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**Draft Sheffield Plan**

**Planning for Travellers Topic Paper**

**October 2023**

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**Planning Service**

**City Growth**

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**List of Abbreviations**

|  |  |
| --- | --- |
| GTAA | Gypsy Traveller Accommodation Assessment (2019) |
| HELAA | Housing and Economic Land Availability Assessment |
| NAT | New Age Traveller |
| NPPF | National Planning Policy Framework |
| PPTS | Planning Policy for Traveller Sites (2015) |
| SHMA | Strategic Housing Market Assessment |

# **PURPOSE OF THE TOPIC PAPER**

* 1. The purpose of this topic paper is to assist the Sheffield Plan Planning Inspector in understanding the issues and evidence relating to provision for Gypsies and Travellers in the Publication Draft Sheffield Plan. Specifically, it sets out the approach for identifying and selecting site allocation SES03 Land to East of Eckington Way, to meet the needs of Travelling Showpeople (the site allocation is for general employment use and traveller use). The site has proved to be particularly contentious, and the paper sets out the planning issues raised during consultation and the Council’s response.
  2. This document explains:
* Section 3: The **policy context** surrounding the need to find additional traveller sites;
* Section 4: The **evidence** of the accommodation need for more pitches or plots in Sheffield;
* Section 5: The **strategy** to meet the identified need;
* Section 6: The **methodology** and process used to find options for traveller site allocations in the Sheffield Plan and how site allocation SES03 was selected.
* Section 7: **SES03 Eckington Way**: details of the planning issues raised in consultation and the Council responses; this includes the number of representations received at the Regulation 19 consultation stage (both petitions and other objections), and further public questions raised from the Strategy & Resources Committee 2nd August 2023 and at full Council on 6th September 2023. The paper includes a site plan showing the assumed developable area and areas restricted due to identified constraints.
  1. The Sheffield Plan uses the definition of **Gypsy and Traveller** and **Travelling Showpeople** as set out in Annex A to the national Planning Policy for Travellers Sites (PPTS)[[1]](#footnote-2); these definitions are:

1. **Travelling Showpeople**: members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). They are typically members of the Showmen’s Guild of Great Britain.
2. **Gypsies and Travellers:** this covers:

* **‘Gypsies and Travellers’** – persons with a cultural tradition of nomadism, or who live in a caravan and all other persons of a nomadic habit of life, whatever their race or origin;
* **‘New Age Travellers’** – persons who either choose to live or end up living as a Traveller for a variety of reasons that can include strong personal or political convictions or a positive choice to live an alternative more sustainable lifestyle.
  1. Throughout this document, the term ‘Traveller Site’ is used to cover sites for Gypsies and Travellers and Travelling Showpeople. This topic paper should be read in conjunction with the Site Selection Methodology (January 2023).

# **BACKGROUND**

* 1. In accordance with national Planning Policy for Traveller Sites, local authorities have a duty to identify suitable sites for Gypsies and Travellers and Travelling Showpeople, based on the evidence identified in the Gypsy and Traveller Accommodation Assessment (2019).
  2. Assessing the accommodation needs of travellers is essential for Sheffield to positively plan to meet local accommodation needs and ensure that suitable land is identified in the right location near to local services and the surrounding infrastructure.
  3. Providing the right accommodation for travellers will help to address the inequalities that these communities face with respect to health and education, such as the much shorter life expectancy, lower educational attainment and the lower levels of income and access to finance. It will also help to prevent overcrowding on existing sites and inappropriate development.

# **PLANNING POLICY CONTEXT**

**Planning Policy for Traveller Sites**

* 1. The Government published a separate document alongside the National Planning Policy Framework with a specific focus on providing traveller accommodation. The Planning Policy for Traveller Sites (PPTS, 2015) requires local authorities to:
* make their own assessment of need for the purposes of planning;
* set pitch targets for gypsies and travellers, and plot targets for travelling showpeople;
* identify a 5-year supply of specific and deliverable sites against locally set targets;
* identify a 6-10 years and (where possible) 11-15 years supply of specific and developable sites;
* include fair, realistic and inclusive policies.
  1. PPTS aims to increase the number of traveller sites in appropriate locations with planning permission, to address under provision; reduce tensions between the settled and traveller communities; enable provision of suitable accommodation from which travellers can access education, health, welfare and employment; and have due regard to the protection of local amenity and local environment.

**Defining Gypsy and Travellers and Travelling Showpoeple:**

* 1. For the purposes of planning policy Gypsies and Travellers means:

*“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependent’s education or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such”*

*In determining whether persons are “gypsies and travellers” for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:*

*a) Whether they previously led a nomadic habit of life.*

*b) The reasons for ceasing their nomadic habit of life.*

*c) Whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.”*

# **ESTABLISHING THE FUTURE NEED FOR GYPSIES AND TRAVELLERS AND TRAVELLING SHOWPEOPLE**

* 1. The main role of the Gypsy and Traveller Accommodation Assessment (GTAA) is to provide a robust assessment of the current and future need for Gypsies and Travellers and Travelling Showpeople accommodation. It forms the evidence base for the Council’s approach to meeting the accommodation needs for travellers in the Sheffield Plan, by ensuring that suitable land is identified in the right location near to local services and infrastructure.
  2. The 2019 Sheffield Gypsy and Traveller Accommodation Assessment (GTAA) was undertaken in accordance with the requirements of the Housing Act 2004 and Planning Policy for Traveller Sites (2015). It followed ‘best practice’ at the time and covered the needs of Gypsies, Travellers, New Age Travellers and Travelling Showpeople. The report assesses the accommodation needs of these communities and estimates the pitch requirements for the next 5 years (2019-2024) and beyond.
  3. The Gypsy and Traveller Accommodation Assessment (2019) found a need for **44 new pitches/plots between 2019 to 2024**, increasing to 50 pitches/plots by 2034 (see Table 1 below).

Table 1 Total pitches required for 2019-2034

|  |  |
| --- | --- |
| **Pitches for Gypsies, Travellers and Showpeople** | **No. of pitches required** |
| Pitches needed 2019 – 2024 | 44 |
| Pitches needed 2019 – 2029 | 47 |
| Pitches needed 2019 – 2034 | 50 |

**\***Based on a household growth rate of 1.98% per year

* 1. The figures in Table 2 are presented for those that meet the planning definition in the Planning Policy for Traveller Sites and those that do not meet the definition but fall within the Housing and Planning Act 2016.

Table 2 Summary of the Gypsies, Travellers and Travelling Showpeople pitch requirements

|  |  |  |  |
| --- | --- | --- | --- |
| **Pitches needed 2019 – 2024 (5-year need)** | **Planning Definition** | **Do not meet the Planning Definition** | **TOTAL No. of pitches required** |
| Gypsies and Travellers (excl. New Travellers | 1 | 15 | 16 |
| Travelling Showpeople | 12 | 0 | 12 |
| New Age Travellers | 2 | 14 | 16 |
| **Pitch requirements for all Travellers** | **15** | **29** | **44** |

# **STRATEGY TO MEET THE IDENTIFIED NEED**

**Relationship between Housing Needs Assessment and Planning Policy**

* 1. The 2019 Gypsy and Traveller Accommodation Assessment (GTAA) was undertaken as part of the Strategic Housing Market Assessment (SHMA), which is the main mechanism for assessing housing need. The Sheffield Plan does not have to make provision for all the need identified in the SHMA, because the SHMA uses a wider definition (from the Housing and Planning Act 2016 and Equality Act 2010) of Gypsy and Traveller. However, in a recent legal case (Lisa Smith v SSLUHC [2022] EWCA Civ 1391) the Court of Appeal determined that “Planning Policy for Traveller Sites 2015 was discriminatory in relation to excluding households who had permanently ceased to travel from being recognised (for planning purposes) as Gypsies and Travellers” (para. 2.18). Therefore, as part of the site selection process the Council reviewed sites to meet the need of all 44 pitches for each traveller community (beyond the PPTS definition). However, as set out in paragraphs 6.17 to 6.20 below, only one of the shortlisted sites was suitable, available and deliverable.
  2. A combined approach has been used, as a way in which future pitches/plots could be brought forward in Sheffield, to meet the identified need for 44 pitches over the next 5 years. The approach for identifying sites for Gypsies & Travellers, New Age Travellers and Travelling Showpeople considers:
* Increasing capacity at existing authorised sites
* Extensions to existing authorised sites
* Examining whether existing unauthorised sites, which do not benefit from planning permission, are suitable
* Approach to identify suitable sites for transit/stopping places provision
* Allocation of new sites

**Increasing capacity at existing authorised sites**

* 1. Both of Sheffield’s existing sites at Long Acre and Redmires have the maximum number of pitches available, for the size of the sites. Both sites would be unable to accommodate additional pitches without an extension. The current layout on both sites reflects the best use of pitch and ancillary facilities. It has been concluded there is no option to increase capacity in this way.

**Extension to existing authorised sites**

*Long Acre Site (currently 14 permanent pitches)*

* 1. The existing site is currently located within a Business and Industrial area. Feasibility work has been undertaken to establish if the site could be extended to include the open space to the south of the site. This would improve the cramped living conditions on site by providing more amenity space and possibly up to 12 pitches.
  2. Findings from the Preliminary Ecological Appraisal indicated the land is of ecological significance with several protected species, in particular Great Crested Newts. Any development would require considerable bio-diversity compensation. In addition, the land is adjacent to the Short Brook & Carr’s Marsh Local Wildlife Site, so development would be restricted to 4 additional pitches due to the environmental buffers required.
  3. A decision was taken by the Council (April 2022) to stop further feasibility work at the Long Acre site. It is not considered a suitable option for expansion.

*Redmires Site (currently 17 permanent pitches)*

* 1. The existing site is currently within the Green Belt. Any extension to the site would be dealt with through the planning application process, separately from the Local Plan. Given the Green Belt location, very special circumstances would need to be demonstrated in order for development to be permitted there.
  2. Feasibility work is ongoing by Council’s Housing Services who manage the Redmires Site. The feasibility work is to understand if a small area of land adjoining the existing site could be developed to accommodate 2 to 4 additional pitches. Evidence from the Gypsy and Traveller Accommodation Assessment 2019 and the current waiting list would form part of the case put forward in any planning application. The Council’s Housing Service have submitted a pre-application enquiry to the Local Planning Authority. A decision on whether to submit a full planning application and the full costings will be taken by the Housing Policy Committee in due course. Options for funding are also being explored.

**Examining whether existing unauthorised sites, which do not benefit from planning permission are suitable**

* 1. Evidence shows there have been no unauthorised developments in the last 5 years, and only limited short term unauthorised encampments, so there has been no opportunity for granting planning permission to such existing sites.
  2. There is an unauthorised encampment on council land (a public cycle and footpath) of 16 New Age Traveller (NAT) households. The Council has formally written to the occupants and asked them to vacate the land. They were also asked if any occupants have health or social care needs that the Council can support them with but no occupants have requested this. The intention is to take legal action if the occupants do not vacate the land.
  3. The 16 New Age Traveller households sent a letter to the Council in 2019 expressing a desire for the Council to find them alternative land that could be used as a permanent New Age Traveller site for all the households. The 16 households meet the Housing and Planning Act (2016) definition of ‘travellers’ but only 2 meet the planning definition in Annex A of PPTS). The 2019 Gypsy Traveller Accommodation Assessment recommendation is to consider the accommodation needs of the New Age Travellers as part of the site identification process.

**Approach to identify suitable sites for transit /stopping places provision**

* 1. Evidence from the 2019 Gypsy Traveller Accommodation Assessment demonstrates insufficient demand for transit or stopping places provision, and it is recommended the focus should be on permanent site provision. The Council has concluded a permanent transit/stopping places site in unnecessary.

**Allocation of new sites**

* 1. In summary, there is scope to meet some of the identified need for Gypsies and Travellers through the option to extend Redmires by an additional 2 to 4 pitches. This is subject to planning approval and it will be necessary to demonstrate very special circumstances for development in the Green Belt.
  2. There is no opportunity for planning permission to be permitted at existing unauthorised encampments/development.
  3. The Council has concluded that the identified need for 44 pitches for Gypsies and Travellers and Travelling Showpeople over the next 5 years, must be met through the allocation of new sites.

#### **SITE SELECTION – ASSESSMENT OF POTENTIAL TRAVELLER SITES**

* 1. The Site Selection Methodology 2023 sets out the process that was used to assess potential development sites, including sites for Gypsies & Travellers and Travelling Showpeople (paragraphs 3.36 to 3.39). Sites considered suitable for traveller use, passed stage 3b of the Site Selection Methodology; any of these sites which had planning permission were ruled out, as the sites were not available for traveller use. Then, sites located in the Central sub-area and within District and Local Centres were ruled out as the Central area is a key location for higher density housing, and other centres are priority locations for shopping, leisure and community facilities. Using land in these locations for a low-density Gypsy & Traveller Site would represent an inefficient use of land and would therefore not accord with paragraph 124 of the NPPF. Following the removal of these sites, 115 sites (in Appendix 4 of the Site Selection Methodology) were then considered for both Gypsies & Travellers and Travelling Showpeople use.

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* 1. The following section sets out the approach for selecting site allocation SES03 Land to East of Eckington Way from the list of sites in Appendix 4 of the site selection methodology. Sites were assessed against the following additional factors taking account of the specific accommodation and locational needs of travellers, as set out in Planning Policy for Traveller Sites guidance (Part B: Planning for Traveller Sites[[2]](#footnote-3)).

**Site Size**

* 1. Sites should ideally provide accommodation for between 10 - 20 pitches, taking account of discussion with the traveller community around site size, as well as feedback from managers of existing sites. Based on the average pitch/yard sizes of existing sites, this requires sites between 1 – 2 hectares. Sites smaller or significantly larger than this have been screened out. One smaller site was considered (S02424 Former Joseph Glover Public House, at Station Road, Halfway, at 0.88 hectares) because the site was for sale at the time of the site search (see paragraph 6.17 below). Larger sites (over 2ha) were considered for Travelling Showpeople due to their need to store and maintain vehicles and equipment.
  2. The first step was to remove 52 out of 115 sites due to site size being too small (under 1 ha) for Gypsies and Traveller and Travelling Showpeople use. These are listed in Table 3 below.

Table 3 Sites Removed for Traveller Site Use due to Site Size being Too Small

Y indicates the site was suitable. N indicates less suitable.

