due to potential breach of confidentiality
- (i) The Council reserves the right not to accept the highest, or indeed any offer made for the property
- (j) All costs in preparing the bid shall be at the bidder's expense
- (k) The acceptance of any offer is subject to formal City Council approval

Viewing and Further Information

The property is open to view from the public highway at your convenience. For further information please contact us using the details below;

Sheffield City Council
Property Services
Level 3, Moorfoot Building
Sheffield, S1 4PL

propertyservices@sheffield.gov.uk
0114 273 5621



- A** Development Site
- B** Asda Supermarket
- C** Poundland
- D** Fulton Foods
- E** Manor Top – Elm Tree Tram Stops
- F** Manor Library
- G** Medical Centre
- H** Manor Top Army Reserve Centre

Reservations

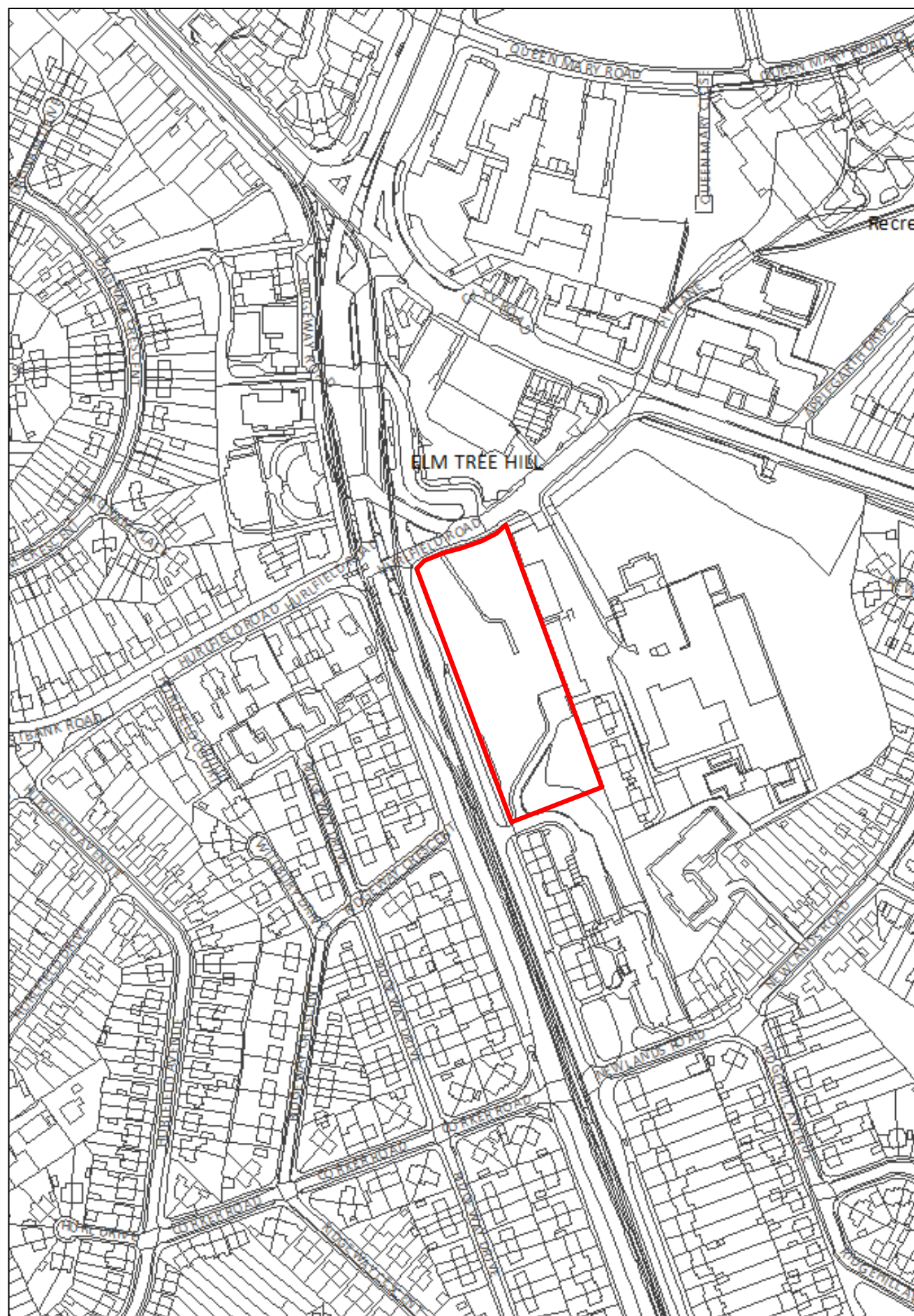
No information contained in this document or any other written or oral information made available to any interested party or its advisers shall form the basis for any warranty, representation or term of any contract by the City Council with any third party. The informal officer guidance provides general planning advice for prospective purchasers. It is informal advice and is given without prejudice to any decision made in formal determination of a planning application.

