

From: [REDACTED]
To: [REDACTED]
Subject: FW: Submission for the Local (Sheffield) Plan from Sheffield Green Party
Date: 01 March 2023 08:59:59
Attachments: [image001.png](#)
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[image003.png](#)
[image004.jpg](#)

We will have to mark this as late.

Simon

[REDACTED]

Planning Service

City Futures

Sheffield City Council

Tel: [REDACTED]

what makes sheffield



Description: Description: MYAH sig



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From: Brian Holmshaw (Green CLLR) [REDACTED]

Sent: 01 March 2023 07:54

To: [REDACTED]

Subject: Submission for the Local (Sheffield) Plan from Sheffield Green Party

Please accept this submission from me on behalf of Sheffield Green Party

Heritage

The Draft Sheffield Plan contains some positive provision for heritage, including:

1. encouraging the retention and re-use of buildings (policy ES1), although the lack

of a requirement for Whole Life Cycle Carbon Assessments needs explanation. Greater clarity is needed regarding re-use, recycling and recovery of buildings and materials.

2. A common policy for both designated and non-designated heritage assets (policy DE9)

However, improvements are needed to the scope, detail and robustness of heritage policy in the Local Plan to enable Sheffield to celebrate heritage in all its diversity; and capitalise on the full range of its benefits.

- a. We support the creation of a separate Historic Environment Strategy document allied to the Local Plan, an approach taken by other planning authorities. This would detail how the historic environment will be harnessed to deliver public benefit, including both overall approaches and specific localised aims. It would be supported by policies in the Plan explicitly aimed at enhancing, repairing, understanding and celebrating heritage, in addition to those that aim to protect it from harm.
- b. Historic waterways and waterpower infrastructure require more explicit and detailed protection. There are special concerns regarding policies GS5, GS6, GS9, GS10 and GS11 which if not amended could have serious unintended negative consequences. Sheffield's river network, its archaeology of mills, dams, retaining walls, and water features is the finest and most extensive in Britain and should be the subject to a bid for World Heritage status.
- c. We are strongly in agreement with the Sheaf and Porter Trust who make the point about imbedding riverside heritage, culture and history in the Sheffield Plan, and establishing regularised access to river banks. Secure and easy public access along Sheffield's waterways as part of a city-wide network of riverside parkways with disability friendly pedestrian and cycle paths that link safe, attractive and natural green spaces.
- d. New Conservation Areas should be established in the city to protect and enhance our urban heritage. Paused Conservation Areas such as at Castlegate and the Wicker completed as soon as possible to add to Sheffield's stock of 38 existing ones. Provision has to be made to protect Areas of Special Character defined by the UDP so that they can be converted to full Conservation Areas in future.
- e. The requirement for Sheffield City Council to review each Conservation Areas and to publish proposals for its future preservation and enhancement should be **every ten years**. This is so that Conservation Area Appraisals and Conservation Area Management Proposals are constantly up to date and accurate.
- f. Conservation Areas to be set up around both the Rivelin and the Loxley river valleys to protect their archaeological and natural heritage.
- g. We support the protection of heritage assets in Hospital Zones which often go unrecognised.
- h. We ask that the role and significance of the Local Heritage List, an important democratic tool for public engagement in our local heritage, is embedded in the Local Plan.
- i. We ask for the Local Plan to recognise the special importance and social and historic importance of public houses in the historic environment and their role in the development of friendly societies, trades unions, events and movements in the city's history.

Built Environment

We request that the Local Plan adopt the performance targets set out in the RIBA 2030

Climate Challenge. These align with the current Passivhaus standard for operational energy for residential by 2025 and subsequently office and schools by 2030. As with the Passivhaus standard, the RIBA 2030 CC promotes a fabric first approach. The RIBA 2030 CC then goes further than Passivhaus in setting performance targets for embodied carbon and water use as well as setting out health metrics for buildings. Building space standards need to be improved in the city, balconies and adjacent open green spaces adopted as standard in all new developments and national space standards adopted into the Local Plan and applied at pre-planning discussions.

Active Travel

Sheffield Green Party would like a statement included in the document that Sheffield City Council will be shaping the built environment in redevelopment plans to be more friendly to pedestrians and public transport.

We strongly support the submission of Richard Attwood.

- a. Cycling, cycling infrastructure and E-cargo bikes need to be embedded into the Local Plan and referred to throughout, as does Active Travel more generally
- (b) We agree with Richard Attwood's more general comment that to improve the chances of facilitating a Modal Shift toward Active Travel terms will have to be more mandatory, e.g.: using words like 'Must', 'It will be expected that' or 'There is a requirement that' as appropriate. For example on p.77, Policy CO1: Development and Trip Generation: New development will be required to support the delivery of net zero transport carbon emissions. Proposals will be expected to prioritise travel by public transport, cycling, and walking and incorporate inclusive infrastructure which provides connections to and within the development. This should focus on making the most efficient use of existing highway, including where appropriate reallocation of space to more sustainable modes.
- (c) To be considered 'secure', cycle parking at a residential development or at appropriate destinations and places of work where more than 20 people are located must be in a secure building (with a roof) or a locker with a good quality fixture to lock cycles to inside.
- (e) To facilitate a significant shift away from vehicles; work and leisure destinations must be required to provide appropriate facilities for the type of cycle users who could potentially be using the premises.
- (d) Space for non standard bikes (Long John, Cargo, Trikes etc) which are the types of E-bike that are increasingly being employed to replace urban utility vehicle journeys needs to be built in to new development, and electric charging facilities at cycle parking provision

In addition the Local Plan should build in the capacity to extend the tram network to Northern General Hospital and install a segregated cycle route there from the city centre.

Ecology and Environment

We support the submission of Sheffield and Rotherham Wildlife Trust and in particular their comments about the need to improve Green Network map 17 within policies GS1 to GS11 so that it aligns with the more recent Natural England Green Infrastructure Framework. Also Map 17 does not include the Nature Recovery Network to fully satisfy NPPF policies 174/175/179

Policy needs to make reference to the 'Access to Nature – capacity and demand maps' which were developed as part of the South Yorkshire Natural Capital Maps: the most up to date and best quality evidence locally for access to nature in order to comply with NPPF.

Sheffield Green Party support the designation of Owlthorpe Fields as a Local Green Space (LGS).

Sheffield needs to increase the ambition in the local plan for biodiversity net gain. This should be raised to the levels of Kent County Council or Cambridgeshire County Council.

Regards

Brian

Brian Holmshaw

Green Party Councillor, Broomhill and Sharrow Vale

Deputy Chair, Education, Children and Families Committee

