

Climate Change, Economy and Development Transitional Committee

Thursday 13 January 2022 at 1.00 pm

**To be held at the Town Hall,
Pinstone Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Membership

Councillor Mark Jones
Councillor Barbara Masters
Councillor Neale Gibson
Councillor Tim Huggan
Councillor Dianne Hurst
Councillor Mazher Iqbal
Councillor Douglas Johnson
Councillor Chris Rosling-
Josephs
Councillor Martin Smith
Councillor Paul Turpin

PUBLIC ACCESS TO THE MEETING

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk . You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public have the right to ask questions or submit petitions to Transitional Committee meetings and recording is allowed under the direction of the Chair. Please see the [website](#) or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

PLEASE NOTE: Meetings of the Transitional Committee have to be held as physical meetings. If you would like to attend the meeting, you must register to attend by emailing committee@sheffield.gov.uk at least 2 clear days in advance of the date of the meeting. This is necessary to facilitate the management of attendance at the meeting to maintain social distancing. In order to ensure safe access and to protect all attendees, you will be asked to wear a face covering (unless you have an exemption) at all times when moving about within the venue.

It is also recommended that you undertake a Covid-19 Rapid Lateral Flow Test within two days of the meeting. You can order tests online to be delivered to your home address, or you can collect tests from a local pharmacy. Further details of these tests and how to obtain them can be accessed here - Order coronavirus (COVID-19) rapid lateral flow tests - GOV.UK (www.gov.uk). We are unable to guarantee entrance to observers, as priority will be given to registered speakers. Alternatively, you can observe the meeting remotely by clicking on the 'view the webcast' link provided on the meeting page of the website.

If you require any further information please contact John Turner email john.turner@sheffield.gov.uk.

**CLIMATE CHANGE, ECONOMY AND DEVELOPMENT TRANSITIONAL
COMMITTEE AGENDA
13 JANUARY 2022**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 5 - 8)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 9 - 14)
To approve the minutes of the meeting of the Committee held on 10th November, 2021
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. Sheffield Local Plan Spatial Options** (Pages 15 - 32)
Report of the Head of Planning
- 8. Responses to Public Questions Raised at the Meeting held on 10th November, 2021** (Pages 33 - 56)
To note the responses to the public questions raised at the meeting held on 10th November, 2021 – For Information Only

NOTE: The next meeting of Climate Change, Economy and Development Transitional Committee will be held on Thursday 10 February 2022 at 10.00 am

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Audit and Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Climate Change, Economy and Development Transitional Committee

Meeting held 10 November 2021

PRESENT: Councillors Mark Jones (Chair), Barbara Masters (Deputy Chair), Neale Gibson, Tim Huggan, Dianne Hurst, Douglas Johnson, Abtissam Mohamed, Chris Rosling-Josephs, Martin Smith and Paul Turpin

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1. APOLOGIES FOR ABSENCE

1.1 No apologies for absence were received.

2. EXCLUSION OF PUBLIC AND PRESS

2.1 No items were identified where resolutions may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

3.1 Councillor Paul Turpin declared a personal interest in item 6 on the agenda (item five of these minutes) - Draft 10-Point Plan For Climate Change Action, as a director of an insulation company.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 7th October, 2021, were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 Members of the public were invited to raise questions and/or comments on the Draft 10- Point Plan For Climate Change Action, and the following six people attended the meeting to raise their questions.

(a) George Rees

One of the benefits stated in the 10-Point Plan is "Improving people's homes so they are suitable for the changing climate". The plan includes a welcome recognition of the greater progress that can be achieved by working together: "5. Bring the city together to make the changes we need".

(Q) A significant proportion of the city housing stock is terraced houses. Many of these have single-brick external walls so they leak heat and require external solid wall insulation. Particularly for terrace-houses there's a strong benefit from insulating multiple adjacent houses together - this offers a more effective solution (reduced thermal gaps), improved appearance (harmonious), and lower-costs

(reduced set-up costs). What is the Council offering, or planning, in terms of facilitating or supporting multiple privately-owned adjacent terrace-house owners to work together in this way? For example, the Council could offer an expert insulation-advisor to attend a meeting with residents of a particular terrace street, or the Council could support the negotiation with contractors for lower-prices for externally-insulating of multiple-adjacent terrace homes.

(b) Renee Meijer

Given that food generates around 30% of our carbon footprint, what plans do the Council have to ensure that fair and sustainable food is an integral part of this 10-Point Plan?

(c) Andrew Mitchell

- (i) I applaud SCC for recognising the need to take action, but I see no tangible actions in any of the 10 SCC priorities listed. The greatest impact on emissions that SCC has a direct influence on is Housing which accounts for 40% of all CO2 emissions. Housing first. Fabric First.
- (ii) What is the actual strategy for reducing CO2e in Sheffield. That is what specific areas have been identified as the most effective in terms of cost vs CO2e saved and SCC authority (i.e. they have the authority to implement this)?

(d) Gillian Gehring

Is the Council going to rethink public transport? Might it consider seeking funds to establish a large fleet of free small electric minibuses that would run at a frequency of ~ 5 minutes over an area inside the inner ring road linking the bus and rail stations and transport hubs e.g. the Cathedral with the rest of the city. They might be permitted in the pedestrianised areas provided they kept to a very low speed limit in these areas. (There is such a scheme in Manchester).

(e) Karine Nohr

- (i) Why are petrol-guzzling private SUVs, which are resource hungry and have poor fuel efficiency, excluded from the £10 charge to enter the Clean Air Zone?
- (ii) Why no mention of the Arup Report?

(f) Jonathan Frost

- (i) What do you think of the Wakefield Climate Action Plan?
- (ii) What aspects could usefully used in the Sheffield equivalent?

5.2 The Policy and Improvement Officer (Alice Nicholson) read out the two following questions from members of the public, who had indicated that they had wished to

attend the meeting in person, but had no longer been able to do so:-

(a) Minesh Parekh

Point 4 of the Plan states that 'We will work towards reducing Council emissions to net zero by 2030'. The Council's original declaration and its Arup report talked in terms of being zero carbon by 2030. Is this plan a pivot away from zero carbon and downsizing our emissions ambitions?

(b) Gillian Green

What is SCC's plan to increase the amount of different types of plastics and tetra-packs that can be recycled via my blue bin collection please? I cannot take to supermarket recycling bins as I am disabled?

5.3 The Policy and Improvement Officer made reference to further questions and comments which had been raised by members of the public and interested groups/organisations, and which were set out in a document which had been circulated to members at the meeting, and which would be posted on the Council website.

5.4 The Chair (Councillor Mark Jones) stated that, given the number of questions and comments raised, a generic written response would be provided to everyone.

6. DRAFT 10-POINT PLAN FOR CLIMATE CHANGE ACTION

6.1 The Committee received a report of the Head of Strategic Transport, Sustainability and Infrastructure, Place, containing a draft 10- Point Plan for Climate Change Action. The draft Plan, which had been requested by the Committee at its last meeting held on 7th October 2021, set out a framework for the Council's approach to acting on climate change, together with committed high level and specific actions that were identified as priorities over the short-term. The report also set out details regarding the next steps in the process.

6.2 The report was supported by a presentation by Mark Whitworth (Sustainability and Climate Change Service Manager) and Tom Finnegan-Smith (Head of Strategic Transport, Sustainability and Infrastructure).

6.3 Also in attendance for this item were Mick Crofts (Executive Director, Place) and Victoria Penman (Sustainability Programme Officer).

6.4 Mark Whitworth reported on the response to suggestions of the Committee raised at its meeting held on 7th October 2021, the proposed structure of the draft Plan, the transformation of priorities and actions and enabling priorities. Tom Finnegan-Smith provided further detail on the transport strategy element of the Plan.

6.5 Members of the Committee raised questions and the following responses were provided:-

- It was noted that a significant proportion of the greenhouse gas emissions

in the food sector involved the transportation of food. There was a commitment to develop a plan which focused specifically on food, as well as a plan for decarbonising transport in the city, including freight. Every effort needed to be made to ensure that local food supplies came from sustainable sources, and work was required to look at the supply chains. As part of the Plan, the Council wished to look at how more food consumed in the city could be generated locally in order to reduce emission levels created by food transportation. Work had been undertaken a few years ago, as part of the Heart of the City project, looking at cleaner methods of transporting food into the city, such as the use of the canal or by creating a consolidation centre near the motorway. There was a big opportunity for the Council to work with its partners, such as Sheffield Hallam University, with regard to looking at modern food growing techniques. The Council needed to work with ShefFood, and other similar networks in the city, to support them and help them develop further. Many of the problems were caused simply by people's decisions, such as where they purchased their food from, and how wasteful they were in terms of throwing food away, and work was required to try and encourage people to make such informed choices

- Veolia still operated two electric refuse collection vehicles which were used to support general duties by completing extra or missed collections.
- With regard to housing, and specifically the options available to people, the Council would need to try and offer some clarity to the public in terms of the different forms of the technology available to them, and signpost people to where they could get correct information and advice, to enable them to make informed choices.
- Details of those areas where the Council aimed to make a difference were set out in the plan including, for example, the decarbonisation of transport and businesses. The further work would require the Council to work closely with businesses and other organisations to discuss the various changes they may need to consider.
- There was currently some funding in place for small businesses to help them to decarbonise, such as upgrading their systems and features, such as lighting and roller shutters. Information on this was made available through Business Sheffield. The Council was currently in discussion with the Chamber of Commerce and the Sheffield Sustainability Network around the work they were undertaking, and to discuss how the Council could work with both organisations to try and maximise the uptake of the available grants. The Council was also looking at how it could support local businesses to access the funding made available through various Government programmes, such as the Industrial Energy Transformation Fund. The Council was also working with the University of Sheffield in connection with the development of a South Yorkshire Sustainability Centre, with the aim of linking research, innovation and academic skills with sustainability-related challenges and opportunities in the city and wider

region. It was acknowledged that there were many small businesses who did not have the staff or time to find out about the various grants and initiatives available, and this was something the Council could look at. Officers would provide an update in terms of grants and information on various initiatives and schemes available to small businesses, through the Local Area Committees.