The City Council reserves the right not to follow up this invitation in any way and/or withdraw from the selection process at any stage and no expense incurred by any person in responding to the invitation and preparing an expression of interest will be reimbursed.

MISREPRESENTATION ACT 1967

Sheffield City Council gives notice that (1) these particulars do not constitute any part of an offer or a contract. (2) Statements contained in these particulars as to this property are made without responsibility on the part of the City Council. (3) None of the statements contained in these particulars as to this property are to be relied on as statements or representation of fact. (4) Any intending purchasers or lessees or tenants must satisfy themselves by inspection or otherwise as to the correctness of each of the statements contained in these particulars. (5) Sheffield City Council does not make or give nor does any person in its employment have any authority to make or give any representation or warranty in relation to this property

Appendix1 – Disposal Plan



Appendix 2 – Informal Planning Advice Note (September 2017)

Land at former Foxwood Centre, Ridgeway Road, Manor Top, S12 2TW

This note provides general planning advice relevant to future uses at the above site. It is an informal officer view given without prejudice to any decision made in the formal determination of any planning application.

1.0 Executive Summary

The site is located off Ridgeway Road, Manor Top. A site location plan is shown as Appendix 1 to this Guidance Note. Any proposed development is subject to the considerations set out in the Guidance Note.

2.0 Site Location and Description

The site consists of a rectangle of formerly developed land between Ridgeway Road and Hurlfield Road, with the foundations of the former bungalows still intact. There is a service road leading off Ridgeway Road and also the remnants of a footpath connecting with Hurlfield Road. The site is 0.87 hectare in size.

3.0 Current Planning Policy Documents

The [National Planning Policy Framework](#) (paragraph 216) states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. Decision-takers may also give weight to relevant policies in emerging plans according to their stage of preparation (the more advanced the preparation the greater the weight that may be given), and the extent to which there are unresolved objections to relevant policies.

Until a new Sheffield Local Plan is adopted, planning decisions will be made using the following documents as appropriate:

the [Core Strategy](#) (adopted March 2009)

the [Unitary Development Plan](#) saved policies and Proposals Map (adopted March 1998); and

the [Pre-Submission Draft City Policies and Sites](#) and [Proposals Map](#) (April 2013).

4.0 Assessment of Planning Issues

This note identifies only key policies and guidelines that are **particularly relevant to redevelopment** of this site for its redevelopment for housing or retail use. For other proposals it is recommended that separate early policy advice is sought. **A detailed list of the relevant planning policies is included in Table 1 below.**

4.1 Proposals Map designations and land use policy

The site lies within a Housing Area in the Sheffield Unitary Development Plan (UDP) and in the 2013 Pre-Submission Draft Proposals Map. In accordance with UDP policy H10, housing is the preferred use in such Areas.

The site is designated as a Flexible Use Area on the 2013 Pre-Submission Draft Proposals Map.

The site is suitable in principle for retail, leisure and other town centre uses, as defined in the NPPF, Annex 2 – it is near the District Centre, accessible by public transport and could promote linked trips (any leisure use with a citywide catchment should be considered for the city centre or Lower Don Valley first).

Development would be consistent with the Core Strategy, which promotes expansion of the centre (CS38). However, there are significant constraints for this use - please refer to the Highways, Access and Transport section below.

In terms of open space policy, there is no open space on site. As the site is less than 4 hectares in size, there is no site-specific open space requirement as it's covered by the Community Infrastructure Levy (see below).

4.2 Design and Landscape

This is a substantial site on one of Sheffield's principal transport arteries. As a consequence it is visually prominent and well-served by transport infrastructure.