| **HELAA Site Ref** | **Address** | **Low risk of Flooding?** | **Policy area suitable for Gypsies and Travellers?** | **Policy area - suitable for Travelling Showpeople?** | **Size - meets minimum size criterion?** | **Size - meets max size criterion (Gypsies and Travellers only)?** | **Site in Public Ownership or Potential to Acquire Land?** | **No Existing Buildings on Site?** | **Direct Access Possible to a Strategic Road?** | **Reason for site removal** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| S01749 | Former Foxwood, Ridgeway Road | Y | Y | Y | N | Y | Y | Y | Y | Site too small, at 0.4ha to deliver enough pitches. |
| S00780 | Randall Street, off Bramall Lane | Y | Y | Y | N | Y | N | Y | Y | Site too small |
| S01458 | Remington Youth Club site, Remington Road. | Y | Y | Y | N | Y | Y | N | N | Site too small |
| S03202 | Deerlands Avenue | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S00769 | Fitzalan Works, Effingham St, Attercliffe | Y | Y | Y | N | Y | N | Y | Y | Site too small |
| S00707 | Wulfric Road/ Windy House Road, Manor | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S00827 | Former Dr John Worrall School, Attercliffe | Y | N | Y | N | Y | N | N | Y | Site too small |
| S01748 | Smelterwood Road | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S03444 | Land at Herries Road South | N | N | Y | N | Y | N | Y | Y | Site too small |
| S02280 | Palgrave Sites, Palgrave Road, Parson Cross, S5 8GR | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S03174 | Former Sheffield Tipper's site, Sheffield Road | Y | N | Y | N | Y | N | Y | Y | Site too small |
| S03192 | Ernest Thorpe’s Lorry Park, Station Road, Deepcar | Y | N | Y | N | Y | N | Y | N | Site too small |
| S03191 | Balfour House | Y | Y | Y | N | Y | Y | N | N | Site too small |
| S01459 | Wordsworth Avenue | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S00153 | Parson Cross Hotel | Y | Y | Y | N | Y | Y | N | N | Site too small |
| S03166 | Rear of Davy McKee, Prince of Wales Road | Y | N | Y | N | Y | N | Y | N | Site too small |
| S00763 | Site G Stocksbridge Steelworks | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S04610 | Stadia Business Park | Y | Y | Y | N | Y | Y | N | N | Site too small |
| S03212 | New Street, Longacre Way | Y | N | Y | N | Y | N | Y | N | Site too small |
| S01471 | Sweeney House | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S02267 | Former Bole Hill Residential Home, Bole hill View, S10 1QL | Y | Y | Y | N | Y | Y | N | N | Site too small |
| S03570 | 620-636 Attercliffe Road | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S04375 | Cuthbert Bank Road | Y | Y | Y | N | Y | N | N | N | Site too small |
| S03201 | Former 200-262 (evens) Deerlands Avenue | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S01789 | Site of Longley Old People's Home, Longley Hall Road | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S01750 | Knutton Rise | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S03204 | Foxhill Masterplan Area (Rec Ground) | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S03200 | Former 179-229 (odds) Deerlands Avenue | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S03213 | Meadowbrook Park | Y | N | Y | N | Y | N | Y | Y | Site too small |
| S03208 | Former 16-42 Buchanan Road | Y | Y | Y | N | Y | Y | Y | N | Site too small |
| S04154 | Argyll House, 9 Williamson Road, S11 9AR | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S04024 | Bordered by, Hammerton Road, Dodd Street , Trickett road , just to the south west of Langsett Road | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S03179 | Ripon Street/Woodbourn Hill | Y | N | Y | N | Y | N | Y | N | Site too small |
| S03220 | Junction Road | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S03194 | Next to Arthur Lee Works, Loicher Lane, Ecclesfield | Y | N | Y | N | Y | N | Y | N | Site too small |
| S02450 | Land on the Southwest of Quarry Road and the Parkway, Handsworth | Y | Y | Y | N | Y | N | Y | Y | Site too small, at 0.74ha. In private ownership and evidence from landowner suggests not available for traveller use. |
| S00778 | Westaways, Bacon Lane | Y | Y | Y | N | Y | N | N | N | Site too small |
| S04380 | Buzz Bingo, Kilner Way | Y | Y | Y | N | Y | N | N | N | Site too small |
| S02092 | Land at Somerset Road/ Richmond Street | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S03168 | Broadoaks | Y | N | Y | N | Y | N | Y | N | Site too small |
| S00724 | S R Gents factory, Norfolk Park | Y | Y | Y | N | Y | N | N | N | Site too small |
| S00090 | Next to 45 Spring Close Mount, S14 1RB | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S03167 | Barleywood Road | Y | N | Y | N | Y | N | Y | N | Site too small |
| S04164 | St. Georges Community Health Centre (St. Georges Hospital), Winter Street, S3 7ND | Y | Y | Y | N | Y | N | N | N | Site too small |
| S03590 | Land to the Northwest of Wardsend Road | Y | N | Y | N | Y | N | Y | N | Site too small |
| S02912 | Land at Fife Street | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S02471 | Springvale Gospel Hall | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S03186 | Land at Wardsend Road | Y | N | Y | N | Y | N | Y | N | Site too small |
| S04636 | Bents Green Nurseries, Muskoka Avenue, Bents Green | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S03171 | Catley Road | Y | N | Y | N | Y | N | Y | N | Site too small |
| S01697 | Curtilage of Basforth House 471 Stradbroke Road Sheffield S13 7GE | Y | Y | Y | N | Y | N | Y | N | Site too small |
| S03325 | Ball Inn Myrtle Road Sheffield S2 3HR | Y | Y | Y | N | Y | N | N | N | Site too small |

**Flood Risk**

* 1. Caravans as residential accommodation are highly vulnerable to flood events, so it is not appropriate for new sites to be located in areas at risk of flooding. Sites with 60% or more of the site in flood zone 2 or 3 have been screened out, as this would leave the remaining net developable area below the minimum size criterion. This criterion conforms to Government guidance in the Planning Policy for Traveller Sites which advises local authorities not to locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans[[3]](#footnote-4).
  2. The second step was to remove 9 out of 63 suitable sites remaining due to 60% or more of the site being in areas with a high flood risk. These are listed in Table 4 below:

Table 4 Sites Removed for Traveller Site use due to Flood Risk

Y indicates the site was suitable. N indicates less suitable.

| **HELAA Site Ref** | **Address** | **Low risk of Flooding?** | **Policy area - suitable for Gypsies and Travellers?** | **Policy area - suitable for Travelling Showpeople ?** | **Size - meets minimum size criterion?** | **Size - meets max size criterion (Gypsies and Travellers only)?** | **Site in Public Ownership or Potential to Acquire Land?** | **No Existing Buildings on Site?** | **Direct Access Possible to a Strategic Road?** | **Reason for site removal** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| S03215 | Rotherham Road, Beighton | N | N | Y | Y | Y | N | Y | N | Flooding |
| S04136 | Sheffield Road, S9 2YL | N | N | Y | Y | Y | N | N | Y | Flooding |
| S03714 | 710 Brightside Lane | N | N | Y | Y | Y | N | N | Y | Flooding |
| S03196 | Yarra Industrial Estate, Loicher Lane | N | N | Y | Y | Y | N | Y | N | Flooding |
| S00697 | Car Park, Kvaerner site, Prince of Wales Road | N | Y | Y | Y | Y | N | Y | Y | Flooding, 97% of site within flood zone 2/3. |
| S02464 | M1 Distribution Centre and The Source, Vulcan Road, SE9 1EW | N | N | Y | Y | N | N | N | Y | Flooding |
| S02416 | Land at Penistone Road North | N | N | Y | Y | N | N | Y | Y | Flooding |
| S03165 | River Don District, Weedon Street | N | N | Y | Y | N | N | Y | Y | Flooding |
| S03081 | Alsing Road | N | N | Y | Y | N | N | Y | Y | Flooding |

**Ownership**

* 1. Evidence from the 2019 Gypsy Traveller Accommodation Assessment demonstrated little demand from the Gypsy and Traveller community to develop their own sites and therefore social sites, not private sites were recommended. There was no response from private landowners for use of land as traveller sites during the 2019 Call for Sites or Regulation 18 consultation in 2020. Recent discussions with the Yorkshire representative from the Showmen’s Guild (who represent the Travelling Showpeople in Sheffield), show it is clear this community are actively seeking land to buy and develop their own site. However, availability of privately owned sites has been a barrier to securing a site. Therefore, a key factor impacting site feasibility is land ownership; this led to the exclusion of most privately-owned sites unless they were potentially available for Traveller use (Hesley Wood) or the Council had the potential to purchase the site because it was for sale on the open market.
  2. The screening out of the majority of privately owned sites, conforms to government guidance in the Planning Policy for Traveller Sites which advises local authorities to identify a supply of specific *deliverable* sites; to be considered deliverable, a site should be available now and have a reasonable prospect of being delivered in the next 5 years[[4]](#footnote-5).
  3. The third step was to remove 27 out of the 54 remaining suitable sites due to ownership. These are listed in Table 5 below:

Table 5 Sites removed for Traveller Site use due to ownership (non-Council)

Y indicates the site was suitable. N indicates less suitable

| **HELAA Site Ref** | **Address** | **Low risk of Flooding?** | **Policy area - suitable for Gypsies and Travellers?** | **Policy area - suitable for Travelling Showpeople?** | **Size - meets minimum size criterion?** | **Size - meets max size criterion (Gypsies and Travellers only)?** | **Site in Public Ownership or Potential to Acquire Land?** | **No Existing Buildings on Site?** | **Direct Access Possible to a Strategic Road?** | **Reason for Site Removal** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| S03170 | Calor site, Shepcote Lane | Y | N | Y | Y | Y | N | Y | Y | Ownership |
| S01475 | r/o White Rose P.H. Handsworth Rd. | Y | Y | Y | Y | Y | N | N | Y | Ownership |
| S00063 | Spital Hill Employment Zone | Y | Y | Y | Y | Y | N | Y | Y | Ownership - partly in SCC ownership. Grade II listed building on site and so net developable area likely to be 0.7ha and lends itself to mix use business/residential apartments so unsuitable for traveller use. |
| S03449 | Off Europa Link (Former Tinsley Marshalling Yard) | Y | N | Y | Y | Y | N | Y | N | Ownership |
| S00706 | Manor Community Centre | Y | Y | Y | Y | Y | N | Y | Y | Ownership, site is privately owned and not put forward in the Call for Sites. Site it is required for regeneration and the improvement of the nearby Local Centre. |
| S03173 | Scaffold Yard, Orgreave Place | Y | N | Y | Y | Y | N | Y | N | Ownership |
| S01266 | Land at Banner Cross Hall, Ecclesall Road South, S11 9PD | Y | Y | Y | Y | N | N | Y | Y | Ownership |
| S00794 | TA Centre, Hurlfield Road, Manor Top | Y | Y | Y | Y | N | N | N | Y | Ownership |
| S03177 | Pic Toys, off Darnall Road | Y | Y | Y | Y | Y | N | Y | N | Ownership |
| S00671 | Site A Stocksbridge Steelworks | Y | Y | Y | Y | N | N | Y | Y | Ownership |
| S02893 | Darnall Works | Y | Y | Y | Y | N | N | N | Y | Ownership |
| S03451 | Former ROM site, off Barrow Street | Y | N | Y | Y | N | N | Y | Y | Ownership |
| S04163 | Michael Carlisle Centre, 75 Osborne Road, S11 9BF | Y | Y | Y | Y | Y | N | Y | N | Ownership |
| S01179 | Wiggan Farm, Worrall | Y | Y | Y | Y | Y | N | Y | N | Ownership |
| S04126 | Land west of Grange Mill Lane, Sheffield, S9 1HW | Y | N | Y | Y | Y | N | Y | N | Ownership |
| S00112 | Blagden Street | Y | Y | Y | Y | Y | N | N | N | Ownership |
| S00822 | Mosborough Wood Business Park (Holbrook Works), Holbrook | Y | N | Y | Y | N | N | Y | Y | Ownership |
| S04387 | Bawtry Road North Sports Ground | Y | Y | Y | Y | N | N | Y | Y | Ownership |
| S01230 | Land off Bawtry Road, Tinsley. | Y | Y | Y | Y | N | N | Y | Y | Ownership |
| S03175 | Lumley Street | Y | N | Y | Y | N | N | N | N | Ownership |
| S04144 | Land south of Broomfield Lane | Y | Y | Y | Y | N | N | Y | N | Ownership |
| S04168 | Land at Oughtibridge Lane, Sheffield | Y | Y | Y | Y | N | N | N | N | Ownership |
| S03030 | Land At Junction With Carr Road Hollin Busk Lane Sheffield S36 1GH | Y | Y | Y | Y | N | N | Y | N | Ownership |
| S04066 | Land On The North Side Of Station Road, Halfway, Sheffield,S20 3GB | Y | N | Y | Y | N | N | Y | N | Ownership |
| S03450 | Off Europa Link (Former Tinsley Marshelling Yards) | Y | N | Y | Y | N | N | Y | N | Ownership |
| S03185 | Airflow Site, Claywheels Lane | Y | N | Y | Y | N | N | Y | N | Ownership |
| S04102 | Land to the south of Wardsend Road North, S6 1LX | Y | N | Y | Y | Y | N | Y | N | Ownership |

**Planning Assessment**

* 1. The remaining 27 sites were then assessed by officers. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy & Traveller Sites and Travelling Showpeople sites, see paragraph 3.38 of the Site Selection Methodology). As a summary these criteria are:

*Access to a strategic road*

* 1. Direct access to a strategic road is an advantage for traveller sites, where long wheelbase vehicles often need to get access. Access that can only be provided by narrow, residential streets or unclassified roads can be prohibitive. Therefore, it was considered how the sites would be accessed and the outcomes of this assessment are shown with a *‘N’ indicates less suitable* in Table 6 below.

*Proposed Policy Zone*

* 1. In the Draft Sheffield Plan, residential uses are listed as ‘acceptable’ in most Policy Zones. Sites in Industrial Zones or those in General Employment Zones close to heavy industry were ruled out (due to the need to provide a satisfactory living environment for the Gypsies & Travellers). However, all employment zones were considered for the Travelling Showpeople but sites close to existing heavy industry were discounted. The outcomes of this assessment are indicated in the *‘reasons for site removal’* in Table 6 below.

*Buildings on site*

* 1. Significant demolition of existing buildings is likely to be prohibitive in terms of delivering new traveller sites. This was taken into account within the planning assessment of sites and sites that have existing buildings on the site are shown with a *‘N’ (indicating they are less suitable)* in Table 6 below.

*Topography*

* 1. Siting hard-standing yards for Travelling Showpeople requires a relatively level site or level areas[[5]](#footnote-6). A steep topography is therefore likely to make a site undeliverable and this was considered as part of the planning assessment of the sites. The outcomes of this assessment are indicated in the *‘reasons for site removal’* in Table 6 below.
  2. There was a need to consider for larger sites (over 2ha), how comprehensive development of each site could be achieved (i.e. what other uses could reasonably be expected on the part of the site not required for the Travelling Showpeople). Officer judgement was used to assess whether the site would be required for housing instead; for example to aid regeneration of an area or if the site was committed to the Stock Increase Programme or Sheffield Housing Company.
  3. Following the planning assessment stage, 24 sites out of the 27 remaining suitable sites were removed. These are listed in Table 6 below, with a summary of any additional reasons for removal.

Table 6: Sites Removed for Traveller Site use following Detailed Planning Assessment

Y indicates the site was suitable. N indicates less suitable

| **HELAA Site Ref** | **Address** | **Low risk of Flooding?** | **Policy area - suitable for Gypsies and Travellers?** | **Policy area - suitable for Travelling Showpeople ?** | **Size - meets minimum size criterion?** | **Size - meets max size criterion (Gypsies and Travellers only)?** | **Site in Public Ownership or Potential to Acquire Land?** | **No Existing Buildings on Site?** | **Direct Access Possible to a Strategic Road?** | **Planning Assessment - additional reasons for Site Removal** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| S03184 | Nunnery Sidings (East) | Y | N | Y | Y | Y | N | Y | Y | Policy Area – the surrounding land uses are industrial, and the site is located away from existing residential uses, therefore the neighbouring heavy industrial use is incompatible for the residential part of a travelling Showpeople site. |
| S03169 | Broadlands, Lumley St | Y | N | Y | Y | Y | Y | Y | Y | Policy Area – the surrounding land uses are industrial and the site is located away from existing residential uses, therefore the neighbouring heavy industrial use is incompatible for the residential part of a Travelling Showpeople site. |
| S00721 | Daresbury Drive Maisonettes | Y | Y | Y | Y | Y | Y | Y | N | Steep topography and site unavailable, it is required for the Sheffield Housing Company programme |
| S01453 | Mansell Crescent / Mansell Road | Y | Y | Y | Y | Y | Y | Y | N | Site unavailable, it is required for the Sheffield Housing Company programme[[6]](#footnote-7) |
| S00738 | Owlthorpe D | Y | Y | Y | Y | Y | Y | Y | N | Site designated as Local Wildlife Site and Local Green Space. No direct access to a Strategic Road. |
| S00735 | Former Hazlebarrow School, Jordanthorpe | Y | Y | Y | Y | Y | Y | Y | N | Vehicular access constraints from both Jordanthorpe Parkway (B6057) and Hazlebarrow Crescent for larger articulated lorries required for Travelling Showpeople use. |
| S00696 | Staniforth Road Depot | Y | Y | Y | Y | N | Y | N | Y | Site is required for housing to link together existing housing in Darnall with new housing opportunities in Attercliffe, around the canal (known collectively as Attercliffe Canalside). Development requires relocation of the existing depot buildings and site clearance. |
| S03229 | Manor Boot 2 | Y | Y | Y | Y | N | Y | N | Y | Site unavailable, it is required for regeneration and the improvement of the nearby District and Local Centre. |
| S00700 | Harborough Ave/ Vikinglea Drive Manor (Manor 14) | Y | Y | Y | Y | N | Y | Y | Y | Site unavailable, it is required for the Stock Increase Programme[[7]](#footnote-8) |
| S00733 | Gaunt Road (previously numbered 95 - 381) | Y | Y | Y | Y | Y | Y | Y | N | Site unavailable, it is required for the Stock Increase Programme |
| S04638 | Former Norton Aerodrome, Lightwood | Y | Y | Y | Y | N | Y | Y | Y | Site unavailable, it is required as a strategic housing site and open space. |
| S02900 | Land to the east of Moor Valley Road | Y | Y | Y | Y | N | Y | Y | Y | Site unavailable, it is required for housing. |
| S01069 | Land to the West of Jordanthorpe Parkway, Jordanthorpe | Y | Y | Y | Y | N | Y | Y | Y | Vehicular access constraints from both Jordanthorpe Parkway (B6057) and Hazelbarrow Crescent for larger articulated lorries required for Travelling Showpeople use. |
| S00806 | Woodhouse East (farmland area) | Y | Y | Y | Y | N | Y | Y | N | The site is required for housing. No direct access to a Strategic Road. |
| S01467 | Site of Properties at Scowerdons Drive, Silkstone Road, Spa Brook Drive, Wickfield Close (Scowerdons Phases 1b, 1c,2, 4,5, 6) | Y | Y | Y | Y | N | Y | Y | N | The site is required to continue to promote the regeneration aims of the wider Scowerdons, Weaklands and Newstead development.[[8]](#footnote-9) |
| S01451 | Algar Place/Algar Road | Y | Y | Y | Y | N | Y | Y | N | No direct access to a Strategic Road. |
| S00736 | Owlthorpe C | Y | Y | Y | Y | N | Y | Y | N | Site designated as Local Wildlife Site and Local Green Space. No direct access to Strategic Road Network. |
| S02525 | Parson Cross Park Buchanan Road Sheffield S5 8AL | Y | Y | Y | Y | Y | Y | Y | N | No direct access to a Strategic Road. Shape of the site makes use impractical. |
| S02703 | Land off Jaunty Avenue, Base Green, S12 3DQ | Y | Y | Y | Y | Y | Y | Y | N | No direct access to a Strategic Road. Site location is overlooked by existing houses so site judged to not promote peaceful co-existence between the sites occupiers and the local community due to privacy concerns. |
| S00705 | St. John's School, Manor Oaks Road | Y | Y | Y | Y | Y | N | Y | N | The site is required for housing as part of the regeneration and improvement of this part of the Manor. |
| S00719 | Kenninghall Drive, Norfolk Park | Y | Y | Y | Y | N | Y | Y | N | No direct access to a Strategic Road. |
| S03159 | Parkwood Springs Business Park | Y | N | Y | Y | N | Y | Y | N | No direct access to a Strategic Road. |
| S00768 | Attercliffe Canalside | Y | Y | Y | Y | N | Y | Y | N | The site is required for housing. No direct access to a Strategic Road. |
| S02833 | Land to the east of rail line and south of Loicher Lane | Y | N | Y | Y | N | N | Y | N | Site within flood zone 2 (59%) and site assessed as unsuitable for housing or employment uses as part of the site appraisal in the site selection methodology (page 49). |