- The nature of the Plan reflected the high levels of cultural changes and institutional learning that would be required to make progress on this agenda. Officers would look at how people could be motivated in terms of taking action and to volunteer. The relevant pages on the Council website would be updated to provide information which would enable people to act. The questions asked today would receive responses and these would be published. It was important to allow people the opportunity to provide comments and suggestions, and the ways of doing this would be explored, as well as helping to signpost people to places where they can find information. Whilst the Plan set out a number of requirements the Council could undertake during the next two years, it was not a comprehensive, detailed programme of the outcomes. Officers were meeting with colleagues in the Human Resource's leadership team to discuss the issue of training and how the plans could be rolled out across the Council.
- There would be an Equality Impact Assessment undertaken in respect of the Plan. The specific detail regarding equality issues would be considered as part of the individual delivery plans as and when they emerged.
- There would be further work undertaken with regard to communications and engagement, which include updating the Council website. Specific work was required in terms of messaging, in that different messaging worked for different people. Further work was also required in connection with trying to encourage people to change their behaviour and adapt to the changes that are coming.
- Carbon reductions from the transport sector had been lower than in other areas, as has been the case across the country. Reducing transport emissions requires the public to take conscious and daily decisions to change the way that they travel, as well as huge investment in transport infrastructure. There had been a legal requirement to take action on air quality in the shortest possible timescale, hence the implementation of the Clean Air Zone. In addition to this, however, further work was required in the longer-term to try and influence people to make changes and encourage them to use public transport, as well as walking or cycling when possible to improve air quality, as well as to reduce carbon emissions from transport. The Government had recently granted £570m for transport improvements in South Yorkshire, which would enable the Council to roll out measures under the Connecting Sheffield programme, directly aimed at sustainable modes of transport

6.6 Mark Whitworth continued the presentation, reporting on the potential roles for this Committee as part of the Plan, the implications of a transition zero economy for workers and delivering the retrofitting of homes equitably.

6.7 RESOLVED: That the Committee:-

- (a) notes the contents of the report now submitted, the information reported as part of the presentation and the responses to the questions raised;
- (b) thanks Mick Crofts, Tom Finnegan-Smith, Victoria Penman and Mark Whitworth for attending the meeting and responding to the questions raised; and
- (c) agrees that it should focus on the decarbonisation of housing in the city, and requests officers to submit a report setting out possible actions and interventions for consideration at a future meeting.

7. DRAFT WORK PROGRAMME 2021/22

7.1 The Policy and Improvement Officer (Alice Nicholson) submitted a report containing the Committee's draft work programme for 2021/22.

7.2 Members indicated that the Business Recovery Plan and Local Plan be prioritised as areas for consideration by this Committee.

7.3 RESOLVED: That the Committee approves the draft Work Programme for 2021/22 now submitted, taking the comments now made into consideration.



Report to Climate Change, Economy and Development Transitional Committee 13 January 2022

Report of: Head of Planning

Subject: Sheffield Local Plan Spatial Options

Author of Report: Simon Vincent, Local Plan Service Manager

The purpose of the report is to set out the overall spatial options for meeting future development needs in Sheffield in the period to 2039. The aim is for the Council to reach agreement on a preferred approach in advance of producing the Publication Draft Sheffield Plan (to be published for public consultation in October 2022).

The Committee is being asked to:

- Agree a preferred overall spatial option drawn from the 5 options set out in the report; and
 - Advise the Cooperative Executive on the preferred overall spatial option with a view to them making a recommendation to full Council for a final decision on the option that should be taken forward in the Sheffield Plan
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1. PROPOSAL

1.1 Local Plan process

The Local Plan is required by statute and the Council's constitution to be adopted by Full Council. Preparation of the plan is however a responsibility of the Executive. Before the draft Local Plan can be considered for adoption, the process for preparing the Local Plan must follow is set out in the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

- 1.1.1 Work is underway to begin the process of developing a new statutory Local Plan. We will be calling Sheffield's new local plan the "Sheffield Plan"¹. The Council's current Local Plan comprises the Core Strategy dated 2009 and 'saved' policies in the Unitary Development Plan dating back to 1998. Many of the policies in the current plan are out-of-date.
- 1.1.2 Consultation on the [Sheffield Plan Issues and Options document](#) took place in September/October 2020. That document was published under Regulation 18 of the Town and Country Planning Regulations².
- 1.1.3 A revised [Local Development Scheme](#) (LDS) for the Sheffield Plan came into effect on 21st October 2021, following approval by the Cooperative Executive the previous day. The LDS sets out the timetable and process for producing the Plan and shows it now being adopted by December 2024
- 1.1.4 The first stage in the process is to agree the overall spatial approach in the plan; in simple terms, this means agreeing broadly how much development the city should plan for and in which general locations. Once the overall spatial approach has been agreed by full Council and a subsequent detailed site selection process undertaken, officers will produce a full Publication (Pre-submission) Draft Plan (under Regulation 19³). The intention is for full Council to approve the Draft Plan in September 2022 before further public consultation takes place in October-November 2022. The Plan will then be submitted to the Government for public examination by April 2023.
- 1.1.5 This report represents the culmination of a series of briefings and discussions on the spatial options with all the political groups and with members of the Climate Change, Economy and Development

¹ Many consultation documentations produced in the early stages of this process and the developing draft plan itself may also make reference to the "Sheffield Plan" (on front covers for example). This is for consistency of presentation and to indicate that the work is contributing towards the Local Plan process, which will eventually lead to adoption of the new Sheffield Plan. However, it remains important to note that the Council is some way off adopting the plan at this stage.

² Town and Country Planning (Local Planning) (England) Regulations 2012, Regulation 18.

³ Town and Country Planning (Local Planning) (England) Regulations 2012, Regulation 19.

Transitional Committee. Three workshops were held with Members of the Transitional Committee between November 2021 and January 2022 to enable full discussion of the issues.

1.2 **Summary of Comments Made on the Sheffield Plan Issues and Options**

1.2.1 The following paragraphs provide a brief summary of the comments made on the Sheffield Plan Issues and Options document 2020. A full summary of the comments made is available in the [Sheffield Plan Issues and Options – Interim Consultation Report](#) (March 2021).

1.2.2 Comments from the public and voluntary organizations

- Many were in favour of the housing target being set locally
- Strongly against development on Green Belt land
- Strongly against development on low quality urban greenspace – preference for enhancement
- Concerns about impact of development on landscape character
- Support for reuse of brownfield sites
- Many respondents urging radical action to tackle the Climate and Biodiversity Emergencies – but some concerns that the 2030 target is unrealistic
- Important to provide a mix of housing (size/type), including affordable (more space, gardens)
- Concerns about the future of offices and shops in the city centre
- Support for existing employment locations – city centre/Upper & Lower Don Valley
- Many (incl. developers) stated need for accessible employment locations
- Broad support for better public transport/ active travel/ electric vehicle infrastructure

1.2.3 Developers/agents/landowners

- Considered the housing requirement should be higher than 40,000 homes (2,185/yr)
- Agree that Sheffield and Rotherham form a single housing market area (but with links to NEDD, Barnsley & Chesterfield too)
- Argue that Green Belt release is necessary to meet housing needs and support economic growth
- Suggest sufficient sites are needed to provide market choice and to enable affordable housing to be provided (on economically viable sites)
- Concerns about deliverability of brownfield sites and lack of demand for apartments
- Expressed the view that housing density should reflect character of area
- Importance of providing employment land was emphasised (especially Advanced Manufacturing Innovation District)

1.3 Housing Need and Land Supply

1.3.1 The Sheffield Plan Issues and Options document (September 2020) suggested that, based on the Government standard methodology at the time, Sheffield's housing need was around 2,185 additional homes per year (including 50 homes per year needed to replace those lost through demolition or conversion). The total need over the period 2020-2038 was therefore 39,330 homes. This figure was rounded up to 40,000 homes for the purposes of the Issues and Option consultation.

1.3.2 The Issues and Options document set out various options for meeting future housing and employment needs. This included the option of accommodating more housing in the Central Area of Sheffield and two options for releasing Green Belt land to provide land for either 5,000 or 10,000 homes.

1.3.3 Since the consultation on the Issues and Options, the Government has changed the national Planning Practice Guidance on calculating future housing needs. Significantly, this change includes applying a 35% increase in the housing need figures for London and the 19 other largest urban centres in England; this includes Sheffield. The effect of this has been to increase Sheffield's total housing need from just under 40,000 additional homes to over 53,500 additional homes over the period 2021-2039. The revised calculation is as follows:

Additional homes needed (18 x 2,923/yr ⁴)	= 52,614
Plus replacement allowance (18 x 50/yr)	= 900
Total Need	= 53,514

1.3.4 The **housing need** figure provides the *starting point* for setting the **housing requirement** in the Sheffield Plan. In setting the requirement, local authorities are expected to consider the housing need figure alongside the constraints the area faces, including Green Belt and the land that is actually available for development. The Climate and Biodiversity (Nature) Emergencies are also considerations when deciding the scale and location of future growth.