The prominence of the Ridgeway Road frontage and, particularly the corner with Hurlfield Road, require a suitable response, in terms of scale and quality. The highways currently dominate and require containment through a strong built form close to, or on, the site boundary, establishing a firm, regular and continuous building line along the northern and western edges of the plot. The built edge should reflect the topography, with buildings, or breaks in the buildings, stepping down the slope to the south. Building heights should reflect the widths of the carriageways to avoid overly modest structures being lost. Therefore a minimum of 3 storeys, or equivalent, is required along these edges. This will be enhanced by the slightly elevated nature of the site in comparison with the highway.

As a highly visible site to the large volume of people passing through the area, any future development will have a significant impact on the way both the area and the wider city is perceived. A high standard of design quality is required. This is an opportunity to help craft a positive new sense of identity for the Manor Top centre using a good standard of robust materials for both buildings and public realm. The area to the corner of Ridgeway Road and Hurlfield Road provides the connection with the existing Manor Top centre, turns a significant corner, and could potentially help to enclose the tram stop; it therefore requires a particularly strong built response.

Away from the road edge there is scope for a lower scale and a different urban form. Opportunities for providing connection to the neighbouring site should be provided, which would improve permeability within the area if the land were to be redeveloped.

Boundaries should be clearly marked with physical measures such as walls or fences, to establish the extent of public and private space. This should be supported by a comprehensive landscape strategy, incorporating structure planting such as street trees or hedges - reflecting the relatively green nature of the local area.

Parking should not dominate. Car parking should generally be away from the road edge screened by buildings. Any large areas of parking proposed should be contained within the main body of the site so as not to weaken the building line to the main road edges.

For any residential proposal, Core Strategy policy CS26(b) states that the density of new residential development should be between 50-80 dwellings per hectare.

The site is managed as short grass and there are several groups of trees through the site.

Trees on site are a mix of mature lime, over-mature cherries, hawthorn and plum. With the exception of a group of limes at the junction of Ridgeway Road and Hurlfield Road the condition of the remaining trees do not have significant merit as specimens. The retention of the group of limes is highly recommended as they will mature into a good feature point on the site. A tree protection plan will be required for their protection during development of the site to BS 5837 *Trees in relation to design, demolition and construction - recommendations*. A further management and maintenance plan should also be put in place to protect these trees for their future retention.

The remaining trees while making a useful visual contribution to amenity could be replaced as part of landscape proposals for the site with more suitable species including large tree varieties appropriate for this highly visible location along Ridgeway Road. Landscape proposals would be a requirement for the development of this relatively large site and tree planting should be considered an important part of infrastructure design and developing character for the proposals. Again a management plan for the site will be required to ensure these trees are managed to maturity.

The site is not in or near to a Conservation Area.

4.3 Highways

Any proposal would be subject to compliance with appropriate Highways standards. A series of [Transportation and Highways Information Sheets](#) are available to guide developers. This includes car parking and bicycle parking guidelines, travel plans and transport assessments.

Highways capacity and suitable access to this site is a major factor for any future development proposal. Any retail development would need to be developed on a genuinely car-free/car-light basis (with the exception of servicing requirements, etc.) or the project, by way of mitigation or planning gain, would deliver public transport, highway capacity and/or cycling improvements in line with the emerging Transport Strategy.

The only possible vehicular access is via the existing left-in/left-out access. Given the sensitivity of the area in traffic terms it would be necessary for a Transport Assessment to be provided to determine whether the impact of any development would be acceptable. Ongoing strategic transport modelling undertaken for the Sheffield Plan and Transport Strategy indicates capacity is an issue at this location and is expected to worsen significantly. Highway capacity improvements would likely be needed here even without this proposed development and it is not clear yet what form these might take. Additional trips/impact resulting from new development would need to be mitigated.

There would be unlikely to be any major issue for uses with a relatively low vehicular traffic generator such as housing but it would be necessary to look closely at pedestrian/cycle access and improvements and impact assessment would still be required.

Emerging Transport Strategy

The Outer Ring Road is likely to be identified in the Council's emerging Transport Strategy as a 'key economic corridor' i.e. a route on which free movement of private motor vehicles is important in respect of accessibility to key economic areas. Additional delays on the Outer Ring Road would therefore be problematic. Manor Top is also a key node for Supertram and some of the most important bus services in the city and it also suffers very poor bus speeds in peak periods. The Council is seeking to greatly improve public transport speed through this junction – worsened public transport delay would not be acceptable. The other arms of the junction would, in all likelihood, be identified as distributor roads, but ones where sustainable transport improvements would take priority over congestion.