**Short list of sites**

* 1. Following the detailed planning assessment, 3 sites were shortlisted:
* S04639 Hesley Wood – potentially suitable for Travelling Showpeople – in private ownership but the landowner was potentially willing to make land available as part of wider development of the site for employment use.
* S02424 Former Joseph Glover Public House, Station Road, Halfway, S20 8EA (this site was in private ownership but there was potential to purchase the site at the time) – potentially suitable for Gypsies and Travellers.
* S04632 East of Eckington Way, Beighton (now proposed Site Allocation SES03) – potentially suitable for Travelling Showpeople.
  1. During the officer discussions at the planning assessment stage, the Household Waste Recycling Centre at Deepcar was also identified on the basis that it could become surplus to requirements (due to a possible reorganisation of the waste recycling centres in the city). This site was considered potentially suitable for Travelling Showpeople or Gypsies & Travellers.
  2. The 4 sites referred to above were subsequently shared with all elected Members, parish councillors and MPs in July 2022.
  3. Following further investigations, three sites were ruled out, these are listed in Table 7 with a summary of the reasons.

Table 7 Sites Removed from the Final Shortlist for Traveller use

Y indicates the site was suitable. N indicates less suitable

| **HELAA Site Ref** | **Address** | **Low risk of Flooding?** | **Policy area - suitable for Gypsies and Travellers?** | **Policy area - suitable for Travelling Showpeople?** | **Size - meets minimum size criterion?** | **Size - meets max size criterion (Gypsies and Travellers only)?** | **Site in Public Ownership or Potential to Acquire Land?** | **No Existing Buildings on Site?** | **Direct Access Possible to a Strategic Road?** | **Reason for Site Removal** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| S04639 | Hesley Wood | Y | N | Y | Y | N | Y[[9]](#footnote-10) | Y | Y | The site is in the Green Belt and legal advice we received in summer 2022 concluded that the site did not meet the definition of ‘previously developed land’ in the National Planning Policy Framework. Consequently, development would be contrary to the Council’s agreed spatial strategy (which only proposes the release of sustainably-located previously developed sites in the Green Belt). |
| S02424 | Former Joseph Glover Public House, Station Road Halfway, S20 8EA | Y | Y | Y | N | Y | N | Y | Y | This was ultimately ruled out owing to concerns with respect to social cohesion when the specific location of the site was discussed further with local Members, the Local MP and the Police. |
|  | Household Waste Recycling Centre at Deepcar |  |  |  |  |  |  |  |  | The site was found to not be available because it was confirmed that the City Council wished to see the waste recycling centre retained in that location. This is the reason this site does not appear in Appendix 4 of the Site Selection Methodology document. |

**Recommended site**

* 1. As part of the site selection process the Council reviewed sites to meet the need of all 44 pitches for each traveller community, however due to 3 of the 4 shortlisted sites being ruled out (paragraphs 6.17 to 6.20) the one remaining site was recommended for Travelling Showpeople use to meet the greatest identified need amongst the traveller communities of 12 plots.
  2. The remaining Eckington Way site was considered to be suitable, available and deliverable. The site selection assessment is set out in Table 8 below.

Table 8: Recommended Travelling Showpeople Site

Y indicates the site was suitable. N indicates less suitable

| **HELAA Site Ref** | **Address** | **Low risk of Flooding?** | **Policy area - suitable for Gypsies and Travellers?** | **Policy area - suitable for Travelling Showpeople ?** | **Size - meets minimum size criterion?** | **Size - meets max size criterion (Gypsies and Travellers only)?** | **Site in Public Ownership or Potential to Acquire Land?** | **No Existing Buildings on Site?** | **Direct Access Possible to a Strategic Road?** | **Reason for Site Recommendation for Travelling Showpoeple** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| S04632 | East of Eckington Way, Beighton | Y | N | Y | Y | N | Y | Y | Y | Site recommended for allocation (site reference SES03).  The site allows for mix-use yards of residential accommodation and space for the storage of equipment. |

* 1. Following a rigorous site selection process, the remaining traveller need cannot be reasonably met through site allocations. The strategy to meet the remaining need is set out in Table 9 below:

Table 9 Strategy to Meet the Identified Need

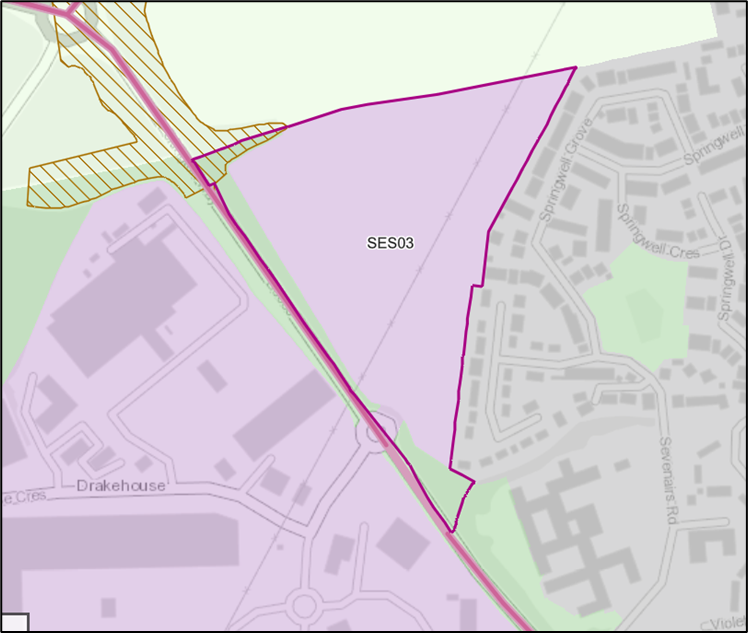
| **Pitches needed in the next 5 years** | **Planning Definition** | **Do not meet the Planning Definition** | **How will the needs be met?** |
| --- | --- | --- | --- |
| Gypsies and Travellers (excl. New Age Travellers | 1 pitch | 15 pitches | Planning applications for extension to existing sites and Planning applications for development on small sites in accordance with Policy NC7- *Criteria for Assessing New Gypsy and Traveller and Travelling Showpeople Sites.* |
| Travelling Showpeople | 12 plots | 0 plots | Allocate SES03 for 12 plots |
| New Age Travellers | 2 pitches | 14 pitches | Planning applications for development on small sites in accordance with Policy NC7- *Criteria for Assessing New Gypsy and Traveller and Travelling Showpeople Sites.* |
| **Pitch requirements for all Travellers** | **15** | 29 |  |

#### **SES03 LAND TO THE EAST OF ECKINGTON WAY**

**Site Location**

* 1. Figure 1 below shows site location for SES03 as published in Annex A: Site Allocations Schedule, for the Publication Draft Sheffield Plan (December 2022) The site is proposed for General Employment and Travellers site use.

Figure 1: Map to show Land to the east of Eckington Way

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**Representations Received**

* 1. At the Regulation 19 Draft Publication Sheffield Plan consultation (9th January- 20th February 2023), the proposed Employment/Gypsy and Traveller site at Eckington Way (Site SES03) received the highest number of representations, including 4 petitions (270, 654, 2,823 and 635 signatures). There were also 115 objections from individuals, 6 objections from Councillors/MPs and an objection from a business. Summaries of the main issues raised by each representation and the Council response are set out in Appendix 2c of the report to full Council on 6th September 2023.
  2. The site was also the subject of a Council Resolution on 20th February 2023[[10]](#footnote-11) and 44 members of the public submitted questions to the Strategy and Resources Committee held on 2nd August 2023. The full list of questions submitted by the public during the Strategy and Resources Committee and the answers from the Council can be viewed in Appendix 1 of this topic paper.

**Issues Raised**

* 1. The issues and concerns raised in relation to the allocation of Eckington Way (SES03) during the Regulation 19 consultation and subsequent Council meetings are summarised in Table 10. In addition, the table sets out the proposed amendments to SES03 made in response to comments received. Further details of the issues and concerns raised, and the Council responses are set out paragraphs 7.5 to 7.44 below.

Table 10 Summary of planning issues from representations received and proposed amendments for soundness to proposed Site Allocation SES03

| **Date** | **Event** | **Responses Received** | **Summary of Main Issues Raised** | **Proposed Amendments for soundness in response to comments made to SES03** |
| --- | --- | --- | --- | --- |
| January – February 2023 | Regulation 19 Consultation | 125 representations (123 objections, 2 neutral) and 4 petitions | * Traffic Congestion * Air Pollution * Impact on local facilities * Loss of agricultural land * Impact on the Local Geological Site * Demand on existing Utilities Infrastructure * Impact on wildlife * Loss of amenity * Impact on adjoining housing * Impact of the high voltage powerlines and high-pressure gas pipeline | * Remove condition to require agricultural land survey in response to Natural England comment. * Add condition relating to the requirement for an environmental buffer strip between the housing and any new development. * Clarify and reduce the net employment area from 5.35ha to 4.9 ha. * Amend net housing area from "0.00" to “1.5ha". * Add condition for the need to take account of the overhead power lines. |
| 20th February 2023 | Council Resolution at Full Council Meeting |  | * Proximity to adjoining housing (noise and overlooking) * Proximity to the Green Belt boundary and loss of greenfield land * Loss of agricultural land * Industrial uses next to housing * Air pollution * Traffic/congestion * Impact on wildlife * Impact on a high-pressure gas pipeline * High-voltage powerlines that cross the site * Capacity of health and education facilities in the area |
| 2nd August 2023 | Extraordinary Strategy and Resources Committee | 44 members of the public submitted questions | * Site selection process * Environmental Impact * Impact on Infrastructure and Traffic * Social and Economic Impact | Further amendment proposed at full Council (Sept 2023) which confirms that the net developable area for the Employment Site is 3.4 hectares and the net developable area for the Gypsy and Traveller Site is 1.5 hectares. The total (gross) site area is 6.8 hectares. |

***Issue raised: Loss of agricultural land***

* 1. Concerns raised about the loss of agricultural land due to the proposed development.

*Council Response*

* 1. A narrow strip of land along the western edge of the site is ‘best and most versatile land’ (Grade 2). However, the majority of the site is classed as Grade 3b, which does not fall into the ‘best and most versatile land’ classification. The need to provide the proposed uses is judged to outweigh the small loss of higher quality agricultural land.

***Issue raised: Loss of Biodiversity***

* 1. Concerns about the loss of existing biodiversity, local wildlife and habitats.

*Council Response*

* 1. The site is not a designated wildlife site and any development would be required to demonstrate at least 10% Biodiversity Net Gain at the planning application stage. This means that any development of the site would need to demonstrate at least a 10% improvement in ecological value, either through on-site or off-site habitat creation.
  2. The adjoining Local Wildlife Site can be safeguarded through the requirement to provide an environmental buffer and maintain connective ecological corridors as part of the layout of the site. These are already conditions attached to the site allocation in the Draft Sheffield Plan.

***Issue raised: Proximity to adjoining housing***

* 1. Concerns about potential noise from the development and overlooking.

*Council Response*

* 1. An environmental buffer strip would need to be provided between the existing housing and the developed part of the site. An amendment to the Sheffield Plan has been proposed which would add a condition relating to the requirement for an environmental buffer strip (see Sheffield Plan, Annex A, in Appendix 4 of the Strategy & Resources Report). It has been assumed that a minimum 10m buffer between the developed part of the site and the housing will be required. In places this would be wider, for example to allow for the 6m standoff either side of the gas pipeline. These issues would be addressed in detail at the planning application stage.

***Issue raised: Proximity to the Green Belt boundary******and******loss of greenfield land****.*

* 1. Concerns about the development of greenfield land when there is so much previously developed land available. Concerns about loss of Green Belt.

*Council Response*

* 1. The site is not in the Green Belt and not all of the city’s development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites. The Council has previously decided that exceptional circumstances do not exist to justify altering the Green Belt boundary (with the exception of the release of the former Norton Aerodrome site from the Green Belt). Map 1 shows how the wooded area on the western boundary of the site has been excluded from the developable area and landscaping has been included along the northern boundary of the site to provide a soft edge to the land adjoining the Green Belt.

***Issue raised: air quality, noise pollution, and drainage***

* 1. Concerns regarding air quality, noise pollution, and drainage including up to date evidence and assessments on the development’s impact on these.

*Council Response*

* 1. Air quality is mainly caused by vehicle emissions and the Council recognises that there are existing traffic congestion issues in the area which impact on air quality.  These issues are planned to be addressed through a new Transport Strategy in 2024.  It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles. Additionally, developments will be expected to comply with the policies in the Sheffield Plan relating to carbon reduction (see Sheffield Plan, Part 1, Policy ES1).
  2. Impacts on air quality would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.
  3. Additionally, the proposed allocation employment uses for site SES03 are limited to those uses that can be accommodated in a residential area (Use Class E(g)(iii)). If necessary, noise mitigation for the development would be addressed during the planning application stage, adhering to common practice.
  4. Similarly, drainage matters would also be considered at the planning application stage.

***Issue raised: traffic congestion and transport infrastructure***

* 1. Concerns about impact of the proposed development on existing transport infrastructure networks, traffic congestion, and increased traffic from the proposed site. Additionally, concerns regarding up-to-date evidence and assessments on the development’s impact on the existing road infrastructure network and anticipated traffic levels.

*Council Response*

* 1. The principal roads and junctions near the site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.
  2. In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. Therefore, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.
  3. However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity' and, whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.

***Issue raised: access to public transport***

* 1. Inquiries about the adequacy of access to public transport.

*Council Response*

* 1. Access by public transport, private vehicles, cycles and pedestrians would be considered in detail at the planning application stage as part of a Transport Assessment. However, the site is relatively close to Crystal Peaks District Centre which is served by both buses and the tram.

***Issue Raised: impact on the high-pressure gas pipeline***

* 1. Concerns regarding the development’s impact in a high-pressure gas pipeline.

*Council Response*

* 1. The high-pressure gas pipeline adjoins the rear gardens of the houses to the southwest of the site and can be protected within the environmental buffer strip (see Map 1). Development will not be allowed to take place within 6m of the pipeline (as is normal for such pipelines).

***Issue Raised: impact on the high-voltage powerlines***

* 1. Concerns regarding the development’s impact on the existing high-voltage powerlines.

*Council Response*

* 1. Further information has been obtained from National Grid regarding the ‘sway and sag’ of the high-voltage power lines that cross the site. Development under the power lines may be limited to access roads and car parking (the Council is awaiting confirmation from National Grid on whether any buildings would also be permitted). This may reduce the developable area of the site slightly (potentially meaning a wider buffer between the housing and any buildings). There is safe clearance under the power lines for Heavy Goods Vehicles and commercial vehicles to pass.
  2. An amendment is proposed to the conditions on development (in Annex A of the Plan) to emphasise to developers the need to take account of the overhead power lines.