Demographic Analysis

1.3.5 In light of the changes to the Government methodology for calculating housing need, we commissioned modelling work by Icen Planning to examine what the 35% uplift in housing need would mean in terms of population and jobs growth. Their modelling suggests that Sheffield's population would increase by almost 97,000 over the period to 2038 if the level of housing suggested by the Government methodology was provided. This level of population growth is more than double the rate

⁴ Using the Government's standard methodology for calculating housing need, this is the number of homes needed per year. The figure is updated annually to take account of changes in the affordability of home in the local area.

currently forecast by the latest national population projections (45,500); it implies a very large increase in migration to Sheffield from other parts of the UK or from abroad. Members will no doubt wish to consider whether this rate of growth is realistic and what the implications of planning for this level of growth might be for the city. The implications for land supply and housing completion rates are discussed in paragraphs 1.6.21-1.6.23 below.

- 1.3.6 Icen Planning have concluded that it would *not* be necessary to deliver the number of homes suggested by the Government’s housing need figure (with the 35% uplift) in order to support the jobs growth target in the Sheffield City Region Strategic Economic Plan (SEP). Their view is that **between 1,994 and 2,323 additional homes per year are needed to align with the jobs growth target compared to 2,923 additional homes that would be delivered if the 35% uplift was met.** The latest SEP covers the period 2021 to 2041 and aims to deliver 33,000 extra people in higher level additional jobs across the City Region between 2015 by 2041. However, the latest SEP does not provide a figure for the overall level of jobs growth. Furthermore, it does not provide a target for jobs growth in each local authority area. The Icen modelling has therefore relied on estimates of jobs growth by district that were produced to support the previous SEP; the targets for delivering more higher skilled jobs are the same in both documents. The previous SEP aimed to deliver 70,000 additional jobs across the City Region as a whole over a 10-year period (2015-2025) and it was estimated that 25,550 of those jobs would be in Sheffield.

Housing Land Supply – Brownfield Urban Capacity

- 1.3.7 Our analysis of land supply suggests around 37,355 homes could be accommodated on suitable brownfield land within the existing urban areas. This assumes that all this land would be developed over the Plan period. Brownfield land that is identified as being more appropriate for employment needs is not included in this potential housing land supply (see paragraphs 1.4.4-1.4.7 below). Much of the land identified as being suitable for employment uses would be unsuitable for residential use, although some sites could be suitable for either use. We have defined the ‘urban area’ as all the land not currently designated as Green Belt.

As at 1 April 2020:

Central Area

- Sites with permission 7,255
- Sites without permission (brownfield) 13,745

Remaining urban area

- Sites with permission 4,855
- Sites without permission (brownfield) 4,545
- ‘Broad locations for growth’ (estimated) 5,000
- Small sites allowance 3,800

TOTAL Supply (2020-2039)	39,200
Minus completions (2020/21)	-1,865
Remaining supply (2021-2039)	<u>37,335</u>

1.3.8 The brownfield supply includes an estimated 5,000 homes that we expect will come forward in 'broad locations for growth'. Typically, these are areas that are transitioning from commercial to residential use and are where we expect additional 'windfall' sites to come forward over the period to 2039. These areas are also where we expect to be able to allocate additional brownfield land for housing in future reviews of the Sheffield Plan.

1.4 Employment Land Needs and Land Supply

Employment Land Need

1.4.1 Our latest analysis indicates that 11.5 hectares of employment land is needed per year to meet the level of jobs growth proposed in the SCR Strategic Economic Plan (see paragraph 1.3.6 above). This equates to **207 ha of land to meet employment land needs over the period 2021 to 2039**. The assessment of employment land needs has been calculated by economy specialists Lichfields as part of the update Employment Land Review. This was published on the Council's website in January 2022. This employment land requirement would increase if planned housing numbers were greater than is needed to support the jobs growth identified in the Strategic Economic Plan.

1.4.2 2.9 hectares (25%) of this is needed for offices and 8.6 hectares (75%) for manufacturing, warehousing and distribution uses. The overall figure of 11.5 hectares assumes that an average of 4.23 hectares of existing employment land will be redeveloped each year for other uses (mainly housing); the *net* need for additional employment land is therefore about 7.27 hectares per year.

1.4.3 The analysis by Lichfields has taken account of the latest data available on the take-up of employment land following the pandemic. Whilst there has been much coverage in the media about the impact of more people working from home, Lichfields have concluded that the demand for new office space in Sheffield is strong; in particular, there is a need for more 'Grade A' office space. Many firms are currently occupying premises that are old and do not meet modern day requirements which means that some of the older stock will become available for redevelopment as new space is provided.

Employment Land Supply

1.4.4 Within our updated Employment Land Review, consultants Lichfields have concluded that there is currently about **147 hectares of deliverable employment land on suitable sites within the existing urban areas** (although this includes around 28 hectares of land where

some residential use is likely to come forward). This represents about a **12.8-year supply** but it is reasonable to expect additional land to come forward as ‘windfalls’ over the period covered by the Local Plan due to redevelopment of existing employment land. Sites being promoted by landowners and developers could potentially increase the supply by a further 50 hectares to 197 hectares but these are all previously undeveloped sites in the urban area and/or sites of significant environmental value. Consequently, they could be discounted through the more detailed site selection process. As previously noted, the employment land requirement would increase if planned housing numbers were greater than is needed to support the jobs growth identified in the Strategic Economic Plan.

- 1.4.5 The report by Lichfields notes that there is an over-supply of poorer quality older industrial stock and that the logistic sector (warehousing and distribution) is severely constrained by a lack of land. They recommend providing more, better quality ‘Grade A’ office space in the City Centre and including a strong policy in the Sheffield Plan to promote the Advanced Manufacturing Innovation District.
- 1.4.6 Lichfields recommend that the need for housing should carefully balanced with the need for employment land and it will therefore be important to safeguard key employment sites against proposals for residential use.
- 1.4.7 In considering the appropriate spatial option, including whether exceptional circumstances exist for Green Belt release, we recommend that Members take into account the shortfall in the overall supply of employment land to 2039, as well as the potential to provide additional, better-quality land that would be suitable for logistics and manufacturing; possibly on the east of the city, close to the M1 Motorway. Members may also wish to reflect on the importance of the AMID for the city’s future economic prospects and the potential it offers to provide more higher skilled jobs.

1.5 Alterations to the Green Belt Boundary – the Exceptional Circumstances test

- 1.5.1 The National Planning Policy Framework states that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans (such as the Sheffield Plan).
- 1.5.2 It is clear from the evidence on housing land supply, that meeting the full housing need to 2039, as calculated using the Government’s standard methodology, could only be achieved if land is removed from the Green Belt and allocated for development. This *might* constitute exceptional circumstances, but it will be necessary to weigh up the benefits of releasing land for development against the harm that might be caused.

The benefits and disbenefits of Green Belt release are considered in the next section.

1.5.3 Other site-specific reasons, for example the need for employment land that could enable growth of the AMID, might also constitute exceptional circumstances. But Members will need consider whether the economic and social benefits are outweighed by any harm to the environment.

1.5.4 It is worth emphasising that ‘Green Belt’ is a planning designation used to protect the openness of land of the edge of built-up areas. It may include both brownfield (previously developed) and greenfield (previously undeveloped) land.

1.6 Spatial Options – the Scale and Location of Future Growth

1.6.1 Policies in the National Planning Policy Framework point to a sequential approach when deciding which sites should be allocated for development in local plans. The exceptional circumstances test for altering the Green Belt boundary is particularly important because it means that all other reasonable options should be considered first⁵. The NPPF also prioritises the reuse of brownfield sites⁶. Local authorities are also expected to work with neighbouring districts to consider whether some of the unmet development needs can be accommodated in those districts⁷. Where exceptional circumstances are considered to exist to justify altering the Green Belt boundary, the NPPF⁸ says that first priority should be given to land that has been previously developed and/or is well-served by public transport.

1.6.2 Taken together, these factors mean that the sequence for assessing land supply and allocating sites should be:

- a) Reuse of brownfield sites within existing urban areas
- b) Use of previously undeveloped land within the urban areas
- c) Consideration of whether any unmet needs can be met in neighbouring districts
- d) Release of Green Belt land, with first priority to previously-developed (brownfield) land and land that is well served by public transport

1.6.3 In 2018, we asked the other local authorities in Sheffield City Region whether they would be able to meet any of Sheffield’s housing need. They all responded to confirm they were unable to do so. However, in light of the changes to the Government standard methodology, we have been having on-going discussions with the other local authorities around how the 35% uplift should be accommodated. The initial indication is that none of the authorities have changed their view in terms of being

⁵ NPPF, paragraph 141

⁶ NPPF, paragraph 119

⁷ NPPF, paragraph 141

⁸ NPPF, paragraph 142

able to meet housing need arising from Sheffield's population growth. The population growth associated with the 35% uplift is however 'footloose' in so far as it could relate to people moving to the City Region from other parts of the UK or from abroad (it is not need generated in Sheffield per se). There is also some flexibility in housing supply across South Yorkshire and the wider City Region due to allocations already included in adopted local plans.

- 1.6.4 This sequence for identifying land supply has led us to propose 5 spatial options for accommodating future development. These options are set out in the following paragraphs.

Option 1: An urban capacity-led approach – brownfield only

- 1.6.5 Under this option the housing requirement would be limited to the number of homes that could be accommodated on suitable brownfield sites in the urban area (see paragraph 1.3.7 above). The maximum number of homes per year that could be delivered under this option is around 2,075 homes per year if all the identified supply is delivered and if windfall sites come forward at the rate predicted (see Appendix). However, some of this land could also be used to increase the supply of employment land.