Walking & Cycling

It will be necessary to ensure that walking and cycling infrastructure is improved within walking and cycling catchments of any proposed retail development as this would support health and accessibility objectives. This is an area of relatively low incomes and access to cars, so providing for 'free' modes will assist in maximising the customer catchment; it would also help make the development more acceptable if walking and cycling were facilitated to minimise the generation of car trips.

Relatively short lengths of cycle tracks and improved key crossings of a high enough standard (i.e. not the standard shared use or shared segregated paths and toucan crossings) could connect into already quiet streets in the area, making great improvement to access to the site (and public transport) by these modes.

Early contact with the Council is recommended to ensure the development and its associated highways works and cycle infrastructure is to an adequate standard (internally and externally).

Land along the frontage of the development should ideally be protected for future highway improvement, at the very least by avoiding situations where buildings are constructed tight to the highway boundary.

4.4 Ecology

No ecological constraints to the site being developed are envisaged. Existing trees will need to be checked for nesting birds (if development takes place during the bird breeding season) if they are proposed to be removed.

The NPPF would need to be given consideration in regard to enhancing and increasing biodiversity on the site and it's useful to consider this early in the planning process.

4.5 Flood Risk and Drainage

The site lies within Zone 1 – low probability.

The site may have the potential to discharge via infiltration but appropriate tests would need to be carried out. The depth of infiltration would need to consider the existing raised nature of the site to prevent water issuing through surrounding retaining structures and embankment toes.

There is no nearby watercourse to discharge to. If it can be proven that the present surface water discharge goes to the existing combined sewer then a brownfield rate may be allowable based on a 30% reduction applied to the existing rate for a 1 in 1 year storm event. This would be based on the existing impermeable area that is presently drained. Yorkshire Water will have to be consulted.

As this site has been unused for over 5 years, greenfield surface water discharge rates may apply if discharged to the public sewer.

There should be no flooding of the proposed property or exceedance flows created by the site flowing beyond its curtilage for up to a 1 in 100 year plus climate change events.

In terms of SuDS this site should approach design layout and levels to ensure car parking areas are level to allow efficient use of permeable surface sub-bases for storage of both car park and roofwater. Alternatively the layout should allow for sufficient level linear landscape areas to intercept cross fall flows from vehicular surfaces for first flush treatment before conveyance to storage facilities.

4.6 Noise, Land Contamination & Lighting

Please refer to Appendix 2 which sets out the Council's comments on these matters.

5.0 Developer contributions and Community Infrastructure Levy

The Council charges a Community Infrastructure Levy (CIL) on qualifying new development and this will mostly replace developer contributions and planning obligations (known as S.106 Agreements). CIL is now the main mechanism to seek developer contributions to help meet the city's strategic infrastructure needs; for example education and open space provision.

The levels of the charge are set out in the Charging Schedule, which the Council approved at its meeting on 3 June 2015. Planning permission applicants now need to submit a form for CIL. The introduction of the Levy means that we require additional information to determine whether a charge is due and the amount.

This site is located within **CIL Charging Zone 3** and the charge for residential will be **£30 per m2 gross internal floorspace**. See [CIL](#) for guidance on the Sheffield CIL.

Following the introduction of the CIL, the Council has produced a [Community Infrastructure Levy and Planning Obligations Supplementary Planning Document](#). This was adopted by the Council in December 2015 and it explains how and when the CIL, Section 278 and Section 106 Planning Obligations will be applied.

For affordable housing, the site is in the Manor/Arbourthorne/Gleadless Affordable Housing Market Area where the required contribution is 0%. A map of the Housing Market Areas and further guidance is set out in the CIL and Planning Obligations SPD.

6.0 Pre-application advice

Before submitting a planning application, developers are encouraged to make contact with the Planning Service to identify a case officer who can help through the process. At this stage advice can be given as to whether pre-application advice/and or meetings would be useful. There is a charge for this service. Further information is available at:

[Sheffield City Council - Pre-application enquiries \(planning\)](#) or by telephone on: 0114 2039183

A list of planning application requirements and information on the level of supporting information to support an application is available at: [Sheffield City Council - Information Requirements](#). Case officers will also provide guidance and agree a required checklist of supporting information as part of pre-application advice.