***Issue raised: capacity of healthcare and education facilities in the area***

* 1. Concerns about the strain on local amenities such as healthcare and education provision.

*Council Response*

* 1. The planned levels of growth within this part of the city might lead to a need for future primary school expansion in the catchment, although this would still be subject to demand monitoring. For secondary provision, it appears that future expansion might become necessary although, again, this is subject to monitoring and is not required currently. The Council is still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst these matters will require monitoring, they are not considered to be barriers to delivering development on this site. Additionally, the SES03 allocation site would only accommodate 12 additional households, meaning the additional pressure placed on local services and facilities would be relatively small.

***Issue raised: demand for further employment allocation***

* 1. Inquiries about the demand for further employment allocation when existing sites in the area are not to capacity, and the rationale for new employment development allocation.

*Council Response*

* 1. The Sheffield Plan identifies 13.4 years supply of employment land (i.e. sufficient to last to 2035). The Council’s assessment continues to be that this is sufficient to support the economic strategy in the Plan on the basis that additional land will come forward through the redevelopment of existing employment sites (‘windfall sites’) to meet needs to 2039.
  2. Eckington Way makes a valuable contribution to the overall supply of employment land. The site will not only help meet the housing needs of the Traveller community but will also provide more jobs in the local area.

***Issue raised: public consultation on the proposed allocation***

* 1. Criticisms of lack of response to objections, petitions, and concerns raised by residents during the consultation process alongside the Council's responsiveness to residents' views.

*Council Response*

* 1. The consultation process complied with national planning regulations and with the Statement of Community Involvement (the document that sets out how the Council will consult on the Local Plan). Additionally, two meetings of the Southeast Local Area Committee were held to explain the content of the Draft Sheffield Plan (see Regulation 22 Consultation Statement[[11]](#footnote-12) for full list of events).
  2. Respondents to the public consultation who asked to be kept informed of progress on the Sheffield Plan will be notified when the Council submits the Publication Draft Sheffield Plan to the Government for public examination. This public examination allows for the matters raised during the public consultation to be considered further, alongside the Council’s proposed response.
  3. Responses to the four petitions and all other representations are set out in Appendix 2, Schedule 5 of the Regulation 22 Consultation Statement[[12]](#footnote-13).
  4. The officer recommendations regarding the Sheffield Plan were endorsed by the Strategy & Resources Policy Committee on 2nd August 2023 and approved by full Council on 6th September 2023.

**Issue raised: developable area**

* 1. Unclear what assumptions have been made about the developable area and unclear how the uses can be accommodated on the site.

*Council Response*

* 1. The Strategy & Resources Committee endorsed an amendment to the Annex A of the Plan, reducing the developable area of the site from 5.35 to 4.9 hectares. However, the amendment implies that a further 1.5 hectares is needed for the Gypsy and Traveller site when, in fact, this is part of the 4.9 hectares (leaving 3.4 hectares for employment). This is unclear, so a further amendment to Annex A was proposed at full Council to clarify this point.
  2. In estimating the developable area, a minimum 10m buffer between the developed part of the site and the housing has been assumed. In places this would be wider, for example to allow for the 6m standoff either side of the gas pipeline (see Figure 2 below). The wooded area on the western boundary of the site has been excluded from the developable area and there is landscaping along the northern boundary of the site to provide a soft edge to the land adjoining the Green Belt. Much of the area beneath the overhead powerlines has been included in the developable area (see purple area on Figure 2) but development here may be limited to access roads/car parking (meaning buildings are likely to mainly be located to the west of the powerlines on land furthest from the housing). National Grid have been asked to confirm whether any buildings would be permitted under the powerlines.
  3. **It should be noted that the developable areas specified for the sites in Annex A are *estimates* and are indicative only (unless the site already has planning permission).** **The precise layout and developable area would be determined at the planning application stage.**

#### A map of a neighborhood Description automatically generated

Figure 2: Map to show Gross and Net Developable Area for SES03 Land to the east of Eckington Way

Figure 2 2Map to show Gross and Net Developable Area for SES03

#### **CONCLUSIONS**

* 1. The Council’s conclusion is that the site is a suitable site for the uses that are proposed. The site is in Council ownership and it is therefore available.
  2. The site has been selected through a rigorous site selection process.
  3. Some amendments to the developable area and to the conditions attached to the allocation have been proposed in response to representations.

# **Appendix 1 – Full list of questions submitted by the public during the Strategy and Resources Committee held on 2nd August 2023 and the answers supplied by the Council, in relation to site SES03**

**Petitions and Public Questions: Strategy and Resources Committee**

**2 August 2023**

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|  | **Questions re Local Plan** – Eckington Way |  |
| 1. **Questions from Fiona Hinson (**[**fionaduncan94@yahoo.co.uk**](mailto:fionaduncan94@yahoo.co.uk)**) - for Springwell Community Group. Confirmed attendance. (Note – additional questions submitted on 28/7)** | | |
| Fiona Hinson | 1.The questions I would like to pose to the committee, relate to the Draft Local Plan, and specifically Land Off Eckington Way, with the proposed development of Traveller Site and Industrial Units.    Our Local Councillor is making a formal request to have this removed from the draft plan at this meeting.    Questions from our local panel:     1. How did Mosborough Councillors manage to get items removed from the draft plan before it was made public?   A site in Mosborough Ward was being considered as a possible Gypsy & Traveller site. This was removed by officers in advance of the Plan being made public following further consideration of the specific challenges that site could have presented for potential future occupiers.    2. Once the plan was made public, this element of the plan attracted significant opposition with over 2,000 signatures. Why bother to consult if you’re not going to listen to objections and respond accordingly? There were 2 petitions, which was only as a result of the complexity of the council system not allowing amendments, and other council parties “honed in” that more signatures were on the Traveller Site than the Industrial Development, even accusing of “racism”. This is factually incorrect. The petitions were always to be considered as one and this needs to be formally noted.    4 petitions relating to the proposed Employment and Gypsy and Traveller Site at Eckington Way (SES03) were received (270, 654, 2,823 and 635 signatures). Responses to those petitions and other representations are set out in paragraph [1.4.35 Strategy & Resources Committee Report.](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf)  The report responds to all the main planning issues that were raised.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land.  3. An exceptional LAC meeting was held in early 2023 around the plan once we as residents got to know about this local plan. We requested this as we’d not been made aware of it before then. We asked for this to be recorded, but were advised as exceptional it couldn’t be. At this meeting, with all residents who will concur, the planners who attended “admitted” they had not visited the site. In recent emails since, they advise “officers in the wider team have visited and are familiar with the wider context. Under “freedom of information” when was this site visit done? What was the outcome of specific issues raised relating to gradients and loss of privacy?    The site was visited by an officer from the Strategic Planning Team prior to the Draft Sheffield Plan being brought forward but we do not have a written record of when that visit took place. The relevant case officer and the Head of Planning have visited the site since the consultation period ended on 20th February 2023 as part of considering the representations that were made.  The site visit is a visual assessment of matters such as site access, trees, neighbouring land uses and to gain an overall impression of topography. Matters such as gradients and privacy would be considered in detail at the planning application stage.  The Strategy & Resources Policy Committee has now endorsed an amendment to the conditions attached to the site allocation that makes clear a landscape buffer strip will be required between the housing and any new development. We have assumed that a minimum 10m buffer between the developed part of the site and the housing.  In places this would be wider, for example to allow for the 6m standoff either side of the gas pipeline.  4. As a working group, representing the Springwell Community, we have asked questions through LAC, through councillors and have yet to receive an adequate response:    Q1. What other sites were considered? What are the detailed reasons for rejecting - other than this is council land?  The [Site Selection Methodology](https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721) sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership.  Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  The answer (below) to Q1 in the list of questions that were submitted at a later date provides further information about the site selection.  Q2. Why are you looking at industrial development, when less than a mile away at Westfield, there is a field with existing road access, put in for industrial units, which stand empty as you’ve been unable to attract any business?  The plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites.  The land at Westfield is also proposed as an Employment Site in the Draft Sheffield Plan. A planning application for 6 new employment buildings on the site was received by the Council in May this year.  Q3. We have asked for updated air quality reports. What’s happened with them? In 2015, the air quality in this area was worse than Sheffield City Centre is now where you’ve imposed clean air charges! With further industrial development, diesel generators we have further increased air pollution and noise in a residential living area. How will you address this?  Paragraph 1.4.35 Strategy & Resources Committee Report explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  Q4. Why is the local plan not addressing the most important issue around road infrastructure? The council have made so many “silo” decisions and approvals over the last 10 years, the road infrastructure is completely inadequate. It needs an holistic review of all projects and approvals, traffic monitoring, parking, which we have provided photos and videos to the transport regeneration councillor - yet nothing has happened or confirmed how you plan to address this. This needs to happen before any development is even considered.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  Q5. What has happened to the February request to have this [inadequate road infrastructure] re-assessed?  Paragraph 1.4.35 of the Strategy & Resources Committee Report sets out the conclusion of the review.  NEW: Submitted 28/7/23:    1. Despite 4 petitions with over 4,000 signatures opposing SES03, the recommendation is that the proposed site allocation should be retained.    However, the draft plan does NOT adequately address any of the issues raised.    The council are being asked to recommend to move issues down the line to planning with no real plan of how to address them.  The National Planning Policy Framework expects the evidence provided to justify a proposed allocated site in a local plan to be proportionate. It is necessary to show that the proposed use is acceptable in principle and that there is a reasonable prospect of the site being made available and the site being deliverable within the timeframe of the plan. It is normal for detailed matters such as site access, layout and landscaping to be addressed at the planning application stage. The Council, as landowner, is usually not the developer, meaning the land is sold to a developer who then brings forward a detailed proposal through a planning application.  2. In section 1.4.36 - do the council honestly believe that artic lorries that carry Gypsy traveller equipment, running from diesel generators, will not create any noise disruption or add to the already hazardous levels of air pollution?    Also, with over 100,000 sq feet of unlet industrial units currently, why do we need more? How can losing agricultural land be outweighed by building more of what you can’t fill already in a mile radius?  Should it be needed, mitigation to address noise concerns from any development would be addressed at the planning application stage, as is normal practice. Under the proposed allocation employment uses are limited to those uses that can be accommodated in a residential area (Use Class E(g)(iii)). For example, conditions can be attached to the planning permission limiting the hours of operation or requiring an appropriate landscaping scheme with environmental buffers. The uses would also be restricted by a planning condition.  The plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites.  As already noted above, the land at Westfield is also proposed as an Employment Site in the Draft Sheffield Plan and is currently the subject of a planning application for 6 new employment buildings.  3. With the proposed “buffer” this reduces the plan of the site by 46% - how is all of this going to fit, and the gradient of land losing privacy which affects our equal rights?  The Strategy & Resources Committee endorsed an amendment to the Annex A of the Plan, reducing the developable area of the site from 5.35 to 4.9 hectares. However, the amendment implies that a further 1.5 hectares is needed for the Gypsy and Traveller site when, in fact, this is part of the 4.9 hectares (leaving 3.4 hectares for employment). We accept this is unclear, so a further amendment to Annex A will be proposed at full Council to clarify this point.  In estimating the developable area, we have assumed that a minimum 10m buffer between the developed part of the site and the housing. In places this would be wider, for example to allow for the 6m standoff either side of the gas pipeline. The wooded area on the western boundary of the site has been excluded from the developable area and we have allowed for landscaping along the northern boundary of the site to provide a soft edge to the land adjoining the Green Belt. Much of the area beneath the overhead powerlines has been included in the developable area but development here may be limited to access roads/car parking (meaning buildings are likely to mainly be located to the west of the powerlines on land furthest from the housing). We have asked National Grid to confirm whether any buildings would be permitted under the powerlines.  It should be noted that the developable areas specified for the sites in Annex A are *estimates* and are indicative only (unless the site already has planning permission). The precise layout and developable area would be determined at the planning application stage.  4. When did the council do an actual site visit of the land, with measurements, consideration of the gradients from the suburban housing? They had not been as admitted at February LAC. So when? And what are the published findings of this actual site visit?  The site was visited by an officer from the Strategic Planning Team prior to the Draft Sheffield Plan being brought forward but we do not have a written record of when that visit took place. The relevant case officer and the Head of Planning have visited the site since the consultation period ended on 20th February 2023 as part of considering the representations that were made.  It is not necessary to take specific site measurements when deciding whether to allocate a site for development. This would be considered at the planning application stage when detailed plans are drawn up.  The site visit is a visual assessment of matters such as site access, trees, neighbouring land uses and to gain an overall impression of topography.  5. We have made continual requests about air pollution. Your only response is you “feel” it could be mitigated? How exactly?  Paragraph 1.4.35 Strategy & Resources Committee Report explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated. For example, the developer may be required to contribute to the cost of providing public transport services or infrastructure for pedestrians or cyclists.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  6. The key issue around traffic congestion and the fact that all your individual approved silo projects have created a completely broken infrastructure, are not even addressed. You talk about a document expected mid-24. How can you as a council believe adding more to an existing problem for which you don’t even have a solution is a good idea to progress the recommendation?  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  7. Nobody is arguing you have to make provision for Gypsy travellers. It just needs to be in the right site and location. You are still to provide us with all sites reviewed and why rejected other than this being council owned, no matter what cost.  Information on the sites that were considered and the methodology is set out under further question 2 below that was submitted after the meeting.  You have not responded to any of the objections. You are just pushing to get a plan done that is completely inadequate to say it has been done.  The report to the Strategy & Resources Policy Committee is the Council’s response to the objections raised during the consultation. As noted under Question 1 above, at the local plan stage, it is only necessary to show that proposed use is acceptable in principle and that there is a reasonable prospect of the site being available and deliverable during the period covered the plan. The Inspector will consider all the objections and will make recommendations on whether the proposed allocation is ‘sound’. The soundness tests are set out in the National Planning Policy Framework. Many of the details relating to how the site is developed are addressed at the planning application stage.    As a council tax payer, and based on your archaic way of calculating council tax, we are Band E, what will these travellers pay for the same amenities? Will you review the bandings due to impact of house values - which have been proven through local estate agents for recent sales stating reduced due to this pending issue?    Also, I want to ask, seeing as this proposed development means physical changes to the landscape, we can propose a new council tax band? What commitment would there be to honouring this by the council?  Allocations made in a local plan or decisions made on planning applications will not result in any automatic changes to the Council Tax bands of existing properties. You would need to challenge your Council Tax band and provide a description of how your local area has changed physically. You can submit a challenge to the Valuation Office Agency (VOA).  Occupiers of the new development will pay taxes that are due in the same way as anyone else.    I would want to openly ask these questions at the meeting on behalf of the Springwell Community. But at minimum want these formally responding to.  Further Questions submitted after the Strategy & Resources Policy Committee Meeting on 2nd August:   1. A number of other sites were listed in your document. But nothing I can see that actually tells me what was the deciding factor on this being the only site recommended for industrial and traveller.   The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers.  Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership.  Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site.  Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site.  We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads.  We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople).  For larger sites, we also considered how comprehensive development of each site could be achieved.  This led to a shortlist of 3 sites:   * S04639 Hesley Wood * S02424 Former Joseph Glover Public House, Station Road, Halfway, S20 8EA (this site was in private ownership but there was potential to purchase the site at the time) * S04632 East of Eckington Way, Beighton (now proposed Site Allocation SES03)   During the officer discussions, the Household Waste Recycling Centre at Deepcar was also identified on the basis that it could become surplus to requirements (due to a possible reorganisation of the waste recycling centres in the city).  The 4 sites referred to above were subsequently shared with all elected Members, parish councillors and MPs in July 2022.  Following further investigations, only Eckington Way was considered to be suitable, available and deliverable.  The 3 other sites were ruled out:   * S04639 Hesley Wood – the site is in the Green Belt and legal advice we received in summer 2022 concluded that the site did not meet the definition of ‘previously developed land’ in the National Planning Policy Framework.  Consequently, development would be contrary to the Council’s agreed spatial strategy (which only proposes the release of sustainably-located previously developed sites in the Green Belt). * S02424 Former Joseph Glover Public House, Station Road, Halfway, S20 8EA –This was ultimately ruled out owing to concerns with respect to social cohesion when the specific location of the site was considered further. * Household Waste Recycling Centre at Deepcar – this was found to not be available because it was confirmed that the City Council wished to see the waste recycling centre retained in that location.  This is the reason this site does not appear in Appendix 4 of the Site Selection Methodology document.  1. Adding to the fact, that sites need to be larger than the usual 1-2 hectares for traveller showpeople where employment uses are acceptable.  With the recommendation of the “buffer” that’s needed, what size site are you actually considering here now? It’s reduced by at least 46% is it not? Please confirm the exact site dimensions, including the buffer you’ve calculated and how.   As already noted above, an amendment was proposed in the Strategy & Resources Committee Report that reduced the developable area of the site from 5.35 to 4.9 hectares. We have acknowledged that a further amendment should be proposed at full Council which confirms that the net developable area for the Employment Site is 3.4 hectares and the net developable area for the Gypsy and Traveller Site is 1.5 hectares. The total (gross) site area is 6.8 hectares.   1. And did you rule out any sites that were actually larger than this reduced size of site space with buffer?   Some large sites were ruled out as referred to under Question 1 above.   1. Please confirm the exact specifics of why other sites that met your criteria of policy, site not too small or too large that could accommodate housing and employment were ruled out.   Our answer to Question 1 above explains how officer judgement was used to arrive at the short-list of sites.  Many of the sites listed in Appendix 4 of the Site Selection Methodology have been proposed as either allocated Housing Sites or Employment Sites. | Emailed 19/7 by RA.  Confirmed attendance |