- 1.6.6 The **benefits** of this option include:

- It encourages development on brownfield sites;
- Maintains a more compact city – less travel from suburbs/ more active travel/lower carbon emissions;
- Central Area provides more homes suitable for (mainly younger) people moving to Sheffield to work/study;
- Supports regeneration of City Centre – improving the viability of shops/leisure;
- Avoids releasing Green Belt land for development

- 1.6.7 The main **disbenefits** of this option include:

- The housing requirement would be significantly less than the housing need figure calculated using the Government's standard methodology and at the bottom end of the recommended range in the report by Icen Planning;
- It requires significant public investment to overcome viability issues/provide infrastructure;
- It offers less potential to deliver affordable housing;
- More households wanting family-sized accommodation may be forced to look outside Sheffield – this could lead to increased commuting;
- It could be argued that it would not provide the right mix of homes to support the jobs growth target;

- There is a limited supply of brownfield sites in many parts of city – so new homes would be concentrated in the Central Area and the inner north and east of the city;
- Some urban brownfield sites are more ecologically valuable than farmland;
- Limits potential to address employment land shortfall.

Option 2: As Option 1 but with previously undeveloped land within the urban area also allocated where this is considered sustainable

- 1.6.8 We use the term ‘previously undeveloped land’ to describe land within the existing urban areas that has not previously been built on and which is not designated as Green Belt (i.e. in effect, the Green Belt inner boundary defines the edge of the urban area). This category of land mainly relates to:
- Land that was previously allocated for development in the Unitary Development Plan – some of this is currently in agricultural use or is now used as informal open space (with varying degrees of maintenance);
 - Farmland;
 - Disused sports grounds and some areas of informal greenspace (which is often poorly maintained)
- 1.6.9 The total capacity of the previously undeveloped land that is being promoted for development is around 3,000 homes. However, it is likely that much of this land would be discounted through the detailed site selection process due to the environmental impact or because the land is needed to meet needs for outdoor recreation. Including this land as allocated housing sites could increase the housing requirement figure to a maximum of 2,240 homes (see Appendix).
- 1.6.10 The **benefits** of this option include:
- Similar to Option 1 but it also:
- Provides greater flexibility in supply
 - Offers more opportunities to provide family-sized housing in suburban areas
 - Could provide additional potential to deliver more affordable housing (because previously undeveloped land is generally easier and therefore more economically viable to develop);
 - Would help demonstrate that all reasonable options have been considered if it was decided that Green Belt should not be released.
- 1.6.11 The main **disbenefits** of this option include:
- Similar to Option 1 but also:

- Some previously undeveloped land in the urban area can be more ecologically valuable than farmland;

Option 3: Option 1 or 2 plus release of sustainably-located brownfield sites in the Green Belt

- 1.6.12 There are two large brownfield sites in the Green Belt that adjoin the existing urban area. We estimate that, in total, these sites could have capacity for up to 1,100-1,200 homes but they could also be suitable for employment use. Adding these sites to the supply could enable a housing requirement of up to 2,305 per year (see Appendix).
- 1.6.13 The brownfield status of these sites *might* constitute the exceptional circumstances necessary to alter the Green Belt boundary. But it will be a case of weighing up the benefits and disbenefits of developing these sites in reaching a decision on each site through the detailed site selection process.
- 1.6.14 There are also a small number of significant brownfield sites in open countryside, away from the existing urban areas. In our view, brownfield sites in open countryside are not reasonable strategic alternatives for development because they would lead to an unsustainable pattern of development. That view was supported by the Inspector at a recent appeal. If development were to take place on those sites it would not be of sufficient scale to create any significant degree of self-containment, meaning that it would increase the need to travel and residents would be highly car-dependent.
- 1.6.15 The **benefits** of realising a limit number of large brownfield sites in the Green Belt that adjoin existing urban areas include:
- As Option 2 plus:
- It provides additional opportunities for family-sized housing in suburban locations and/or employment;
 - It would enable the reclamation of derelict/brownfield sites;
 - The sites being considered are in relatively sustainable locations – near tram stops/railway stations and other local services and facilities
- 1.6.16 The main **disbenefits** of this option include:
- As Option 2 plus:
- Such sites could be unviable for housing due to reclamation costs; so there could be a stronger argument for releasing them for employment use

Option 4: As Option 1,2 or 3 plus release of sustainably-located greenfield (previously undeveloped) sites in the Green Belt for development where there are site-specific exceptional circumstances to justify altering the Green Belt boundary

- 1.6.17 There are certain sites in the Green Belt where there may be site-specific circumstances to justify altering the Green Belt boundary, even if it is not accepted that a strategic case exists to justify Green Belt release to meet the full housing need. These site-specific circumstances might typically exist where development would:
- Increase the viability of key strategic infrastructure, thereby enabling it to be delivered – in particular, new passenger railway lines/stations;
 - Support the expansion of strategically important employment areas such as the Advanced Manufacturing Innovation District;
 - Provide land to meet specialist housing needs in a part of the city where there is no other land available
- 1.6.18 The housing requirement under this option would be less than 2,973 per year (see Appendix).
- 1.6.19 The **benefits** of this option include
- It would provide opportunities to allocate sites in a wider range of market sub-areas across the city;
 - It would potentially deliver a better mix of house types overall – with more family-sized homes;
 - Viability is less of a problem on greenfield sites;
 - It would potentially enable more affordable homes to be provided (because typically greenfield sites are more viable);
 - It could provide an opportunity to support investment in new rail infrastructure (the Barrow Hill line between Sheffield and Chesterfield, and/or the Upper Don Valley between Sheffield and Stocksbridge);
 - It offers potential to better address employment land constraints, provide jobs/ mixed use development;
 - The amount of housing being provided would be closer to the housing need figure calculated using the Government methodology
- 1.6.20 The main **disbenefits** of this option include:
- There is some risk that it could undermine urban regeneration;
 - It would lead to more commuting from suburban areas – more pollution and adverse impacts on the net zero carbon target;
 - If demand for housing does not materialise, the Housing Delivery Test might not be met – this triggers the ‘tilted balance’ in favour of granting planning applications on unallocated greenfield sites;

- Major infrastructure investment would be needed to make some greenfield sites sustainable (especially transport, health facilities, schools)

Option 5: As Options 1, 2, 3 or 4 plus release of sufficient greenfield (previously undeveloped) sites in the Green Belt to meet the full housing need figure, as calculated using the Government's standard methodology

1.6.21 Under this option, sufficient land would be provided to enable the delivery of around 53,500 homes over the period 2021-2039 (an average of 2,973 per year). Depending on how much land is capable of being allocated in the urban areas, it could mean building in excess of 16,000 homes on land that is currently designated as Green Belt (this would potentially be the figure if no previously undeveloped land in the urban areas is allocated). It could include the 1,100-1,200 homes that could be accommodated on brownfield sites in the Green Belt (see Option 3 above), meaning nearly 15,000 homes may need to be accommodated on greenfield sites in the Green Belt.

1.6.22 The **benefits** of this option include:

Similar to Option 4 plus:

- It provides the opportunity to allocate sites in all market sub-areas of the city
- It would provide an even greater mix of house types – with more family-sized homes
- It would offer further potential to provide affordable homes (because greenfield sites are more viable and because more housing is being delivered overall)

1.6.23 The main **disbenefits** of this option include:

Similar to Option 4 but also:

- The scale of Green Belt release necessary could seriously harm Sheffield's reputation as 'the Outdoor City';
- It is highly likely that harm would be caused to sites of significant landscape value;
- Additional Green Belt land would also be required for employment uses – to ensure that the population and housing growth are aligned
- There is a significant risk that it could undermine urban regeneration, especially if the demand for new homes fails to materialise (meaning developers are able to concentrate on developing greenfield sites)

1.7 Conclusions on the Spatial Options

- 1.7.1 The decision on whether to consider allocating previously undeveloped land in the urban area and/or Green Belt land for development is a difficult one. There is no doubt that many members of the public would prefer to see future development restricted to brownfield sites both to protect the city's green heritage and to promote more sustainable patterns of development. But equally, there is considerable public support for providing more affordable housing and a wider mix of housing than will be achievable if we focus development on brownfield land only. Additionally, our ability to have flexibility around employment opportunities would be compromised in this scenario and economic viability remains a problem on many brownfield sites; meaning that the release of greenfield (previously undeveloped) sites (which are generally more economically viable), could help to increase the supply of affordable homes for example.
- 1.7.2 The demographic analysis commissioned by the Council would suggest there must be serious doubts about whether the levels of migration implied by the Government's housing need figure will actually materialise. The Government's figure does not align with the jobs growth target set by the Sheffield City Region Strategic Economic Plan and there are significant risks of setting a housing requirement figure in the Sheffield Plan that cannot be delivered due to a lack of demand; in particular it risks undermining efforts to regenerate brownfield sites and could mean that the Council fails the Government's Housing Delivery Test, triggering further unplanned development on greenfield (previously undeveloped) sites.
- 1.7.3 The evidence shows that, whilst there is still a large stock of brownfield land available, it's unlikely that the city's future development needs to 2039 can be met entirely on such sites. However, whichever option is chosen, there are strong sustainability and economic arguments for seeking to maximise housing growth in the Central Area of Sheffield. Work being undertaken to support the emerging City Centre Strategic Vision will show how a range of different neighbourhoods can be developed across the Central Area. The new Local Plan will adopt the nationally described housing space standards and higher quality design and sustainability standards should improve the overall quality of housing being provided in the Central Area and elsewhere in the city. A greater mix of house types will also be promoted, including townhouses and large apartments in the Central Area that are suitable for families. New student schemes will be restricted to neighbourhoods close to the universities. Tall buildings (greater than 10 storeys) will be allowed in appropriate defined locations and mixed-use tall buildings will be encouraged.
- 1.7.4 More 'Grade A' Office space also needs to be provided in the commercial core of the city centre. This is the most accessible location in the city by public transport, so it makes sense to concentrate the highest jobs densities there.