7.0 Contact Details

For further general planning advice or information please contact:

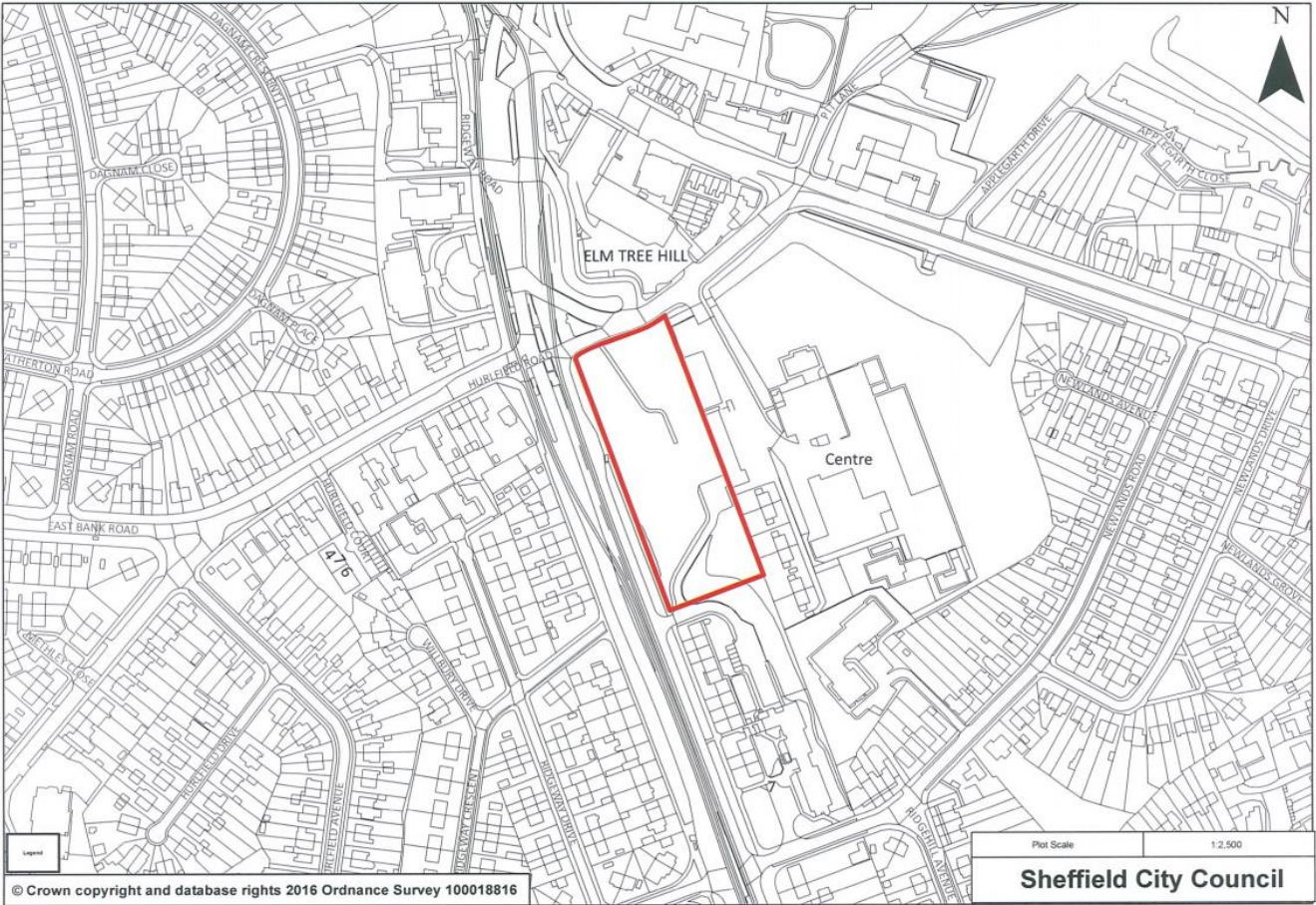
Gary Dickson
Forward and Area Planning
Development Services
Sheffield City Council
Tel: 0114 2735160
Email: sheffieldplan@sheffield.gov.uk

Table 1: The following table is a list of policies that are relevant to the site.