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|  | From | Question | Attending |
| 2 | Stephen Holden [<holden47stephen@gmail.com](mailto:%3cholden47stephen@gmail.com)> | Q How much extra resource will be allocated to local services like education, healthcare, policing, various social services to cope with these extra demands?  We expect the Gypsy and Traveller site would only accommodate 12 additional households, so the additional pressure placed on local services and facilities would be relatively small.  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that planned levels of growth within this part of the city might lead to a need for future primary school expansion in the catchment, although this would still be subject to demand monitoring. For secondary provision, it appears that future expansion might become necessary although, again, this is subject to monitoring and is not required currently. We are still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst these matters will require monitoring, we do not consider them to be barriers to delivering development on this site.  Q Why have the council not explained to local people the reasons why our area has been chosen over others for this controversial and difficult development? Why have you not explained the possible consequences to our lives?  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  The Council received a large number of representations on the Draft Sheffield Plan and it has taken time to consider those comments and gather additional evidence.  The report to the Strategy & Resources Committee represents the Council’s response to the planning issues that have been raised. More detail is provided in the Consultation Statement which is attached as [Appendix 1](https://democracy.sheffield.gov.uk/documents/s62122/2-Appendix%201a%20Reg%2022%20Consultation%20Statement%20FINAL-compressed.pdf) to the report.  Respondents to the public consultation who asked to be kept informed of progress on the local plan will be notified if the Council decides to submit the Publication Draft Sheffield Plan to the Government for public examination. This public examination allows for the matters raised during the public consultation to be considered further, alongside the Council’s proposed response. | Emailed 27/7. Chased 30/7 |
| 3 | karl burton [<karlburton@live.co.uk](mailto:%3ckarlburton@live.co.uk)> | Can someone please explain to me what thought has gone into this development regarding traffic management and congestion?  This area is a nightmare to navigate as things are now, the area will be totally gridlocked if this development goes ahead.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  The Sheffield Plan is not scheduled to be adopted by the Council until December 2024, so the new Transport Strategy will be in place before the Sheffield Plan is finalised and before a planning application is submitted.  Also, there is a traveller's site already in the area at Holbrook, so why is it necessary to have another one in the same area?  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The Council has a statutory responsibility to provide for Gypsies and Travellers that travel for work. Gypsies and Travellers have the same right to have their housing needs met as anyone else. The site is close to local services, shops and facilities, so is a sustainable location to live.  [ | Emailed 27/7. Chased 30/7 |
| 4 | Margaret Kendall [<magsjkendall@gmail.com](mailto:%3cmagsjkendall@gmail.com)> | Why do we need another site when there is one already at Holbrook?  The Gypsy and Traveller Accommodation Assessment (2019) identified a need to provide additional sites for Gypsies and Travellers. The Council has a statutory duty to provide sufficient sites in the Local Plan that meet the needs of Gypsies and Travellers who travel for work. In Sheffield, most of the Gypsies and Travellers who fall into that category are Travelling Showpeople; 12 additional ‘yards’ are needed to meet their needs. They have an existing site in Chapeltown but the site is overcrowded.  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership. Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  The Council has a statutory responsibility to provide for Gypsies and Travellers that travel for work. Gypsies and Travellers have the same right to have their housing needs met as anyone else. The site is close to local services, shops and facilities, so is a sustainable location to live. | Emailed 27/7  NOT attending |
| 5 | Steve and Jenny Williamson  s.williamson466 [<s.williamson466@btinternet.com](mailto:%3cs.williamson466@btinternet.com)> | We strongly oppose the proposal of the travellers site being situated on Eckington Way.  The area is heavily populated , with further housing developments being undertaken. The doctors, dentists , schools are already at breaking point .  In addition to this we already have an allocated Travellers Site within this location.  Please explain why the original plans at other locations were not considered / approved , and why choose Eckington Way which is overloaded on the road infrastructure front .  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership. Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  Paragraph 1.4.35 of the Strategy & Resources Committee Report explains planned levels of growth within this part of the city might lead to a need for future primary school expansion in the catchment, although this would still be subject to demand monitoring. For secondary provision, it appears that future expansion might become necessary although, again, this is subject to monitoring and is not required currently. We are still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst these matters will require monitoring, we do not consider them to be barriers to delivering development on this site.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024. | Emailed 27/7. Chased 30/7  NOT attending |
| 6 | Kelly Spurr [<kspurr2010@gmail.com](mailto:%3ckspurr2010@gmail.com)> | We strongly oppose are travellers site at Eckington Way Sheffield S20.    Our objections are for the following reasons:    1: Amount of traffic.    The roads around Eckington Way, Moss Way, A57, Mosborough bypass are already at breaking point.    It is almost impossible to cross these roads. To try and exit our side roads, Roydfield Drive, and Galley Drive, is a death trap every time.    To travel 1 mile at peak times takes approximately 20 minutes.    Since Sheffield Council agreed on destroying our wildlife area and building another 500 houses the congestion around Crystal Peaks, Eckington Way, Moss Way is truly horrendous.    We do not need anymore vehicles in this area.    2: There is already a travellers site a mile away at the Holbrook estate. It is unfair for S20 to have another site which puts a strain on the amenities around.    The local schools and our Crystal Peaks medical centre are bursting at the seams. It now takes an average of 4-6 weeks to get a doctors appointment.    Another site would make matters even worse.    Please reconsider other areas of Sheffield.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  The Strategy & Resources Committee Report explains that planned levels of growth within this part of the city might lead to a need for future primary school expansion in the catchment, although this would still be subject to demand monitoring. For secondary provision, it appears that future expansion might become necessary although, again, this is subject to monitoring and is not required currently. We are still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst these matters will require monitoring, we do not consider them to be barriers to delivering development on this site. | Emailed 27/7  NOT attending |
| 7 | Jacqueline Stockley [<Jacqueline.Stockley@sheffield.gov.uk](mailto:%3cJacqueline.Stockley@sheffield.gov.uk)> | I would like to know why when Sheffield City Council are committed to zero emissions and clean air zones, in an already over congested area they need to add to this problem by developing on an open green space that people enjoy walking in for their wellbeing. I also need to know if this development goes ahead is there any plans to change the road layout to accommodate the extra traffic.  The Council have installed clean air zones in the town centre which is having an impact on the city centre and pushing people out to the outskirt’s retail parks which is causing heavy congestion to the residents that live in this area getting out and about. In my eyes it seems like the council are not bothered.    We need to have a current reading for the air pollution in this area as I believe this hasn’t been conducted since 2015 ish anyway prior to further retails businesses being build and food outlets which have put pressure on our roads.    If the Council are so committed to zero emissions & clean air, they need to look at this proposal for this land again as to me it looks like they are going against all their current policies.  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that not all the city’s development needs can be accommodated on brownfield sites. This means that some development needs to take place on greenfield land.  The Draft Sheffield Plan does not propose the removal of greenfield sites from the Green Belt. Almost all greenfield land within the existing urban areas will also be protected from built development under the new Plan.  Paragraph 1.4.35 Strategy & Resources Committee Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  Paragraph 1.4.35 Strategy & Resources Committee Report explains that air quality impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated. For example, the developer may be required to contribute to the cost of providing public transport services or infrastructure for pedestrians or cyclists.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality which, as noted above, we intend to address through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles. | Emailed 27/7  NOT attending |
| 8 | Nik Reeves-McLaren [<nik.reeves-mclaren@sheffield.ac.uk](mailto:%3cnik.reeves-mclaren@sheffield.ac.uk)> | I would like the following questions to be answered by the Strategy and Resources Committee at their scheduled meeting on the 2nd August, in regards to the plans to develop a green field site adjacent to Eckington Way in Beighton for industrial and traveller use.    1. I have recorded bird song over the last two months and used artificial intelligence to reliably identify the species present within the field. We have at least four RSPB amber list species (dunnocks, wrens, woodpigeons, and sparrowhawks) resident on the fields, along with at least three more endangered RSPB red list species (skylarks, house sparrows, and tree sparrows). The UK skylark population has declined by 63% since 1967, and our local skylarks live only in the hedgerow that boundaries the northern side of the proposed development site and have specific protection measures required, including designated areas for foraging and no development within 10 metres of their nesting sites. What specific measures will be put in place to protect these vital aspects of our local wildlife communities?  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that while the site is not a designated wildlife site, any development would be required to demonstrate at least 10% Biodiversity Net Gain at the planning application stage. This means that any development of the site would need to demonstrate at least a 10% improvement in ecological value, either through on-site or off-site habitat creation.  The adjoining Local Wildlife Site can be safeguarded through the requirement to provide an environmental buffer and maintain connective ecological corridors as part of the layout of the site. These are already conditions attached to the site allocation in the Draft Plan.  2. Given (i) the need to limit development in sites adjacent to the skylark nesting areas, (ii) the pylons and gas main bisecting the site, and (iii) the significant gradients on the site, the area available for development is much smaller than might be realised from looking at maps. We were told at the public meeting earlier in the year that planners had **not attended** the site in person, and despite several requests to meet we do not believe that this has changed. Have the planners actually been to see the site in person, and if so when did this take place and what was the outcome of that visit if it took place?  The site was visited by an officer from the Strategic Planning Team prior to the Draft Sheffield Plan being brought forward but we do not have a written record of when that visit took place. The relevant case officer and the Head of Planning have visited the site since the consultation period ended on 20th February 2023 as part of considering the representations that were made.  3. At a council meeting in February, councillors voted on and passed a heavily amended motion that, in the end, stated clearly '**that the site in question is not suitable for use as industrial employment and traveller pitches**'. A host of reasons were approved as to why this is the case, and the motion ended with a statement '**that officers are requested to include a reappraisal of SES 03 as an industrial and traveller site in the Local Plan, taking into account the views of this Council and the responses to the consultation**'. Has this reappraisal happened yet, and why are the council continuing to waste time and public resources on something that has already been voted on and decreed unsuitable?  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) sets out the conclusion of the review that was undertaken after the Council meeting in February 2023. Having considered all the planning issues, officers still consider that the site is suitable for the uses that are proposed.  4. Attached is an image which shows the site in question. In the public documents for this meeting, the planning officers point out that an area of the site will not be suitable for development as an environmental buffer strip will be required next to the housing on Springwell Grove, and that it is likely building underneath the pylons will also not be plausible due to sway and sag. The affected area is highlighted with a yellow polygon - this area cannot be developed, that is indisputable. Having conducted an image analysis of the image in question, I show that this represents approximately 46% of the proposed site. The section, not highlighted, next to the B6053 is also rather steep, which will reduce the developable plot further. Are councillors aware that they have caused great upset proposing development of a site where 50% or more will actually not be developable?  The Strategy & Resources Committee endorsed an amendment to the Annex A of the Plan, reducing the developable area of the site from 5.35 to 4.9 hectares. However, the amendment implies that a further 1.5 hectares is needed for the Gypsy and Traveller site when, in fact, this is part of the 4.9 hectares (leaving 3.4 hectares for employment). We accept this is unclear so a further amendment to Annex A will be proposed at full Council to clarify this point.  In estimating the developable area, we have assumed that a minimum 10m buffer between the developed part of the site and the housing. In places this would be wider, for example to allow for the 6m standoff either side of the gas pipeline. The wooded area on the western boundary of the site has been excluded from the developable area and we have allowed for landscaping along the northern boundary of the site to provide a soft edge to the land adjoining the Green Belt. Much of the area beneath the overhead powerlines has been included in the developable area but development here may be limited to access roads/car parking (meaning buildings are likely to mainly be located to the west of the powerlines on land furthest from the housing). We have asked National Grid to confirm whether any buildings would be permitted under the powerlines.  It should be noted that the developable areas specified for the sites in Annex A are *estimates* and are indicative only (unless the site already has planning permission). The precise layout and developable area would be determined at the planning application stage.  5. The most recent air survey in Sheffield was conducted 10 years ago, in 2013. Three monitors were located nearby to the SES03 site, and of these 1 showed levels of toxic nitrous oxides already in excess of legal safe limits. The other two were only just within the safe limit in 2013. Since then we have seen developments continue apace in the area - the new Asda, the 'Aldi' extension to Drakehouse, Ergo Park (UPS Sheffield depot, Tesla showroom & garage etc) and even a Burger King being allowed on a residential side street. All have brought significant additional traffic to the area and will have increased air pollution further. We were promised air pollution surveys back in February - these have not happened. When will the air surveys be carried out in Beighton, and why are the council acting to further risk the health of S20 residents?  Paragraph 1.4.35 Strategy & Resources Committee Report explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  The Sheffield Plan is not scheduled to be adopted by the Council until December 2024, so the new Transport Strategy will be in place before the Sheffield Plan is finalised and before a planning application is submitted. | Emailed 27/7. Chased 30/7 |
| 9 | Steve English [<steveenglish7@yahoo.com](mailto:%3csteveenglish7@yahoo.com)> | 1.0 Traffic Congestion    1.1 The impact this development will have on Eckington Way and the surrounding road network  Already there is significant amounts of traffic multiple times a day across the entire week. Any further development in the immediate area is only going to compound this problem and make the traffic and congestion even worse for residents and users of the nearby retail sites.  Eckington Way (A6053) is also part of the main arterial route from J30 of the M1 through to the Sheffield Parkway/A57. Arterial roads are supposed to allow for high-capacity traffic flow. Eckington Way is a low-capacity, single carriageway road, and easily becomes gridlocked.    Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Please explain why "is is the intention" to do traffic/pollution/road infrastructure survey/monitoring, in 2024, after the plan has been voted on (Sep 2023) by the full council? This makes no sense and in my view totally dismisses the many concerns raised.  Question 4 = Why are the concerns of residents not been listened to?  Question 5 = Why are the council marching forward with total disregard for the objections raised?    1.2 Recent Development in Crystal Peaks / Drakehouse Area  There has been significant development over the past few years for example:    · Expansion of the Drakehouse Retail Park & Industrial Area (at the side of Eckington Way) including an Aldi & ASDA Supermarkets, Costa Coffee, Tim Hortons and more recently a Tesla garage and UPS warehouse for distribution. The recent UPS warehouse appears to be a 24-hour operation with a constant movement of delivery vehicles    · The old Damon’s restaurant has recently been taken over by Wetherspoons and has a 1,200 capacity with a large inside and outside area. On the same small parcel of land a "drive through" Burger King has been built and further developments are at construction stage (Dunkin Donuts/Papa Johns Pizza/Nursery?). The site is currently gridlocked most of the time with cars mounting the pavements on the main road. The situation will be severe when all businesses are fully open.    Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Please explain why "is is the intention" to do traffic/pollution/road infrastructure survey/monitoring, in 2024, after the plan has been voted on (Sep 2023) by the full council? This makes no sense and in my view totally dismisses the many concerns raised.  Question 4 = Why are the concerns of residents not been listened to?  Question 5 = Why are the council marching forward with total disregard for the objections raised?    1.3 No Recent Traffic Flow Study Undertaken    There hasn’t been a recent survey/study of the “cumulative effect” of the significant increase in traffic, due to development, in the Eckington Way/Crystal Peaks/Drakehouse area ( I believe it was 2014/15 when this was last undertaken)    Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Please explain why "is is the intention" to do traffic/pollution/road infrastructure survey/monitoring, in 2024, after the plan has been voted on (Sep 2023) by the full council? This makes no sense and in my view totally dismisses the many concerns raised.  Question 4 = Why are the concerns of residents not been listened to?  Question 5 = Why are the council marching forward with total disregard for the objections raised?      1.4 Current Road Network Often Gridlocked    The Current Road Network around Eckington Way/Crystal Peaks/Drakehouse Retail Park is already at breaking point. Before any further development is made in the area a proper plan needs to be put in place to deal with the existing traffic issues, let alone add to it with even more traffic. Clive Betts (MP) has advised that Council officers have already recognised these traffic flow problems and have indicated they need to be addressed (but haven’t been). This should happen first before other sites are considered for development.    In addition, the only access point for the site is Eckington Way, which as mentioned is already congested due to its proximity to Crystal Peaks Shopping Centre and Drakehouse Retail Park. The congestion has led to a number of collisions on Eckington Way and the north roundabout over the past 5 years, with 5 serious collisions and 8 slight collisions recorded.      Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Please explain why "is is the intention" to do traffic/pollution/road infrastructure survey/monitoring, in 2024, after the plan has been voted on (Sep 2023) by the full council? This makes no sense and in my view totally dismisses the many concerns raised.  Question 4 = Why are the concerns of residents not been listened to?  Question 5 = Why are the council marching forward with total disregard for the objections raised?    Respondent concerns around Traffic have been properly considered. Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  [The Sheffield Plan is not scheduled to be adopted by the Council until December 2024, so the new Transport Strategy will be in place before the Sheffield Plan is finalised and before a planning application is submitted.  