- 1.7.5 If Members decide to allow the allocation of some previously undeveloped land within the urban areas, it will be important that the suitability of each potential site is carefully assessed through the more detailed site selection process as the draft Plan progresses. It is likely that many of the previously undeveloped sites will be ruled out as allocated sites due to their environmental quality.
- 1.7.6 The other local authorities in Sheffield City Region have previously stated that they are unable to meet any of Sheffield's housing needs and we do not expect that position to change. However, we will continue to have dialogue with neighbouring districts with a view to reaching agreement on how the 35% uplift in housing need could be dealt with at either a South Yorkshire or City Region level. There are good arguments for saying that housing provision in already adopted local plans provides flexibility in supply.
- 1.7.7 Site specific exceptional circumstances might exist to justify removing a limited number of large brownfield sites from the Green Belt. However, the ecological impact of development on those sites would need to be carefully assessed through the site selection process and it could limit the developable areas of those sites.
- 1.7.8 There are a number of locations where new development could help to deliver specific benefits such as investment in strategic public transport infrastructure. It is possible that site-specific exceptional circumstances may also exist to justify alterations to the Green Belt boundary in those locations.
- 1.7.9 The AMID is of critical importance for the economy of the city and can play a key role in helping to achieve the city's aspirations to deliver more higher skilled jobs. It is therefore important that there is sufficient land available to enable AMID to maximise its potential. Consideration could also be given to providing additional land in other locations by releasing a limited amount of Green Belt land where it would provide good quality sites for logistics and manufacturing if this was deemed to represent site specific exceptional circumstances.
- 1.7.10 If Members decide that exceptional circumstance exist to meet the full housing need, including the 35% uplift proposed by the Government, this could require in excess of 16,000 homes being provided on land that is currently designated as Green Belt. We estimate this would affect over 7% of the current Green Belt⁹. This is likely to cause serious harm to the environment and undermine Sheffield's reputation as the Outdoor City.

⁹ This assumes housing is developed at an average net density of 40 dwellings per hectare and that the net developable area is around 60% of the total site area (40% retained as open space and other non-residential uses). Total land to be removed from the Green Belt would therefore be 667 hectares. This equates to 7.3% of the total area of the Green Belt (9,125 hectares).

- 1.7.11 Whichever option is agreed by full Council, the detailed site selection process that follows will determine which sites are proposed as allocated sites in the Publication Draft Plan. This means that some sites that 'fit' the overall strategic approach will be ruled out (e.g. due to the site-specific impact of development on biodiversity) or the developable area may be reduced. So, for example, a decision to allow some development on previously undeveloped land in the urban areas does not necessarily mean that all such land that is being promoted will automatically be allocated. But a decision *now* to limit development to brownfield sites only would rule out any allocations on such sites.
- 1.7.12 The Appendix below shows the potential housing requirement that could be set in the Sheffield Plan under each of the 5 options, based on the maximum capacity of sites that have been identified or are being promoted by landowners/developers. In practice, some sites will be ruled out through the site selection process so the true figure for each option would be less than the maximum figures shown. When considering this Appendix Members should also be mindful of the employment land issues raised in this report.
- 1.7.13 **At the Transitional Committee meeting each Member will be asked to state their preferred option. The vote share for all options and the option that receives the majority vote will be provided as advice to the Cooperative Executive as the preference of the Committee.**

Appendix 1: Spatial Options - Estimated Housing Requirement Figures that could be Achieved

	Max Number of Homes per Year	Assumptions
Government Local Housing Need based on standard methodology <u>including</u> the 35% uplift	2,973	Assumes 50 homes per year replacement allowance for homes lost through demolition or conversion to other uses.
Government Local Housing Need based on standard methodology <u>without</u> the 35% uplift)	2,215	
Iceni Planning recommended range	1,994-2,323	Based on the number of homes needed to support the jobs target in the Sheffield City Region Strategic Economic Plan
Option 1: <i>An urban capacity-led approach – brownfield only</i>	2,075	Assumes <u>all</u> the suitable brownfield supply is deliverable by 2039 and does not account for unmet employment land needs
Option 2: <i>As Option 1 but with previously undeveloped land within the urban area also allocated where this is considered sustainable</i>	2,240	Assumes <u>all</u> the suitable brownfield supply is deliverable by 2039 plus all the previously undeveloped land in the urban area that is being promoted by landowners/developers
Option 3: <i>Option 1 or 2 plus release of sustainably-located brownfield sites in the Green Belt</i>	2,305	Assumes <u>all</u> the suitable brownfield supply in the urban area is developed for housing by 2039 Assumes both the sustainably-located brownfield sites in the Green Belt are deliverable by 2039. Assumes all the previously undeveloped sites in the urban area.
Option 4: <i>As Option 1,2 or 3 plus release of sustainably-located greenfield sites in the Green Belt for development where there are site-specific exceptional circumstances to justify altering the Green Belt boundary</i>	<2,973	
Option 5: <i>Options 1, 2, 3 or 4 plus release of sufficient greenfield sites in the Green Belt to meet the full housing need figure, as calculated using the Government’s standard methodology</i>	2,973	Up to 16,160 homes would need to be provided on land currently designated as Green Belt if all the brownfield capacity is delivered by 2039 but no previously undeveloped land in the urban area is allocated for development. 13,160 homes would need to be provided on land currently designated as Green Belt if all the brownfield capacity is delivered by 2039 and if all previously undeveloped land in the urban area is allocated for development

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SHEFFIELD CITY COUNCIL CLIMATE CHANGE, ECONOMY AND DEVELOPMENT TRANSITIONAL COMMITTEE - 10.11.2021

RESPONSE TO PUBLIC QUESTIONS: 10-POINT CLIMATE ACTION PLAN

We thank all those who have provided questions and comments to the Transitional Committee. All comments and suggestions have been noted and will be taken on board as our work continues. We have answered all questions briefly, and there will be ongoing future opportunities to make contributions and ask questions.

What is your comment or question for the Climate Change, Economy and Development Transitional Committee? - Please write your answer in the box (50 words max)

Response

1 What can be done about people who constantly have bonfires burning plastics and household waste because they refuse to recycle? I live next door to someone who falls into that category and who also constantly repairs other peoples cars and sits Revving the engines.

Regular bonfires, especially if any burning of plastic could constitute a statutory nuisance and it may be possible to serve an abatement notice. Running a business from home if it doesn't have planning permission is something that planning enforcement could review. If the individual is not running a business but causing noise problems then that could also be sent to us to consider in case it could be classed as a statutory nuisance. In the first instance contact SCC via <https://www.sheffield.gov.uk/home/pollution-nuisance> with further details.

2 There doesn't seem to be much about environmental impact of demolishing or facading sound old buildings and building something new from non sustainable materials such as concrete.

The environmental impact of demolition is a very real issue. When demolition is an option the impact will be considered and evaluated as part of that work rather than in this framework plan.

3	<p>Why do the council insist on having the new street lights so bright? It is very wasteful because the reflection from glass etc hasn't been taken into account, and they are too big for the size of streets.</p>	<p>Highway street lighting is provided to a national standard which all highway authorities are required to comply with. SCC's street lighting meets this national standard. Following a pilot, a street lighting dimming regime was introduced in 2020 to reduce overnight lighting levels which is in line with national guidance on street lighting levels. The dimming regime has reduced energy consumption and is saving the city council over £200,000 per annum in energy costs. We will be considering the potential for further dimming.</p>
4	<p>Make sure it is Coproduced, with a representative from all affected groups.</p>	<p>Delivery plans will be coproduced. Coproduction is really important, but also time-consuming and resource intensive and we need to balance how to do this in a very tight financial environment and working at the pace that we need to start working at. But it's absolutely important to help us to develop actions that work for people and businesses in Sheffield and so are successful.</p>
5	<p>What's the cost to the Public? Is this just not another Tax on Working Class to keep them down?</p>	<p>The investment required to transition to a zero carbon city will be significant, but there is clear evidence that the cost of delay, or of not acting on climate change will be worse. The investment will need to be found from a range of sources and the action required has a wide range of benefits to the people of Sheffield, including improving public transport, air quality and housing standards. It should create good, jobs in one of the fastest growing sectors and support those working in jobs that are vulnerable as society and the economy changes. A just transition to a zero carbon society will benefit people on lower incomes rather than penalise them.</p>

6	<p>Proper environmental awareness in schools which have shocking records of recycling and encouraging youngsters to waste less and endorse a better environmental mindset.</p>	<p>Work will be taking place to increase environmental awareness in schools and to support schools to play their part. Funding has been agreed for the next financial year to develop a programmes of climate education in Sheffield schools.</p>
7	<p>The focus on training elected members and senior managers in climate awareness goes against the principle of climate awareness being everyone's responsibility. Empower everyone, get all staff climate literate, that give us the best chance of capturing informed ideas from every level. It's not just members and senior managers who can have ideas! Recognise the potential of employees to be ambassadors across the city by being informed. Up internal comms within SCC - yes, we need big changes, but people can be making low level changes within work to contribute. Where are the calls to action on simple things like turning off your video in calls if it's not really required? Switching laptops off fully overnight? Maximise the stuff we know works already, it might be small, but that's all the more reason to do it.</p>	<p>Training elected members and senior decision-makers is the beginning, but yes, we absolutely agree that we need to increase our internal communication on climate action and training – all this will come soon, but we need to prioritise resources where we can make the biggest impact first which means starting with decision-makers.</p>