Site Size:	0.87 hectares (2.15 acres)
Planning History:	A Prior Approval Not Required application was granted on 19/5/2011 for the demolition of the former respite centre (ref. 11/01388/DPNRG3).
Pre-Submission Draft City Policies and Sites Policy H1 Land Uses in Policy Areas	
Community Infrastructure Levy & Planning Obligations SPD (Dec 2015)	A map of the Housing Market Areas and further guidance is set out in the CIL and Planning Obligations SPD taking into account the requirements of NPPF (paragraph 173) on financial viability.
Design Principles: CS74 Design Principles UDP BE6 'Landscape Design'	High quality physical design, comprehensive landscape design
UDP BE5 Building Design and Siting	Good design and good quality materials expected in all new developments. Sets out criteria for physical design and user requirements.
UDP policy BE6 Landscape Design	Good quality landscape design is expected in new developments
UDP policy BE9 Design For Vehicles	New development to provide a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians.
Trees and Landscape: UDP GE11 Nature Conservation UDP GE15 'Trees & Woodland'	New development should seek to retain and protect mature trees, copses and hedgerows wherever possible and replace trees which are lost.
Ecology:	Refer to IPAN section 4.4
Housing: CS26 Efficient Use of Housing Land and Accessibility	In this location, a density of 50-80 dwellings per hectare is expected.
Sustainability and Climate Change policies: CS64 Climate Change, Resources and Sustainable Design of Developments CS65 Renewable Energy and Carbon Reduction	Developments of over 500m ² gross internal floor space, or 5 or more dwellings, provide a minimum of 10% of their predicted energy needs from decentralised renewable or low carbon energy
CS66 Air Quality	Refer to Appendix 2
CS67 Flood Risk Management	Refer to IPAN section 4.5
UDP GE24 Noise Pollution	Refer to Appendix 2
Highways, Access & Parking Transportation and Highways Information Sheets	Parking Guideline in line with information sheet 3 for housing outside the city centre (maximum provision): 1 bedroom 1 space 2-3 bedroom 2 spaces

	<p>4-5 bedroom 2-3 spaces</p> <p>1 visitor space per 4 houses should be provided</p>
Community Infrastructure Levy (CIL)	<p>Likely developer contributions are set out above in section 5.0.</p> <p>The site is located within CIL Charging Zone 3 and the charge for residential use will be £30 per m2 gross internal floor space.</p>
Contact:	<p>Gary Dickson, Forward and Area Planning</p> <p>Tel: 0114 2735160</p> <p>Email: sheffieldplan@sheffield.gov.uk</p>

APPENDIX 1 – SITE LOCATION PLAN
Land at former Foxwood Centre, Ridgeway Road, Manor Top, S12 2TW



APPENDIX 2 – COMMENTS FROM SHEFFIELD CITY COUNCIL’S ENVIRONMENTAL PROTECTION SERVICE

Noise

The proposal is located in a mixed commercial and residential area with relatively low background noise levels throughout the late evening. The predominant noise is the road traffic of Ridgeway Road. Vehicle movements are considered to be moderate to high and include public transport. A number of shops and an Asda supermarket are located within the immediate vicinity. Commercial use is considered satisfactory in principle.

Retail development would be in close proximity to residential properties. Noise from commercial operations, servicing, deliveries, external plant and equipment and access/egress necessitate consideration. Significant potential break-in point for external noise is the glazing to habitable rooms. A Noise Survey is required.

There is a potential for dis-amenity for these residential properties arising from any proposed commercial use, due to factors including noise.

In light of the above, as part of the planning application process it is likely that control in hours, conditions and directives will be required.

Noise Report

Noise of commercial operations, fixed/external plant and equipment and deliveries necessitate consideration. SCC standards would be recommended under formal planning consultation.

Delivery Hours

In the experience of the EPS regarding noise of deliveries to commercial operations during night time hours, a significant number of complaints are received. This disturbance includes people talking, laughing when in conversation and/or using mobile phones, amplified music within vehicles and buildings, vehicle engines running, HGV doors slamming, cages falling over, vehicle refrigeration plant left activated etc. In addition, vehicles arriving, parking and departing also intensify noise levels, causing more annoyance.

In light of the above, the EPS would recommend the applicant considers the following control of hours, and would be recommended under formal planning consultation:

Deliveries to the building shall be carried out only between the hours of 07:30 to 21:00 hours on Mondays to Saturdays and between 10:00 to 16:00 hours on Sundays and Public Holidays.

Hours of Use

With retail development, the EPS would recommend the applicant considers the following control in hours, and would be recommended under formal planning consultation:

07:30 to 22:00 hours Monday to Saturday and 10:00 to 16:00 hours Sundays and Public Holidays.