The Council received a large number of representations on the Draft Sheffield Plan and it has taken time to consider those comments and gather additional evidence.  The report to the Strategy & Resources Committee represents the Council’s response to the planning issues that have been raised. More detail is provided in the Consultation Statement which is attached as [Appendix 1](https://democracy.sheffield.gov.uk/documents/s62122/2-Appendix%201a%20Reg%2022%20Consultation%20Statement%20FINAL-compressed.pdf) of the Committee report.  Respondents to the public consultation who asked to be kept informed of progress on the local plan will be notified if the Council decides to submit the Publication Draft Sheffield Plan to the Government for public examination. This public examination allows for the matters raised during the public consultation to be considered further, alongside the Council’s proposed response.  The consultation process complied with national planning regulations and with the Statement of Community Involvement (the document that sets out how the Council will consult on the local plan).  2 meetings of the South East Local Area Committee were held to explain the content of the Draft Sheffield Plan. The level of response received in relation to site SES03 suggests local residents were aware of what is being proposed.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land. Whilst the Council listens carefully to the views of local people, the local plan must comply with legal obligations and national planning policy.  2.0 Pollution    2.1 From Traffic  At peak times during the week and at weekends traffic is often at a standstill around Eckington Way/Crystal Peaks/ Drakehouse area which must, by definition, create significant pollution. This is happening **now** and the issue hasn’t been addressed. Adding another Industrial/Traveller site would only add to an already unbearable situation.  While the increased traffic would result in increased air pollution in a densely populated area, this surely poses a significant health risks for local residents.  Sheffield City Council has a legal obligation to improve air quality. In fact, the council is already implementing a Clean Air Zone in the City Centre to improve air quality, yet this proposed development would result in an increase of traffic in an area that already has air quality concerns.    2.2 No Recent Traffic Pollution Study Undertaken  There hasn’t been a recent survey/study of the “cumulative effect” of the significant increase in traffic pollution, due to development, in the Eckington Way/Crystal Peaks/Drakehouse area ( I believe it was 2014/15 when this was last undertaken). There has been no indication from the Council as to the legal safe pollution limits and whether the current pollution levels fall within safe levels, notwithstanding future levels as a result of the proposed development.    2.3 Noise Pollution from the Proposed Traveller Site    As far as I am aware the Travellers will be able to undertake maintenance work on the equipment that they use. Given such work will be undertaken on “open land” I am concerned about the inevitable noise this would create from power tools, diesel generators and work noise in general. Given the site is on a “Hill Top” the wind would certainly assist in noise travel along with the unsightly view from the extremely close residential housing of Springwell Grove.  I am curious as to why a business undertaking similar operational activities would be expected to do so within a factory environment but, Travellers are not. Furthermore, all health & safety noise regulations (amongst others) would need to be adhered to. Why are Travellers allowed to undertake such activities on open land?    Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Please explain why "is is the intention" to do traffic/pollution/road infrastructure survey/monitoring, in 2024, after the plan has been voted on (Sep 2023) by the full council? This makes no sense and in my view totally dismisses the many concerns raised.  Question 4 = Why are the concerns of residents not been listened to?  Question 5 = Why are the council marching forward with total disregard for the objections raised?  The issue of pollution has been properly considered within the process of Local Plan development. Matters of noise or air pollution from the development would be addressed at the planning application stage if deemed relevant at that point, as is normal practice. Under the proposed allocation employment uses are limited to those uses that can be accommodated in a residential area (Use Class E(g)(iii)).  Paragraph 1.4.35 Strategy & Resources Committee Report explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  Mindful of respondent concerns; the site is retained within the Local Plan and issues around traffic will be considered at the planning stage as is normal practice.  With regard to feedback and communication with residents, see response to Question 1 above.  3.0 Elevated Site Location    3.1 The site behind Springwell Grove is notably higher than the residential houses backing onto it. Any development on this site would be imposing for residents which I do not feel is fair, or appropriate. There is also a risk, due to this heightened elevation of the site, that residents risk losing their right to privacy.    3.2 The Green Belt area directly at the side of the proposed development (separated by a footpath only) has a Trig Point/Triangulation Pillar which are generally placed on the top of a hill or mountain! I am at a loss as to why “Planners” would think it appropriate to place industrial units and a traveller site on such elevated land.    Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Why are the concerns of residents not been listened to?  Question 4 = Why are the council marching forward with total disregard for the objections raised  Paragraph 1.4.35 Strategy & Resources Committee Report explains that an environmental buffer strip would need to be provided between the existing housing and the developed part of the site. An amendment to the Plan has been proposed which would add a condition relating to the requirement for an environmental buffer strip (see Sheffield Plan, Annex A, in Appendix 4 of the Strategy & Resources Report).  Mindful of respondent concerns; the site is retained within the Local Plan and issues around elevation would be addressed in detail at the planning application stage.  With regard to feedback and communication with residents, see response to Question 1 above.  4.0 High Pressure Gas Pipe  There is a high-pressure gas pipe that runs directly through the proposed site. Access for maintenance/emergency work would be required 24/7 and building/excavation work in such an area would be severely restricted.  Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Why are the concerns of residents not been listened to?  Question 4 = Why are the council marching forward with total disregard for the objections raised    Paragraph 1.4.35 Strategy & Resources Committee Report explains that this adjoins the rear gardens of the houses to the southwest of the site and can be protected within the environmental buffer strip. Development will not be allowed to take place within 6m of the pipeline (as is normal for such pipelines).  Mindful of respondent concerns; the site is retained within the Local Plan and issues around the pipeline will be considered at the planning stage as is normal practice.  With regard to feedback and communication with residents, see response to Question 1 above.  5.0 High Voltage Electricity Pylons    There are 2 high voltage electricity pylons located on the proposed site with the high voltage cables running diagonal across the site. Access for maintenance/emergencies work would be required 24/7    Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Why are the concerns of residents not been listened to?  Question 4 = Why are the council marching forward with total disregard for the objections raised  Paragraph 1.4.35 Strategy & Resources Committee Report confirms that further information has been obtained from National Grid regarding the ‘sway and sag’ of the power lines. Development under the power lines may be limited to access roads and car parking (though we are waiting confirmation from National Grid on whether any buildings would also be permitted).  An amendment is proposed to the conditions on development (in Annex A of the Plan) to emphasise to developers the need to take account of the overhead power lines.  Mindful of respondent concerns; the site is retained within the Local Plan and issues around power lines will be considered at the planning stage as is normal practice.  With regard to feedback and communication with residents, see response to Question 1 above.  6.0 Additional Demand on Local Schools and Doctors Surgeries    Local Schools and Doctors Surgeries are already oversubscribed. Any permanent traveller families would just add to this already unacceptable situation.    Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Why are the concerns of residents not been listened to?  Question 4 = Why are the council marching forward with total disregard for the objections raised  We expect the Gypsy and Traveller site would only accommodate 12 additional households, so the additional pressure placed on local services and facilities would relatively small.  Paragraph 1.4.35 of the Strategy & Resources Committee Report explains planned levels of growth within this part of the city might lead to a need for future primary school expansion in the catchment, although this would still be subject to demand monitoring. For secondary provision, it appears that future expansion might become necessary although, again, this is subject to monitoring and is not required currently. We are still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst these matters will require monitoring, we do not consider them to be barriers to delivering development on this site.  Mindful of respondent concerns; the site is retained within the Local Plan and issues around services would be considered at the planning stage as is normal practice.  With regard to feedback and communication with residents, see response to Question 1 above.  7.0 Grade 3a Farming Land    7.1 Sheffield City Council's site appraisal states that agricultural land surveys are required to determine the land's classification, which raises the risk of the site being protected as a Grade 3a farming land and potentially leading to the failure of the proposal at a later date. The Sheffield Gypsy and Traveller Accommodation Assessment (2019) also indicates a preference for a brownfield site, further emphasising the unsuitability of the proposed location.    7.2 Britain is running out of land for food and faces a potential shortfall of two million hectares by 2030 according to new research. The [report](http://www.cisl.cam.ac.uk/NatCap), from the University of Cambridge, says the growing population plus the use of land for energy crops are contributing to the gap. It criticises the government's lack of a coherent vision on how to make the most of UK farm land.    The total land area of the UK amounts to over 24 million hectares with more than 75% of that used for farming. Overall, the UK runs a food, feed and drink trade deficit of £18.6bn.    7.3 I have lived on Springwell Grove for 20 years and the land has been farmed each year and provides much needed food chain crops. It makes no sense to me to build over good quality arable land.      Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Why are the concerns of residents not been listened to?  Question 4 = Why are the council marching forward with total disregard for the objections raised    The issue of farmland has been properly considered. Further information on the quality of the agricultural land was provided by Natural England in their representations on the Draft Sheffield Plan. The maps they supplied show that a narrow strip of land along the western edge of the site is ‘best and most versatile land’ (Grade 2). However, the majority of the site is classed as Grade 3b, which does not fall into the ‘best and most versatile land’ classification.  Mindful of respondent concerns; the site is retained within the Local Plan as the need to provide the proposed uses is judged to outweigh the small loss of higher quality agricultural land.  With regard to feedback and communication with residents, see response to Question 1 above.  8.0 Disruption to Wildlife Habitats  The development of the green field site, which is located between a busy road and an existing residential estate, would have adverse environmental impacts. The construction process would entail clearing vegetation and disrupting wildlife habitats.    Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Why are the concerns of residents not been listened to?  Question 4 = Why are the council marching forward with total disregard for the objections raised    The issue of disruption to habitats has been properly considered. Paragraph 1.4.35 of the Strategy & Resources Committee Report explains that while the site is not a designated wildlife site any development would be required to demonstrate at least 10% Biodiversity Net Gain at the planning application stage. This means that any development of the site would need to demonstrate at least a 10% improvement in ecological value, either through on-site or off-site habitat creation.  The adjoining Local Wildlife Site can be safeguarded through the requirement to provide an environmental buffer and maintain connective ecological corridors as part of the layout of the site. These are already conditions attached to the site allocation in the Draft Plan.  Mindful of respondent concerns; the site is retained within the Local Plan and issues around habitat loss will be further considered at the planning stage as is normal practice.  With regard to feedback and communication with residents, see response to Question 1 above.  9.0 Proximity to Residential Housing  The site backs directly onto residential housing which makes it entirely unsuitable for development, for this reason alone, without taking into consideration the multitude of issues mentioned throughout these objections.  Changes to land drainage or water runoff could also result in flooding for neighbouring properties and put additional pressure on local water resources.    Question 1 = Why has this not been properly addressed?  Question 2 = Why has there been no feedback / communication with the residents it effects?  Question 3 = Why are the concerns of residents not been listened to?  Question 4 = Why are the council marching forward with total disregard for the objections raised  Issues around proximity to residential housing have been properly considered in the context of the local plan development. Paragraph 1.4.35 Strategy & Resources Committee Report explains that an environmental buffer strip would need to be provided between the existing housing and the developed part of the site. An amendment to the Plan has been proposed which would add a condition relating to the requirement for an environmental buffer strip (see Sheffield Plan, Annex A, in Appendix 4 of the Strategy & Resources Report).  Mindful of respondent concerns; the site is retained within the Local Plan and issues around proximity to local housing would be addressed in detail at the planning application stage.  With regard to feedback and communication with residents, see response to Question 1 above.  10.0 Planning Policy Published by the Department for Communities and Local Government  Says that particular attention should be given to early and effective community engagement with both settled and traveller communities. It's open to debate what actually constitutes "early and effective community engagement" but, opening this draft plan for consultation on the 9th January 2023 and closing it on the 20th February doesn't scream openness. The sheer scale of anger and frustration from local residents about the SES03 development is a great illustration that public engagement certainly has not been effective.    Question = Regarding the above why was the consultation process so brief and rushed and giving residents limited time to understand what was happening?  The consultation process complied with national planning regulations and with the Statement of Community Involvement (the document that sets out how the Council will consult on the local plan).    11.0 Eckington Road Site + Alternative Sites to SES03    Question = Please explain what has been done to find alternative, more suitable, sites?    Question = Why was this site chosen and why have residents concerns not been listened to?  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership. Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721> | No. See last line of submission.  Emailed 27/7  Response: “I will be attending the meeting but, do not wish to read out my many questions that I have submitted”. |
| 10 | Ken Stevens [<kenstevens.work@gmail.com](mailto:%3ckenstevens.work@gmail.com)> | Will any of the residents be paying council tax whilst staying at the site?  Occupiers of the new development will pay taxes that are due in the same way as anyone else. | Emailed 27/7  NOT attending |
| 11 | Jean Fletcher [<jb.fletcher45@gmail.com](mailto:%3cjb.fletcher45@gmail.com)> | Why are you putting this site here in an area that struggles with traffic on a daily basis and there must be other areas further out that can support this site better    also what about the school places that they need putting our children out of there local schools and have to go further afar to school .not acceptable let's see to our own children and not put parents under stress that it will cause.    The cost of supplying all they need and road alterations could be better spent in a less cost effective area. Put our residents first and think it through it can be done without the upheaval it will cause. Listen to us for a change its not acceptable when other sights would be more appropriate please.  We expect the Gypsy and Traveller site would only accommodate 12 additional households, so the additional pressure placed on local services and facilities would relatively small.  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains planned levels of growth within this part of the city might lead to a need for future primary school expansion in the catchment, although this would still be subject to demand monitoring. For secondary provision, it appears that future expansion might become necessary although, again, this is subject to monitoring and is not required currently. We are still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst these matters will require monitoring, we do not consider them to be barriers to delivering development on this site.  The Strategy & Resources Committee Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024. | Emailed 27/7  NOT attending |
| 12 | Claudine West [<gwest227@icloud.com](mailto:%3cgwest227@icloud.com)> | The proposal to allow development of the land at Owlthorpe for use by travelling showmen and other industrial units is not consistent with the overwhelming residential community that would be in very close proximity The inevitable increase in noise and traffic pollution will be detrimental to health and contrary to the council’s commitment to improving air quality    What monitoring has taken place in and around the proposed site and has any analysis been done to assess what impact there will be on the area once the industrial site is fully operational?    A few years ago some research was done into the cultural practices of travelling show people and the conclusion was that the plots of land required for them is larger than other travellers as they require additional space in order to store and maintain large equipment. Their equipment including rides, kiosks and stalls and thus will have a detrimental effect of proposed development on the character of the local area. Also by the very nature of their business this could be construed as an industrial activity which is detrimental to the area. In addition to that the travellers themselves acknowledge that they move their equipment at all hours of day and night. This will create noise pollution to local residents.  The site being proposed as a Gypsy and Travelling Site/Employment Site is to the east of Eckington Way at Beighton.  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  Matters of noise or air pollution from the development would be addressed at the planning application stage, as is normal practice. Under the proposed allocation employment uses are limited to those uses that can be accommodated in a residential area (Use Class E(g)(iii)).  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that an environmental buffer strip would need to be provided between the existing housing and the developed part of the site. An amendment to the Plan has been proposed which would add a condition relating to the requirement for an environmental buffer strip (see Sheffield Plan, Annex A, in Appendix 4 of the Strategy & Resources Report). These issues would be addressed in detail at the planning application stage. | Emailed 27/7. Chased 30/7.  NOT attending |
| 13 | Elaine Hinman [<elainehinman@gmail.com](mailto:%3celainehinman@gmail.com)> | The proposed development on eckington way will make the area have more traffic and pollution to the benefit of who? The area is already polluted from all the traffic and anything increasing the that would be a vote against the people of the area who you must remember have a vote.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements were expected to exceed specified thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  The Sheffield Plan is not scheduled to be adopted by the Council until December 2024, so the new Transport Strategy will be in place before the Sheffield Plan is finalised and before a planning application is submitted. | Emailed 27/7. Chased 30/7 |