8	Happy that this is at centre, but is it a talking shop or do you have professional and competent engineers. These can ensure you don't swap one problem for another.	We work with a range of consultants and experts in the field and will be looking to develop our in-house capacity in relevant fields as work progresses.
9	Given that food generates around 30% of our carbon footprint, what plans do the council have to ensure that fair and sustainable food is an integral part of this 10 point action plan	There is a commitment within the plan to develop a delivery plan to reduce carbon emissions from food, which may potentially form part of the Food Strategy which is currently in development.
10	One of the benefits stated in the 10-point plan is "Improving people's homes so they are suitable for the changing climate". The plan includes a welcome recognition of the greater progress that can be achieved by working together: "5. Bring the city together to make the changes we need". Q) A significant proportion of the city housing stock is terraced houses. Many of these (of which I live in one) single-brick external walls. So they leak heat and require external solid wall insulation. Particularly for terrace-houses there's a strong benefit from insulating multiple adjacent houses together - this offers a more effective solution (reduced thermal gaps), improved appearance (harmonious), and lower-costs (reduced set-up costs). What is the Council offering, or planning, in terms of facilitating or supporting multiple privately-owned adjacent terrace-house owners to work together in this way? For example, the council could offer an expert insulation-advisor to attend a meeting with residents of a particular terrace street, or the council could support the negotiation with contractors for lower-prices for externally insulating of multiple-adjacent terrace homes.	The detail of how we will progress retrofit at scale will be developed in the delivery plans over the next year to 18 months. This is definitely an idea that we will consider in the housing delivery plan.

11	The future is Hydrogen, for lorries, cars buses and trains it takes time but will make a good future. Sheffield should be more than pleased by this route as the world's largest sophisticated plant is in Sheffield. This should be supported by our city and governments.	We'll need to make progress on decarbonising transport in the city, including both electric and hydrogen solutions. The Council already operates a small number of hydrogen powered vehicles, however hydrogen is still some way from being market-ready and mass-deployment. We need to act on electric for now, but also keeping our options open and working with our local industry.
121	The world's biggest electrolyser manufacturer is in Sheffield, when will the council accept that hydrogen fuel cell vehicles and storage is the only viable option for the climate. Demand an hydrogen highway, to give people a choice, demand hydrogen buses, taxis, lorries etc. and blended household gas heating.	We are proud that Sheffield is a leader in the hydrogen economy and will be looking at how hydrogen can play its part in the decarbonisation of the city. To allow us to move at pace it is vital that we look to solutions that will allow us to reduce carbon now and can be scaled early.
13	Has a green investment bank for Sheffield been created. If so, when will it be possible to buy bonds. If not, who is responsible for driving this forward. The idea is to provide capital for retrofit etc and keep the interest payments local.	We are exploring a range of innovative ways of financing the action that needs to take place and accessing finance is a priority.
14	In 1973 when the city was planting trees, householders could pay for a tree to be planted outside their house (where there was space). Is there any plan to do the same now, or a fund where people could contribute for faster tree planting?	We are exploring a range of innovative ways of financing the action that needs to take place and accessing finance is a priority. We will consider your suggestion when developing our future plans. Currently we encourage volunteering: our Community Forestry Team welcomes involvement in tree planting work and can be contacted through communityforestry@sheffield.gov.uk and the Street Tree Partnership https://www.wildsheffield.com/getinvolved/sheffield-street-tree-partnership . We also encourage participation with our partners across the city who also have schemes which

		<p>encourage community tree planting. You can also donate to the South Yorkshire Woodland Creation Project: https://www.wildsheffield.com/discover/sy-woodland-creation/what-we-do/</p>
15	<p>please will you allow people who live in conservation areas of the city to have solar panels on their south-facing roofs? It seems stupid, given the climate emergency and your commitment to 'Improving people's homes so they are suitable for the changing climate' that this isn't allowed. Also, people are struggling to insulate their homes in the areas as the conservation material to re-roof or reglaze their property is up to 3 times the cost of materials typically used in this day and age. This means their homes aren't energy efficient and they are burning more fuel to keep them warm.</p>	<p>Planning permission is required by national legislation for solar panels on roofs facing a highway only and this is not always the south elevation (east/west orientations are also increasingly viable options). The decision will depend on the roof design and impact on the historic townscape. We appreciate that insulating period homes can be challenging and expensive, particularly those in conservation areas, but there are solutions that can work well. Internal insulation under slate roofs gives good roof insulation and this is allowed in conservation areas. There is no special conservation glass required and slate is a good roof material. They are also natural materials not by products of the oil industry such as uPVC which is an unsustainable material. It is not necessary to have consent to change windows or roofs unless a property is in a conservation area covered by article 4 direction i.e. Nether Edge or Broomhill Conservation Areas. Therefore in most conservation areas, these can be replaced without permission from the Council.</p>

16	<p>Can you make Kelham Island a bit more of a self sufficient neighbourhood so it has got its own park and grocery, fish meat shops variety and pharmacy and playground(!) for children (as other districts like Hillsborough or Sharrow have got) so the residents don't need to drive as much to get to other public green spaces/fresh grocers or fishmongers on the other side of the city and thanks to this reduce emissions of CO2?</p>	<p>There are limits to what the planning system can do in terms of influencing the type of shops that are provided in an area: providing shops is not within the Council's gift. Recent national changes to the Use Classes Order and Permitted Development Rights also mean that many commercial uses can be changed without the need for planning permission. The type of shops that develop in an area is largely determined by market demand - so we cannot specify that a particular shop unit is used as, say a butchers or a grocers. It is evident in Kelham that shops, cafes, restaurants and bars have opened as the population has grown. The Local Plan can allocate sites for different uses, including mixed use developments, as well as identifying land for new public open space. We are looking at the best options for this as part of the work on the Central Area Strategy.</p>
17	<p>There needs a move away from "fabric first approach " in planning applications from developers to fit heat pumps or solar panels to buildings when possible.</p>	<p>When designing new buildings, it is important to consider the energy hierarchy (https://www.glasgowsciencecentre.org/our-blog/the-energy-hierarchy). This means reducing the amount of energy used by a building before looking at low/zero carbon methods of providing energy to the building. The fabric first approach is important in this as it helps to reduce the amount of energy a building needs (for example, through the addition of additional insulation). Without applying a fabric first approach this would mean that additional/larger solar panels and heat pumps would be needed to heat/power a building. It is also important to recognise that the costs of retrofitting a building to make it more energy efficient are much higher</p>

		than if those energy savings were made when the building is first designed and constructed.
18	Point 4 of the Plan states that 'We will work towards reducing Council missions to net zero by 2030'. The Council's original declaration and its Arup report talked in terms of being zero carbon by 2030. Is this plan a pivot away from zero carbon and downsizing our emissions ambitions?	The Pathways to Decarbonisation (Arup) report refers to net zero carbon, and the report highlighted the challenge in reducing emissions even to net zero by 2030 (implementing every intervention, and with almost universal take-up, the report suggests that the best achievable reduction would be 85% reduction from 2017 levels). The most important thing is that we act at pace to reduce emissions as fast as we can.
19	Is Sheffield City Council entirely abandoning the Paris Agreement, 1.5C, people of the most affected areas, and our children? The difference between blah blah blah and meeting 1.5C is measured, annual carbon budgets. Where are these?	The Paris agreement is signed up to by national governments, not local councils, which have limited powers and funding. Annual measurements of CO2 emissions are also conducted at national level and Sheffield's latest figures can be accessed here: https://data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019

20	Will this include procurement decisions also. Given significant services remain outsourced will any future service procurements require the outsourced service be net zero in the same timeframe?	Our ambition is for the city as a whole to work towards net zero by 2030. It is recognised that this is a significant challenge and will require government action, and cannot be achieved by action in Sheffield alone. We are in the process of expanding our Ethical Procurement Strategy to include sustainability and climate change.
21	How are you encouraging the people of Sheffield to take action to meet the council targets so that we work together. I want more done on recycling plastic. Give us something practical and measurable and now to do.	We will be working with people and organisations within the city to develop and deliver actions and plans, and will be increasing our communication with people and communities as to what action they can take, particularly on Sheffield-specific initiatives. As an individual, there are many things you can do and there are many resources already available, and we would very much encourage the actions proposed in this list of the top ten things you can do: https://www.bbc.com/future/article/20181102-what-can-i-do-about-climate-change
22	What can homeowners on low incomes with small houses do to improve? My home is too small for a wind turbine or solar panels. Only option to change heating is too expensive. Parking space away from my house, no driveway, so nowhere to charge an electric car. I am unable to effect any changes to help against climate change.	We will develop a housing and electric vehicle delivery plan which will identify actions to support private homeowners to make their properties more energy efficient. In the meantime, providing information on the support available will be a priority as we accelerate our communications. We currently have funding available for energy improvements for home owners on low incomes and in poorly insulated homes here: https://www.sheffield.gov.uk/home/housing/green-homes-grant . We will also be improving our communications about what people can do to play their part: unless you have already taken every available action there is always something that