Servicing

There is a potential for the servicing of retail use to be a source of dis-amenity to the nearby residents and to the locality due to noise. The EPS would recommend the applicant considers the following control in hours, and would be recommended under formal planning consultation:

Movement, sorting or removal of waste materials, recyclables or their containers in the open air shall be carried out only between 07:30 to 21:00 hours on Mondays to Saturdays and between 10:00 to 16:00 hours on Sundays and Public Holidays.

Amplified Music

The EPS would recommend the following bespoke condition under formal planning consultation:

No amplified sound shall be played within any commercial use hereby permitted at above background levels, nor shall loudspeakers be fixed externally nor directed to broadcast sound outside the building at any time.

Contaminated Land

The EPS have reviewed historic Ordnance Survey maps and Coal Authority data available and would comment as follows:

The site remained undeveloped to c.1948 when residential buildings are shown and demolished in c.1970s. Potential made ground contamination is present including, inter alia, asbestos containing materials, from the above buildings. A small area of the site has been identified as potentially contaminated land under Part 2A of EPA 1990.

Several mine entries, probable shallow coal mine workings, and a coal outcrop lie over the site and flags such as a development high risk area. The site falls within 25m of historic landfill. There exists, therefore, the potential for underground gases which may present a risk to future occupiers of the proposed development.

A Phase 1 desktop study, Phase 2 intrusive site investigation and risk assessment are required and will be recommended by EPS under formal planning consultation. This is to ensure that adequate assessment of potential risks to human health arising from ground contamination, bulk or trace gases and potential pollution of ground or surface waters, are assessed in accordance with current LPA standards.

Construction Noise

The construction works will take place with sensitive uses in close proximity. There is potential for dis-amenity during the development phase due to noise. The EPS would recommend the following bespoke condition under formal planning consultation:

Construction works that are audible at the site boundary shall only take place between 07:30 hours and 18:00 hours on Monday to Fridays and between 08:00 hours and 13:00 hours on Saturdays, and not at any time on Sundays and Public Holidays.

External Lighting

The EPS would recommend the following directive under formal planning consultation:

The applicant should install any external lighting to the site to meet the guidance provided by the Institution of Lighting Professionals in their document GN01: 2011 “Guidance Notes for the Reduction of Obtrusive Light”. This is to prevent lighting causing dis-amenity to neighbours. The Guidance Notes are available for free download from the ‘resource’ pages of the Institute of Lighting Professionals’ website.

OFFER FORM

PROPERTY ADDRESS: Land at Ridgeway Road/Hurlfield Road, Sheffield S12 2TW

PURCHASER'S DETAILS

<u>Name:</u>	.....	<u>Solicitor:</u>	.....
<u>Address:</u>	.....	<u>Address:</u>	.....

<u>Telephone:</u>	.....	<u>Telephone:</u>	.....
<u>E-mail:</u>	.....	<u>E-mail:</u>	.....

OFFER

AMOUNT OFFERED [EXCLUDING FEES]

£
.....

Deductions:

Please confirm whether there are likely to be any deductions in relation to the offer (eg affordable housing, CIL payments, contamination, specialist foundations, off site highway works etc),

Please provide a breakdown of any potential deductions and how these have been calculated. Please supply any supporting information you may have (continue on a separate sheet if necessary).

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Please provide a brief outline of your proposals for the property:

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Please outline any previous experience in delivering similar schemes including any supporting information:

CONDITIONS:

Is your offer CONDITIONAL/UNCONDITIONAL? (Please circle as appropriate)

For example your offer may be subject to receipt of planning permission; development funding; a deadline; or other consent(s) being obtained.

If you answered CONDITIONAL to the above, please provide further information:

Is your offer subject to phased payments YES/NO? (Please circle as appropriate)

If you answered YES to the above, please provide your proposal and estimated timescales:

FUNDING:

Please provide details on how you would obtain funding for your proposals:

A Bank Reference or other proof of funds will be required from the shortlisted applicant(s). Please provide full details including name, address, telephone number and status of a suitable contact within your/your business' bank:

OTHER INFORMATION:

Please supply any further information in support of your offer:

Signed:

Print Name:

On behalf of (Company):

Date:

Address label:

OFFER FOR PROPERTY

PROPERTY: Land at Ridgeway Road/Hurlfield Road, Sheffield S12 2TW

**Sheffield City Council
Property Services
Level 3, East Wing, Zone 4
Moorfoot Building
Sheffield
S1 4PL**