| 14 | Kay Fryer [<kadyfryer2@gmail.com](mailto:%3ckadyfryer2@gmail.com)> | Opposed to the site. I am a local resident, Will we get a reduction on council tax ? Have you take into consideration the extra traffic on an already congested road ? Why Beighton ? There is already a travellers site in halfway. Who pays the cost of the building & maintenance of the site ?  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  The Council has a statutory responsibility to provide for Gypsies and Travellers that travel for work. Gypsies and Travellers have the same right to have their housing needs met as anyone else. The site is close to local services, shops and facilities, so is a sustainable location to live.  Paragraph 1.4.35 of the [Strategy & Resources Committee](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  Allocations made in a local plan or decisions made on planning applications will not result in any automatic changes to the Council Tax bands of existing properties. You would need to challenge your Council Tax band and provide a description of how your local area has changed physically. You can submit a challenge to the Valuation Office Agency (VOA). | Emailed 27/7. Chased 30/7  NOT attending |
|  | NEW 30/7/23: |  |  |
| 15 | Marjorie Pearson [<mail@marjoriepearson.plus.com](mailto:%3cmail@marjoriepearson.plus.com)> | Why is this not resolved. Many of us have raised questions regarding this. Our concerns do not seem to be of interest to Sheffield council.  We the residents of Eckington, aughton, Swallownest, Sothall and Beighton seem not to be of any interested to Sheffield council. Our feelings in this matter need to be taken into consideration. This encampment is not wanted or needed. Perhaps the leaders of the council would like this in their back yard?  4 petitions relating to the proposed Employment & Gypsy and Traveller Site at Eckington Way (SES03) were received (270, 654, 2,823 and 635 signatures). Responses to those petitions and other representations are set out in paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf). The report responds to all the main planning issues that were raised.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land.  The Gypsy and Traveller Accommodation Assessment (2019) identified a need to provide additional sites for Gypsies and Travellers. The Council has a statutory duty to provide sufficient sites in the Local Plan that meet the needs of Gypsies and Travellers who travel for work. In Sheffield, most of the Gypsies and Travellers who fall into that category are Travelling Showpeople; 12 additional ‘yards’ are needed to meet their needs. They have an existing site in Chapeltown but the site is overcrowded.  Resident representations have been properly considered in the context of the Local Plan development. 4 petitions relating to the proposed Employment & Gypsy and Traveller Site at Eckington Way (SES03) were received (270, 654, 2,823 and 635 signatures). Responses to those petitions and other representations are set out in paragraph 1.4.35 Strategy & Resources Committee Report. The report responds to all the main planning issues that were raised.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land. Whilst the Council listens carefully to the views of local people, the local plan must comply with legal obligations and national planning policy. The fact that a large number of people object to a proposal does not always mean that the Council should accede to the objector’s requests. | Emailed 30/7  NOT attending |
| 16 | Anthony Matthews [<tony.matthews11@hotmail.co.uk](mailto:%3ctony.matthews11@hotmail.co.uk)> | 1.Why are we considering using one of the ever-diminishing green field sites in and around Beighton to house an Industrial and Traveller site when brown field sites around the city are available?  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that not all the city’s development needs can be accommodated on brownfield sites. This means that some development needs to take place on greenfield land.  The Draft Sheffield Plan does not propose the removal of greenfield sites from the Green Belt. Almost all greenfield land within the existing urban areas will also be protected from built development under the new Plan.  2.Why is a site being proposed in an area where an existing site is less than a mile away. Shouldn't the council be considering other parts of Sheffield or extending this site as there is plenty of land available nearby on the Holbrok Industrial estate.  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership. Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  The Council has a statutory responsibility to provide for Gypsies and Travellers that travel for work. Gypsies and Travellers have the same right to have their housing needs met as anyone else. The site is close to local services, shops and facilities, so is a sustainable location to live.  3.The proposed site is currently an agricultural field which offers an area for local people to exercise themselves and their dogs. Does the council feel that it is worth sacrificing this area of land to a further industrial site when brown field sites are available nearby.  Paragraph 1.4.35 of the Strategy & Resources Committee Report explains that not all the city’s development needs can be accommodated on brownfield sites. This means that some development needs to take place on greenfield land.  A narrow strip of land along the western edge of the site is ‘best and most versatile land’ (Grade 2). However, the majority of the site is classed as Grade 3b, which does not fall into the ‘best and most versatile land’ classification. The need to provide the proposed uses is judged to outweigh the small loss of higher quality agricultural land.  4.Does the council feel that removing an area of land that is a refuge to wildlife and biodiversity fit in with the council's policy regarding clean air and reduced traffic movements.  Paragraph 1.4.35 of the Strategy & Resources Committee Report explains that while the site is not a designated wildlife site any development would be required to demonstrate at least 10% Biodiversity Net Gain at the planning application stage. This means that any development of the site would need to demonstrate at least a 10% improvement in ecological value, either through on-site or off-site habitat creation.  The adjoining Local Wildlife Site can be safeguarded through the requirement to provide an environmental buffer and maintain connective ecological corridors as part of the layout of the site. These are already conditions attached to the site allocation in the Draft Plan.  5.Why cannot the council put a proposed Industrial and Travelling People site on an existing industrial estate which has many vacant plots.  The plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites.  Land at Westfield is also proposed as an Employment Site in the Draft Sheffield Plan. A planning application for 6 new employment buildings on the site was received by the Council in May this year. | Emailed 30/7  NOT attending |
| 17 | Tonia Wilson [<toniawilson31@gmail.com](mailto:%3ctoniawilson31@gmail.com)> | I am writing with regards to the above proposed site.    From what I understand, this is a done deal, despite the objections that have been made by the residents on the Springwell estate and surrounding areas and it would appear the council are merely paying lip service to residents by crossing the t's and dotting the i's!    There is major congestion in the area already without adding more traffic and buildings etc. Recently the Weatherspoons pub opened and by adding additional buildings to the car park, Burger King for one currently, which was scheduled to open in March, still remains empty, is forcing traffic to park on Sevenairs Road and up towards Springwell Grove.    This is a hazard in itself as on many occasions, traffic is at a stand still and backed up to the roundabout, especially if a car is turning right into the pub car park and has to wait due to oncoming traffic.    If this plan does go ahead and the site opens, there is no question that the value of houses on the estate will decrease in value, as let's face it, who would want to move in and look onto a travellers site, would you?    My question is, in this instance when the price of property drops, will Sheffield City Council compensate the residents with the difference? Also, I presume there will be a decrease in council tax too?    By turning the field into a travellers site and building more outlets you are ruining the environment and taking away nature's wildlife.    I patiently await your reply.  Allocations made in a local plan or decisions made on planning applications will not result in any automatic changes to the Council Tax bands of existing properties. However, you can challenge your Council Tax band – you would need to provide a description of how your local area has changed physically. You submit your challenge to the Valuation Office Agency (VOA).  Assuming a reduction in house values did occur then compensation would not be provided. This is not a planning consideration.  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that while the site is not a designated wildlife site any development would be required to demonstrate at least 10% Biodiversity Net Gain at the planning application stage. This means that any development of the site would need to demonstrate at least a 10% improvement in ecological value, either through on-site or off-site habitat creation.  The adjoining Local Wildlife Site can be safeguarded through the requirement to provide an environmental buffer and maintain connective ecological corridors as part of the layout of the site. These are already conditions attached to the site allocation in the Draft Plan. | Emailed 30/7NOT attending |
| 18 | Liam Murray [<liam\_at\_home@hotmail.co.uk](mailto:%3cliam_at_home@hotmail.co.uk)> | <https://www.thestar.co.uk/news/politics/sheffield-council-pushes-ahead-with-controversial-new-gypsy-and-traveller-site-4235183>    If reference to the above, I would like to express my disappointment that the Council are looking to progress with developments in Beighton. I'd like to understand more detail in the assumptions about:    Traffic - the current levels are already bottlenecking and causing congestion at peak times. Firm plans to address current issues need to be delivered upon, building in clear evidence based assumptions on traffic increases, before any decision to develop the land is acted upon.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  Cost- given the infrastructure (eg main drainage/sewer pipes/overhead power lines in fields, raised/sloping land overlooking the housing estate), a clear indication of why this site represents the most cost effective solution for a substantial redevelopment.  Whilst there would be certain costs associated with delivering the site, this would depend on the timing of the subsequent planning application. Costs would be reflected in the prices that a developer pays the Council for the land.  Demand - While I understand there is demand for more housing for more housing for the traveller community in Sheffield/South Yorkshire, notwithstanding I don't agree this is the right location, what is the demand for new Industrial space? What is the current vacancy rate for industrial space, the current pipeline of space being built and the assessment and assumptions about total demand changes over time?  The plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites. Eckington Way makes a valuable contribution to the overall supply of employment land. We have proposed that the estimated total developable area is revised from 5.35 to 4.9 hectares. Of this approximately 3.4 hectares would be available for the employment use (and 1.5 hectares for the Gypsy and Traveller Site). | Emailed 30/7 |
| 19 | Ian Hunter [<ihunter15@outlook.com](mailto:%3cihunter15@outlook.com)> | Has enough consideration been given to local opinion?  I wish to strongly object to such a site in such a place.  I am a local resident and my views should be heard.  When we had similar sites operating in the city, police statistics showed crime to rise quite dramatically in the local area.  The police are already fully stretched in and around Mosborough and Halfway vicinity and approving this site would only exacerbate the situation.  I do not want these plans to go ahead.  Regrettably I cannot attend the meeting on the 2nd of August, but would ask that my views are taken into consideration.  Local opinion has been properly considered in the development of the Local Plan. 4 petitions relating to the proposed Employment & Gypsy and Traveller Site at Eckington Way (SES03) were received (270, 654, 2,823 and 635 signatures). Responses to those petitions and other representations are set out in paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf). The report responds to all the main planning issues that were raised.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land. The Police were consulted and did not raise any objection to the proposed allocation.  [ | Emailed 30/7NOT attending |
| 20 | Tom Fereday [<tomfereday7@googlemail.com](mailto:%3ctomfereday7@googlemail.com)> | I have 3 questions which I would like the committee to answer and take into consideration for the aforementioned site and following speaking to planners at the public meeting earlier this year. I have placed it in priority order for ease.    1) I acknowledge the Sheffield Plan for site selection technicnal notes from September 2020 outlines the need to provide traveller sites in keeping with the national plan. However, section 4.13 states site allocation appraisals should ensure a suitable distribution of these sites across the city. My question is how is this being achieved when one of the two sites currently in operation is in the S20 Postcode, at halfway and it is your intention to place another site in the same postcode ?.  This site is judged to best meet the needs of Travelling Showpeople (see answer to question 2 below). The existing Travelling Showpeople site is in Chapeltown. The Travelling Showpeople community has been consulted and they have confirmed that the Eckington Way site would potentially meet their needs and they would be interested in acquiring the site.  There are currently 3 Gypsy & Traveller sites in Sheffield:   * Redmires Road, Lodge Moor * Long Acres, Holbrook * Chapeltown (Travelling Showpeople site)   2) During the meeting early this year, it was said an alternative site was close to being acceptable, but was disregarded due to "community cohesion " . Please can you elaborate on this and what did you find from your research (please provide evidence) that there was a need and a want for this site or any development of that location from the people of Beighton?. To the contrary , local councillors, residents and businesses are all in agreement that they do not want this development and have voiced these concerns to the council and planners. I would also appreciate a list of locations reviewed and the assessment for each as to why they were discounted as this information doesn't seem available on the council's website.  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership. Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  3) How will an environmental nature corridor between the existing estate and the new development ensure privacy of residents and protect existing nature in the fields?. The gradient of the land will ensure all housing on the boundary of the field will be overlooked and will in turn affect the housing prices. Additionally the council has placed signs regarding the sky lark birds nesting and to be mindful of noise yet on the other hand are looking to develop this land and cause noise and congestion. Please can calcification be made as to what the effect on the environment and the housing prices of the neighbouring estate has established and has this been factored into the selection process and what this concludes. Again, I would appreciate any research the planners have undertaken along with their findings to be made available.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that an environmental buffer strip would need to be provided between the existing housing and the developed part of the site. An amendment to the Plan has been proposed which would add a condition relating to the requirement for an environmental buffer strip (see Sheffield Plan, Annex A, in Appendix 4 of the Strategy & Resources Report).  Paragraph 1.4.35 of the Strategy & Resources Committee Report explains that while the site is not a designated wildlife site any development would be required to demonstrate at least 10% Biodiversity Net Gain at the planning application stage. This means that any development of the site would need to demonstrate at least a 10% improvement in ecological value, either through on-site or off-site habitat creation.  The adjoining Local Wildlife Site can be safeguarded through the requirement to provide an environmental buffer and maintain connective ecological corridors as part of the layout of the site. These are already conditions attached to the site allocation in the Draft Plan.  The topography of the site would be considered in detail at the planning application stage, as is normal practice.  Should it be needed, mitigation to address noise concerns from any development would also be addressed at the planning application stage, as is normal practice. Under the proposed allocation employment uses are limited to those uses that can be accommodated in a residential area (Use Class E(g)(iii)). For example, conditions can be attached to the planning permission limiting the hours of operation or requiring an appropriate landscaping scheme with environmental buffers. The uses would also be restricted by a planning condition. | Emailed 30/7NOT attending |
| 21 | Col Huntington [<col.huntington@hotmail.com](mailto:%3ccol.huntington@hotmail.com)> | My question is why is the Council determined to put the travellers Site on Eckington Way which is a totally unsuitable site. Adding more pressure to already strained services, Medical Facilities, Schools, Police and of course traffic. The other two sites which were proposed were brown belt land and more suitable than Eckington Way, so why wasn’t one of these chosen. Please reconsider this plan as it will impact badly on local residents, most of which are elderly, not able to use computers to mail you and not able to get to the meeting or have a voice on the matter.  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership. Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that planned levels of growth within this part of the city might lead to a need for future primary school expansion in the catchment, although this would still be subject to demand monitoring. For secondary provision, it appears that future expansion might become necessary although, again, this is subject to monitoring and is not required currently. We are still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst these matters will require monitoring, we do not consider them to be barriers to delivering development on this site. | Emailed 30/7 |
| 22 | Susan Huntington [<huntington.susan662@gmail.com](mailto:%3chuntington.susan662@gmail.com)> | Regarding the above meeting, my questions are why Eckington Way?  Were the other two sites even visited ?  My understanding is they are both brown belt land and Eckington Way has not been built on and is a lovely walking area which people and wildlife need in a very built up area.  Are you going to provide more Schools, Medical Services, Police etc to accommodate this site.  The traffic congestion shouldn’t have to be a question if you have visited.  The Waterthorpe area has a large elderly population, not able to attend meetings and use computers but that does not mean they should be forgotten by Sheffield Council.  It is hard enough for them to get the services they require and the Travellers Site will make things harder.  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership. Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  We expect the Gypsy and Traveller site would only accommodate 12 additional households, so the additional pressure placed on local services and facilities would relatively small.  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains planned levels of growth within this part of the city might lead to a need for future primary school expansion in the catchment, although this would still be subject to demand monitoring. For secondary provision, it appears that future expansion might become necessary although, again, this is subject to monitoring and is not required currently. We are still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst these matters will require monitoring, we do not consider them to be barriers to delivering development on this site. | Emailed 30/7  NOT attending |
| 23 | Jason Beard [<beard7667@googlemail.com](mailto:%3cbeard7667@googlemail.com)> | I write with reference to the proposed travellers and industrial site at Eckington Way.    I would like to register my objection to this site for several reasons.    1) There is already a permanent travellers site at Long Acre Way, Holbrook. This site has been there now for many years. Why do local residents have to put up with and accept another such site in close proximity?  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership. Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  2) The infrastructure. The local infrastructure cannot support the volume of either commercial or private traffic that would ensue. Eckington Way is already notorious for getting backed up to the Drakehouse Retail Park roundabout. Adding this volume of traffic would simply cause further traffic congestion and would seriously affect the air quality in a largely residential area.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  The Sheffield Plan is not scheduled to be adopted by the Council until December 2024, so the new Transport Strategy will be in place before the Sheffield Plan is finalised and before a planning application is submitted.    3) whilst I do not wish to tarnish all people with the same brush, I do genuinely believe that the influx of so many travellers will cause an increase in the crime rates locally. Shoplifting will increase in the area, as will issues surrounding ad hoc work such as building and gardening and exploitation of persons unable to tell people their services are not required.  We do not respond to questions that express prejudiced views towards communities with protected characteristics.    4) antisocial behaviour will increase in areas that already have their issues. The local policing team is already stretched to capacity and beyond and the demand that such a site would impose upon them would require a significant increase in resources. Let's be honest, the travellers won't be paying sufficient taxes to even contribute to the associated costs, which will also cause resentment in the local community.  We do not respond to questions that express prejudiced views towards communities with protected characteristics.  5) with the increased traffic will come a plethora of traffic offences. Again, not all travellers are the same, but there will be a massive increase in the use of untaxed, uninsured and unlicensed vehicles. How many of these vehicles will turn out to be stolen?  We do not respond to questions that express prejudiced views towards communities with protected characteristics.  6) House prices will be affected negatively. In an area that already has a largely deprived population and a large population of persons reliant on social care, this is not something that can be absorbed. People have worked hard to be able to buy their own properties, and I do not doubt that there will be many who end up in negative equity as a result of the reduction in the area being a desirable place to live.  Assuming a reduction in house values did occur then compensation would not be provided. This is not a planning consideration.  Ultimately speaking, there is already a travellers site locally. It is not fair to expect the local residents to put up with and accept the issues that will arise - antisocial behaviour, noise, crime. There are many other areas around the city where a site such as this could be placed. How about the disused land along the parkway? What about the open areas in Dore, Totley, Stannington? Disused industrial areas near city centre towards Hillsborough?  We do not respond to questions that express prejudiced views towards communities with protected characteristics.  I would like to thank you for your time in reading this email and considering these objections. I would like to urge you to accept the general will of the local residents and not approve this site. | Emailed 30/7 |