		<p>you can do. It is worth keeping in mind that if you are living on a low income then your carbon footprint is likely to be relatively small, and that by responding to consultations and being actively concerned, you are already making a difference.</p>
23	<p>What practical steps and support will you provide to private homeowners to make their property's more energy efficient</p>	<p>We will develop a housing delivery plan which will identify actions to support private homeowners to make their properties more energy efficient. In the meantime, providing information on the support available will be a priority as we accelerate our communications. We currently have funding available for energy improvements for home owners on low incomes and in poorly insulated homes here: https://www.sheffield.gov.uk/home/housing/green-homes-grant</p>
24	<p>The Council needs to be much more specific than these 10 points! What happened to SMART targets- deliverables by deadlines? When can we expect to see tangible proposals?</p>	<p>We are in the process of developing a programme of activity and projects and will report regularly on our progress. Annual measurements of CO2 emissions are also conducted at national level and Sheffield's latest figures can be accessed here: https://data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019</p>

25	Brilliant climate is on agenda, but 10 points are vague & insubstantial. Can robust, broad public transport system for Sheffield & environs, meaningful grants for environmental home improvements, reduction in traffic & plastic waste citywide, trees, proper recycling policy, support for local businesses, wilding & setting up citizen assemblies be added?	The delivery plans which will be developed will include more detailed commitments and actions across these sectors.
26	How much of the aimed 66% reduction in car use has been achieved in the 1000 days since declaring an emergency? Do there need to be additional reductions beyond this, to make up for lost time, and also to go beyond Arup and instead meet 1.5C?	Reducing car use is an extremely challenging target, especially in the context of a global pandemic. We have not made the progress that we want or need and are working hard to accelerate reductions. Achieving the reductions proposed in the Pathways to Decarbonisation report, particularly if we can reduce emissions steeply, would mean that Sheffield is playing its part in keeping tackling the climate crisis.
27	When do you think the timetable for the 10 areas of action will be available for public scrutiny?	We are in the process of developing a programme of activity and projects and will report regularly on our progress. There is not going to be a simple solution to the work we need to do, and the lack of available funding means that we will need to strive for ambitious continuous improvement.

28	<p>Cars are major emitters of harmful emissions and many journeys that people use cars for within the city are short distance and unnecessary. The problem is that walking and cycling around Sheffield neighbourhoods is not easy and often downright dangerous, especially during rush hours. To the south and west of the City Centre there are no protected 24-7 bus or cycle lanes, there are also few bus services and lanes that cross cut to facilitate lateral rather than radial bus and cycle traffic flow. What improvements are planned for active travel and bus travel in the west and southwest of Sheffield?</p>	<p>Transport is one of the key areas of focus for emissions reduction and delivery plans will be developed to develop a plan to reduce emissions from Transport. Our Connecting Sheffield programme of improvements to public transport and active travel infrastructure is currently out for consultation on schemes within the south west and west of the city and you can have your say using the following link: https://connectingsheffield.commonplace.is/</p> <p>The bus corridors of Ecclesall Road and Abbeydale Road are core areas of focus given the impact congestion has on the local area but also the major opportunity for modal shift. The Sheaf Valley Cycle Route is a scheme that is being developed and plans have been drawn up. A business case for implementation is currently with the funder (SYMCA) and we are hoping to progress this as soon as possible. It should also be noted that design standards for cycle infrastructure have changed and a more holistic approach is required, with segregation where traffic levels are high. This has cost implications but ultimately is the standard we want our network to be of a high standard to attract people to more sustainable forms of transport.</p>
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29	<p>School streets would be easier to apply on a city wide basis than on an ad-hoc, case-by-case basis. If car drivers expect road closures at certain times then drivers who have to drive necessary journeys will be able to adjust their journey time accordingly. Why have School Streets not been implemented across Sheffield?</p>	<p>No they will not, this is not the case. Every school is different and has a unique set of circumstances that need to be addressed and monitored on an individual basis. Fundamental to the success of School Streets, is understanding and mitigating these impacts to bring the local community on board (the residents in the wider area). Given the finite funding, there is also a need to work on the programme with the schools that will support the implementation of these initiatives, such as working with parents, staff and the children to ensure that the school street is understood and promoted within the school community. We do this through our award winning ModeShift STARS programme. In addition to this, schools streets are implemented via a statutory Traffic Regulation Order process, and doing this across all schools in the city would be impossible given the legal processing required and the individual circumstances and objections that arise (as explained above).</p>
30	<p>The Clean Air zone does not go far enough, neither in geographical scope nor vehicle category. Why does the CAZ not extend to Hunter's Bar which suffers from some of the worst pollution in the City? And why are private diesel cars not being charged? (I am a driver of one and believe that I should have to pay. Currently the option of walking to a bus stop which involves crossing a dangerous road to get a bus with a very limited timetable at a cost that is more than two hours of parking in the Centre is massively outweighed by the ease and convenience and relative low cost of doing that journey by car.)</p>	<p>Our final proposals for a Clean Air Zone has been developed within the Governments Clean Air Zone Framework and there has been a significant amount of analysis and development of the proposals over the last 3 years. As part of the scheme development a range of potential Clean Air Zone options were considered (both the size of the zone and the type of vehicles to which charges would apply) and our CAZ C scheme that we are currently consulting on is the scheme that Government have legally directed us to deliver in order to achieve legal levels of air quality across the city in the shortest possible time. The scheme will cover all vehicles except private cars and this makes up around 20% of the vehicles driving in</p>

		Sheffield but this 20% is responsible for around 50% of the Nitrogen Dioxide emissions. We are also undertaking further work in addition to the Clean Air Zone as part of our Connecting Sheffield programme to improve conditions and infrastructure for walking, cycling and public transport to encourage people to use these modes of transport.
31	Can the council take quick, visible measures to deter driving across the city? This could come from increasing pay and display parking fees, increasing the cost of an on street parking permits, increasing fines for going through bus/tram gates. And can revenue from these be specifically ringfenced for spending on lower carbon travel?	We will be exploring a range of options to enable us to reduce our emissions, including measures to deter driving and exploring financing options. Your suggestion will be included for consideration as work progresses.
32	Are there any plans to extend the super tram network to provide high quality green public transport to the south of the city? This can reduce car dependency and make active travel safer	The Transport delivery plan will develop our work on improving public transport, alongside our existing work both in Sheffield City Council and with the South Yorkshire Mayoral Combined Authority (which is the Transport Authority and lead organisation responsible for public transport infrastructure). These suggestions will be considered in the development of the plan but ultimately the costs associated with extensions will require significant amounts of capital investment.
33	The council's 10 Point Plan for tackling the climate emergency is great, but not specific enough. I believe one big change should be developing good cycling route all around Sheffield, in order to encourage cycling to replace driving.	The 10 Point Plan is a framework and more detailed plans are in development. We will be exploring a range of options to enable us to reduce our emissions. Your suggestion will be included for consideration as work progresses.

34	<p>The statement that the Grey to Green project has "vastly" improved the experience of pedestrians and cyclists. This is fine if you are out for a Sunday afternoon walk or ride. However, most cyclists are transiting to or from work, shopping, etc. It looks pretty but it is not really working as a transport solution. Are we going to get practical, usable cycleways and bus routes.</p>	<p>We are continuing to develop our active travel and transport infrastructure and are working with cyclist groups as these are developed. We are always grateful for specific feedback to help us to improve future work and to address usability issues.</p>
35	<p>Please provide better public transport, public transport, public transport, public transport, public transport, public transport and proper cycle paths. In many European cities cars are now strongly discouraged BUT public transport are plentiful. It doesn't have to be expensive trams Lots lots lots lots lots of reasonably priced buses and trains to start with so people have an alternative and SAFE cycle path.</p>	<p>We absolutely agree that better public transport and improved cycle paths will be necessary to reducing emissions. The Transport delivery plan will develop this work, alongside our existing work both in Sheffield City Council and with the South Yorkshire Passenger Transport Executive (which is the lead organisation responsible for public transport infrastructure). These suggestions will be considered in the development of the plan.</p>
36	<p>Why does Sheffield have less council installed electric car chargers than Chesterfield? Let alone Nottingham who have over 150 more council installed chargers and are half the size of us. Why are some of the few chargers that we do have installed situated in areas like Page Hall where the needs for that area are far greater than an electric car charger?</p>	<p>People in all areas of Sheffield deserve access to electric car changes, whether this is in Page Hall or not. In terms of future roll out, we are currently working with our funders (SYMCA) regarding a roll out of a first phase of a charging network.</p>
37	<p>Why isn't retro fitting selective catalytic reduction systems to EUROV diesel cars and vans publicised in the UK. Germany are way ahead on this. Systems can cost 3000 to 3500 euros so not for every vehicle. It would be effective for many EUROV with remaining value and makes them EUROVI.</p>	<p>As part of our Clean Air Zone we will be offering financial assistance to people that have a vehicle that don't meet the minimum standards of Euro 6 Diesel and Euro 4 Petrol. This will cover all vehicles that are included in the category C CAZ we are promoting, which includes: Buses, Taxis, Coaches, HGVs, LGVs. Where appropriate approved retrofit technology is available we will be able to support this through our</p>

		support packages, and we have already supported 188 buses in Sheffield to be retrofitted to Euro VI standards.
38	Also, in order for Sheffield to be a competitive city it needs a better public transport - can we improve tram timetable so trams come every 5min not 10min or 20min?	The Transport delivery plan will develop our work on improving public transport, alongside our existing work both in Sheffield City Council and with the South Yorkshire Passenger Transport Executive (which is the lead organisation responsible for public transport infrastructure). These suggestions will be considered in the development of the plan.
39	Could we make our bus service more frequent and fares cheaper because through doing so we reduce the need to use cars. I am concerned about the amount of traffic on our roads going into the city centre.	<p>We are continuing to develop our active travel and transport infrastructure and are working with cyclist groups as these are developed. We are always grateful for specific feedback to help us to improve future work and to address usability issues.</p> <p>The submission of the Bus Service Improvement Plan by SYMCA outlines a transition to an Enhanced Partnership operating model for bus services. This will include all aspects of the bus experience, including fares, routes, frequency, information. This is a primary function of the SYMCA as Transport Authority but the Council is specifically in discussion with the bus operators about how we can work together to try and grow bus use. This will include all these aspects of operation.</p>

40	<p>There's a lot of talk about electric cars and buses. In view of a recent report on carbon emissions increasing due to the manufacture of these vehicles, is encouraging the use of electric vehicles the best way forward for our City, and why? See: https://www.bloomberg.com/opinion/articles/2021-11-03/cop26-evs-aren-t-as-green-as-you-think-the-supply-chain-is-carbon-intensive</p>	<p>We are committed to reducing car use and increasing public transport and active travel, as well as reducing the need for travel in general, but where vehicles are used, evidence is clear that whilst electric vehicles are far from perfect, their lifetime emissions are significantly lower than petrol and diesel (as well as being very significantly better in terms of air quality).</p>

41	<p>Zero emission buses. We have none in South Yorkshire and are now the only large county in the UK without them. The more we delay the more we pollute the air we all breathe with unnecessary diesel fumes and contribute to shortening the life of Sheffield citizens. What is the immediate plan to rectify this glaringly obvious omission?</p>	<p>Our Connecting Sheffield programme is developing bus improvements, including the expansion of bus lanes on arterial routes. We are working with the South Yorkshire MCA to accelerate the electrification of public transport. The South Yorkshire Energy Strategy commits the city region to a net zero fleet by 2035, and the South Yorkshire Bus Improvement Plan furthers this commitment.</p> <p>Electric buses are new technology and we have been discussing with bus operators about how we can get these into the city. Buses are a commercial operation under the current legal framework and the choice of vehicles is set by the operators. There are practical issues of operation, like range and topography, plus depot space and technical expertise. There are also state aid implications that need to be understood if public money is spent on vehicles that are transferred to private companies. However, through the Zero Emissions Buses for Regional Areas (ZEBRA) fund, SYMCA are putting forward a bid to government for funding an electric bus across the city centre.</p> <p>Although not electric buses, the Council has undertaken lots of work with bus operators around retrofitting vehicles. This has upgraded a significant proportion of the vehicle's fleets running in the city.</p>
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42	I would like to see buses in Sheffield electrified as well as parking bays on arterial routes into the City removed so that the buses can flow freely making public transport a more sensible option than driving private vehicles. If I am walking or cycling around the city and have the misfortune to have to walk past a bus or ride behind one, it is damaging to mine and my children's health because the toxic emissions are damaging to health so I would like to see electric buses in the City.	As above
43	Why do we STILL have no electric buses in Sheffield? Is it true that we are the only major UK city where this is true? Or is it more that we can't call ourselves a major UK city any longer?	As above
44	CycleSheffield fully supports the planned 66% reduction in car usage. Achieving this will require a high quality, citywide active travel network to enable much more walking and cycling. What measures is the Council putting in place to implement this within 98 months?	Our Connecting Sheffield programme is developing a citywide active travel network. We are working constantly to secure funding to fund additional active travel infrastructure and recognise the scale of the challenge.
45	What is SCC 's plan to increase the amount of different types of plastics and tetra-packs that can be recycled via my blue bin collection please? I cannot take to supermarket recycling bins as I am disabled.	Thank you for your question. The new Environment Act makes the requirement for all local authorities to collect same materials for recycling from people's homes and this does include more plastics (not just bottles). We are awaiting confirmation from Government on the implementation timescales and supporting funding for us to make the changes needed and hope to get this early in 2022.
46	Also the amount of litter thrown down is disgraceful. It is unsightly and we are using too much paper and plastics.	We agree. We have ongoing anti-littering campaigns and will be increasing our communication encouraging people to reduce use of disposable products. The Environment Act also

		brings in legislation for a national deposit return scheme which could have a significant positive impact on reducing litter. The legislation will also require the producers of materials that end up as litter to contribute to the costs of removing it.
47	To help insulate older terraces, I developed a simple fix that OFGEM approved years ago, but it was then overlooked in the Green Deal. Can the council use it? It is fully researched and BRS approved.	Thank you for your question. It would be interesting to learn more about this – we'll need to be creative and innovative in our work and open to ideas and solutions. We'd be interested in receiving more information about your solution if you could please send us further details.
48	1. Why are petrol-guzzling private SUVs, which are resource hungry and have poor fuel efficiency, excluded from the £10 charge to enter the Clean Air Zone?	Our final proposals for a Clean Air Zone has been developed within the Governments Clean Air Zone Framework and there has been a significant amount of analysis and development of the proposals over the last 3 years. As part of the scheme development a range of potential Clean Air Zone options were considered (both the size of the zone and the type of vehicles to which charges would apply) and our CAZ C scheme that we are currently consulting on is the scheme that Government have legally directed us to deliver in order to achieve legal levels of air quality across the city in the shortest possible time. The scheme will cover all vehicles except private cars and this makes up around 20% of the vehicles driving in Sheffield but this 20% is responsible for around 50% of the Nitrogen Dioxide emissions. We are also undertaking further work in addition to the Clean Air Zone as part of our Connecting Sheffield programme to improve conditions and

		infrastructure for walking, cycling and public transport to encourage people to use these modes of transport.
49	2. Why no mention of the Arup Report?	Thank you for your question. The Pathways to Decarbonisation report referred to in the Plan is the same as the “Arup Report”.
50	What is the actual strategy for reducing CO2e in Sheffield. That is what specific areas have been identified as the most effective in terms of cost vs CO2e saved and SCC authority (i.e. they have the authority to implement this)?	Thank you for your question. The Pathways to Decarbonisation reports provide the evidence base that will form the basis of the delivery plans in point 6. This initial framework plan means that we can start progressing action where we already have answers, while we develop the strategy in some of the more difficult areas, including plans to address the decarbonisation of housing and transport.
51	What do you think of the Wakefield Climate Action Plan? What aspects could usefully be used in the Sheffield equivalent?	Thank you for your question. We are working with and learning from a range of other cities & local authorities. Many of Wakefield’s actions look very similar to the actions that

		we're already exploring, some of which we have already committed to (and in some cases exceeded – for example Wakefield have 10 electric pool cars – we currently have at least 67 electric vehicles in our fleet and a fleet replacement plan that prioritises EV vehicles where possible, but pool cars are definitely something we'll consider.
52	Please make sure you use a committee of experts from industry and academia who have the required technical skillsets, experience and know-how to implement true carbon-saving solutions. Solution implementation is not a space for enthusiastic and passionate amateurs, you need experts to make the biggest positive impact.	Thank you for your suggestion. We absolutely agree and one of the proposed actions is to create exactly this type of panel of experts, working with academics, professionals and the people, businesses and communities who will need to act and who we need to work with the ensure that interventions work for people. If you consider yourself to have relevant expertise, would you like us to contact you once this is ready to launch?
53	How is the council going to work with other companies and businesses to ensure they are also supporting the de carbonisation agenda? i.e. will the council stop allowing high carbon products and companies to use advertising boards in the city. Will the council be clear in all its procurement e.g. that it favours business that support the decarbonisation agenda?	The plan includes a commitment to expand the Ethical procurement policy to include decarbonisation. We'd have to explore advertising further to understand the potential and limitations on this and will consider this suggestion.
54	Education in this matter is a priority. In my experience some individuals do not appear to understand the results of their actions. We need to be more straightforward in explaining the situation by sending out information leaflets to householders include points on car use and bonfires in relation to emissions.	We will be increasing information we make available, and we also need to work with partners to get the message out – the council isn't always the best messenger – NHS colleagues, schools, community groups, religious institutions all have roles to play here.

55	Empowering neighbourhoods - The Council owns many public buildings, some controlled centrally and others leased to service providers or community organisations. How about a plan to improve energy efficiency by insulating them, installing solar panels, upgrading the heating etc. Occupiers could help with this if you offer financial and practical support.	We will be developing this plan – it's challenging, there is a huge backlog of repairs and maintenance needed to keep the council's estate safe and legally compliant, let alone reduce our carbon emissions, but this is what we will need to do and explore all the options open to us to fund this work.
	EMAIL SUBMISSIONS - additional to above comment	
56	Is the council going to rethink public transport? Might it consider seeking funds to establish a large fleet of free small electric minibuses that would run at a frequency of ~ 5 minutes over an area inside the inner ring road linking the bus and rail stations and transport hubs e.g. the Cathedral with the rest of the city. They might be permitted in the pedestrianised areas provided they kept to a very low speed limit in these areas. (There is such a scheme in Manchester).	There is a funding application currently underway to the government's Zero Emission Bus Regional Areas scheme for an electric shuttle bus for Sheffield City Centre.
57	Joined Up Heritage Sheffield email	How to decarbonise historic buildings is a considerable challenge, and one which we will need to address as a city and a country. We will consider your comprehensive submission as work develops.
58	Encourage plant based diets	It is widely recognised that moving towards plant based diets will be necessary, and we will be including information on this in our future communications.
59	SMART actions	We will be developing SMART actions as part of the plans beneath this framework.

60	Hydrogen is the future	We are proud that Sheffield is a leader in the hydrogen economy and will be looking at how hydrogen can play its part in the decarbonisation of the city. To allow us to move at pace it is vital that we look to solutions that will allow us to reduce carbon now and can be scaled early.