| 24 | Carl Rose [<carlrose1959@hotmail.co.uk](mailto:%3ccarlrose1959@hotmail.co.uk)> | I have been given this email to voice my comments about the above proposal, hoping you read it knowing you’ll already be inundated with emails from angry residents.  I’m having problems with why the council have chosen this site, when there are masses of sites around Sheffield with rundown buildings which are in a dangerous state & land that is crying out for something doing with it, not land that is used for growing much needed crops especially since Brexit, & good for wildlife which the council have been big on this year with the none cutting of grass etc, making this site proposal even more baffling.  4 petitions where set up & where people ( not all have internet) could, signed to voice their displeasure, which now seem to be ignored by the council, why.  The council says they had correspondence with local residents, I’ve talked to all in my area & had no correspondence from council, why lie.  Why has air quality not been carried out, we’ve lived here 13 years & seen a mass upturn in vehicles in the area, especially heavy goods vehicles due to the increase in this time of supermarkets & new warehouses, & now the building of the new Burger King ( when there is loads of empty units in the area with better spaces) & whatever is going to be built the other side of Weatherspoons. The traffic has doubled since Damon’s became Weatherspoons, plus the area is now like a dump it site.  The proposed site is going to devalue peoples properties for which they have worked very hard to achieve, plus make it very difficult to sell if people want to. The reply to this was very very disturbing, “ the housing isn’t our problem”, why isn’t residents housing not just in Beighton a consideration when looking into planning.  I could go on & on, but feeling so angry with the attitude of my so called council, & upset that so many residents are looking into selling up even at a loss, that I’m finishing here.  Thant you for your time in listening to my grievances & hope it helps in cancelling this ludicrous proposal.  Resident representations have been properly considered in the context of the Local Plan development. 4 petitions relating to the proposed Employment & Gypsy and Traveller Site at Eckington Way (SES03) were received (270, 654, 2,823 and 635 signatures). Responses to those petitions and other representations are set out in paragraph 1.4.35 Strategy & Resources Committee Report. The report responds to all the main planning issues that were raised.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land.  The consultation process complied with national planning regulations and with the Statement of Community Involvement (the document that sets out how the Council will consult on the local plan).  2 meetings of the South East Local Area Committtee were held to explain the content of the Draft Sheffield Plan. The level of response received in relation to site SES03 suggests local residents were aware of what is being proposed.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. | Emailed 30/7 |
| 25 | Katherine Franklin [<frankly.katherine@gmail.com](mailto:%3cfrankly.katherine@gmail.com)> | During the consultation period for the proposed traveller and industrial site around Eckington Way, we followed the instructions to make the below representation. We also know that thousands of people and local businesses across Beighton objected to the proposal. We are therefore quite disappointed to hear that the officers in charge plan to continue with the site with only minor alterations – and as far as I am aware, these have not been made public.    Our question to this committee is why all of our concerns and objections have apparently been ignored? Where can we see a good reason explaining this that covers all the points we have raised? Or is there no reason other than ‘It’s tough – we were always going to do what we wanted’? In which case, I would ask what the point of living in a democracy is if our elected officials don’t bother listening to those who elect them, even when provided significant evidence against the proposal. The proposal doesn’t even meet the government’s own guidance in multiple areas (see email below).    It is quite clear that the council, the planning committee – whoever is behind approving development – treat Beighton as the building site of Sheffield. We have had ridiculous developments around Wetherspoon’s including yet another drive through that will lead to further congestion on already congested roads. We weren’t even given an opportunity to object to that – not that was well advertised. It feels as if the council is simply forcing everything on us that they don’t want in other areas, and taking all the money from developers that they can.  Representations from residents have been properly considered in the context of the local plan development. 4 petitions relating to the proposed Employment & Gypsy and Traveller Site at Eckington Way (SES03) were received (270, 654, 2,823 and 635 signatures). Responses to those petitions and other representations are set out in paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf).  The consultation process complied with national planning regulations and with the Statement of Community Involvement (the document that sets out how the Council will consult on the local plan).  2 meetings of the South East Local Area Committee were held to explain the content of the Draft Sheffield Plan. The level of response received in relation to site SES03 suggests local residents were aware of what is being proposed.  The report responds to all the main planning issues that were raised.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land.  Paragraph 1.4.35 Strategy & Resources Committee Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  The Sheffield Plan is not scheduled to be adopted by the Council until December 2024, so the new Transport Strategy will be in place before the Sheffield Plan is finalised and before a planning application is submitted. | Emailed 30/7NOT attending |
| 26 | Paul Taylor [<59pault@gmail.com](mailto:%3c59pault@gmail.com)> | When The Springwell representatives asked the planners about the Air Pollution levels on Eckington Way at the meeting 9th February at Shortbrook School they didn't have any answers regarding the current levels. Furthermore when asked "when was the last time that the Air quality was checked" they answered 2014 however it was actually 2013 and the report was published in 2014. In 2013 the air Quality was measured at Gypsy Queen and Sainsbury's and had a reading of 30 and at Mossway a reading of 47. In 2021 Parkway Broad Street was measured at 32 and Fargate was 20. This year Sheffield City Centre now has a Clean Air Zone despite being cleaner than Beighton was 10 years ago.    The response to our question that we initially received from the planners was "The site will not make a significant impact to air quality" in addition the excuse that we have just received from the Planners is that and I quote "From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated"    Given the fact that the Planners have admitted to not being in possession of any air quality facts whatsoever how can they possibly state the above? There has been no mitigation over the last ten years, indeed the road hasn't changed in the last 25 years' ! I fail to see how planners can make decisions when they are not in possession of the relevant facts.    Furthermore, did they use the same excuse for the following applications - Aldi, Asda, Argos, Tim Hortons drive through, Costa Coffee drive through, Greggs, UPS, Tesla, Burger King drive through, Wetherspoons, McDonalds drive through, KFC drive through, Papa's, Home and Bargains ETC. It's never ending as they are currently building more businesses at the side of the Wetherspoons on the entrance to a residential estate.    At some point the cumulative effect of all of the above does make a significant difference despite what the planners assert.    The Planners state that they will create a 10% gain in biodiversity. Could someone please explain to me how they intend to take away at least two thirds of the habitat while making a 10% gain.    It is recommended that Caravans should not be sited on ground with an incline, on high ground, near congested roads, or near Electrity Pylons.  The proposed site is next to a congested road, its 100 meters away from the local Trig point and so it's actually the highest point for miles, the incline is around 15 meters from top to bottom. Furthermore if Sheffield City Council planners actually measure the site, if they leave the required Biodiversity buffer as they have stated that they must do in addition to not placing the caravans underneath the pylon cables there isn't actually the required 1.5 hectares left available that the planners have stated that they need. I'm simply amazed that I am able to calculate the size of the site but clearly the Planners can't.    I could go on about traffic congestion and the Red listed Larks that live on the field or the bats that live there, but I now know that it won't make any difference whatsoever as Sheffield City Council planners will not listen. Despite there being 2,000 objections, they have stated the following already "The largest number of objections to the Publication Draft Sheffield Plan were in relation to the proposed employment and gypsy and traveller site at Eckington Way (Site Allocation SES03). Our conclusion is that there are no valid planning reasons for not allocating this site"    Sheffield City Council should not claim to be environmentally friendly while at the same time being happy to concrete over an arable field which is currently growing corn and has grown food for many generations.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  Paragraph 1.4.35 Strategy & Resources Committee Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  Paragraph 1.4.35 of the Strategy & Resources Committee Report explains that while the site is not a designated wildlife site any development would be required to demonstrate at least 10% Biodiversity Net Gain at the planning application stage. This means that any development of the site would need to demonstrate at least a 10% improvement in ecological value, either through on-site or off-site habitat creation.  The adjoining Local Wildlife Site can be safeguarded through the requirement to provide an environmental buffer and maintain connective ecological corridors as part of the layout of the site. These are already conditions attached to the site allocation in the Draft Plan.  The Strategy & Resources Committee endorsed an amendment to the Annex A of the Plan, reducing the developable area of the site from 5.35 to 4.9 hectares. However, the amendment implies that a further 1.5 hectares is needed for the Gypsy and Traveller site when, in fact, this is part of the 4.9 hectares (leaving 3.4 hectares for employment). We accept this is unclear so a further amendment to Annex A will be proposed at full Council to clarify this point.  In estimating the developable area, we have assumed that a minimum 10m buffer between the developed part of the site and the housing. In places this would be wider, for example to allow for the 6m standoff either side of the gas pipeline. The wooded area on the western boundary of the site has been excluded from the developable area and we have allowed for landscaping along the northern boundary of the site to provide a soft edge to the land adjoining the Green Belt. Much of the area beneath the overhead powerlines has been included in the developable area but development here may be limited to access roads/car parking (meaning buildings are likely to mainly be located to the west of the powerlines on land furthest from the housing). We have asked National Grid to confirm whether any buildings would be permitted under the powerlines.  It should be noted that the developable areas specified for the sites in Annex A are *estimates* and are indicative only (unless the site already has planning permission). The precise layout and developable area would be determined at the planning application stage. | Emailed 30/7 |
|  | NEW 31/7/23 |  |  |
| 27 | [sarah.charlesworth64@me.com](mailto:sarah.charlesworth64@me.com) | 1. Do we stand a chance of this proposal being quashed? as in my opinion and the vast majotlrity of locals this appears to be already set in stone !!!!!  2. Where will the entrance to the site be?  3.How do you propose to control the traffic around this area as it is already extremely busy?  4. When will work start on the site?  5. How long will the work take?  6. When will the travellers move in?  7. Will we be given financial assistance when trying to sell our properties in future as the value of the houses will have fallen so low!!!! ?  8. Would this type of site be considered in the Dore/Totley/beauchief side of Sheffield???? I dont think so.  9. Will extra police patrols be made available in the Springwell area ? as we are already been targeted by thieves, this will only excalate!  If the Council decides to submit the Publication Draft Sheffield Plan to the Government, an independent planning inspector will be appointed by the Government to consider whether the plan is ‘sound’. The soundness tests are set out in the National Planning Policy Framework. In making their recommendations, the Inspector will consider all the objections that have been made as well as any the evidence that is presented by the Council or other stakeholders. The Inspector will recommend any ‘Main Modifications’ that they think are necessary to make the plan sound. Public consultation will then take place on those Main Modifications before the Council decides whether to adopt the Plan.  The entrance to the site would most likely be from the roundabout on Eckington Way but this would be determined at the planning application stage.  It is not possible to say when Gypsies & Travellers may move in because it would depend on when a planning application is submitted and when they acquire or arrange to lease the site.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  Assuming a reduction in house values did occur then compensation would not be provided. This is not a planning consideration.  We do not respond to questions that express prejudiced views towards communities with protected characteristics. | Emailed 31/7  NOT attending |
| 28 | Robin Hazelwood [<robin.hazelwood@btinternet.com](mailto:%3crobin.hazelwood@btinternet.com)> | 1. How many more police officers will be recruited to cope with the increase in population. Already the Mosborough area is not sufficiently policed.  We expect the Gypsy and Traveller site would only accommodate 12 additional households, so the additional pressure placed on local services and facilities would relatively small.  2. How will the increase in traffic be managed. Already there is considerable congestion in the Mosborough area, along with speeding and dangerous junctions.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  3. How can you justify using up green belt land when there are plenty of brown field sites in Sheffield.  Paragraph 1.4.35 of the Strategy & Resources Committee Report explains that not all the city’s development needs can be accommodated on brownfield sites. This means that some development needs to take place on greenfield land.  The Eckington Way site is not in the Green Belt. The Draft Sheffield Plan does not propose the removal of greenfield sites from the Green Belt. Almost all greenfield land within the existing urban areas will also be protected from built development under the new Plan.  4. There are already problems in raising a doctors appointment, how will this be managed.  We are still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst these matters will require monitoring, we do not consider them to be barriers to delivering development on this site. | Emailed 31/7 |
| 29 | Sarah Fereday [<sarahfereday1@gmail.com](mailto:%3csarahfereday1@gmail.com)> | 1. The Site Selection Technical Note section 4,12 states The process will... respect the interests of the settled community. Please clarify how this site benefits the existing community and what research was completed to determine this? Please provide the evidence of how the new site will respect our interests.  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  The [Strategy & Resources Policy Committee](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) has endorsed an amendment to the conditions attached to the site allocation that makes clear a landscape buffer strip will be required between the housing and any new development.  2. What positive attributes should the community expect to see with the development of this site?  The site will help meet the housing needs of the Gypsy & Traveller Community and will provide more jobs in the local area.    3a. The town planners at the LAC meeting on the 9th February stated another site was discounted because of community cohesion. How was this quantified and was the same process /parameters applied to site S2S03?  The site referred to at the LAC meeting on 9th February was removed following discussions with local politicians and the Police owing to its specific location.  3b. Presuming the same parameters were applied to both sites, would the fact that since the proposal has come to light a petition against the site gained 2823 signatures and there were also over 100 written objections to the proposal should the site not be re-examined on the grounds that community cohesion is clearly a huge concern?  4 petitions relating to the proposed Employment & Gypsy and Traveller Site at Eckington Way (SES03) were received (270, 654, 2,823 and 635 signatures). Responses to those petitions and other representations are set out in paragraph 1.4.35 Strategy & Resources Committee Report. The report responds to all the main planning issues that were raised.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land.  4. The Site Selection Technical Note section 4,13 discusses the need to "ensure a suitable distribution of sites across the city". How does having two out of the three sites in the city in the same postcode meet this criteria?  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  Whilst it is generally desirable to have a distribution of Gypsy & Traveller sites across the city, the Gypsy & Traveller Accommodation Assessment shows that Travelling Showpeople have the greatest need. They have specific locational requirements. The Travelling Showpeople community has been consulted and they have confirmed that the Eckington Way site would potentially meet their needs and they would be interested in acquiring the site.    5. Making the site suitable for light industry will have an impact on the noise levels in the area. How will you ensure the noise levels are kept within the legal limits and what lessons were learned from adding a light industry site such as Abbey Glenn next to a residential estate.    Matters of noise or air pollution from the development would be addressed at the planning application stage, as is normal practice. Under the proposed allocation employment uses are limited to those uses that can be accommodated in a residential area (Use Class E(g)(iii)).  6. Clearly adding light industry and a traveller site behind a residential area which until now was a sought after place to live within the area will have a severe and detrimental impact on house prices on the Springwell Estate. How will local residents be compensated for the significant decrease in the market value of their house above and beyond typical movement within the market?  Assuming a reduction in house values did occur then compensation would not be provided. This is not a planning consideration.  7. Will the council tax bands for the area be recalculated to take into account the change in circumstance of the area?  Allocations made in a local plan or decisions made on planning applications will not result in any automatic changes to the Council Tax bands of existing properties. Should you wish, you would need to challenge your Council Tax band and provide a description of how your local area has changed physically to justify the change. You may submit a challenge to the Valuation Office Agency (VOA).  8. What research has been carried out to determine how the loss of the fields will impact on the air quality within the area? Will there be requirements for any of the businesses moving on to the site to be carbon neutral or working towards it? If not, what will the council put in place to circumvent the loss of green space in relation to its impact on the air quality.  Paragraph 1.4.35 Strategy & Resources Committee Report explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  Developments will be expected to comply with the policies in the Sheffield Plan relating to carbon reduction (see Sheffield Plan, Part 1, Policy ES1).  9. The proposed area has a steep gradient, how will the privacy of the residents be protected and what research has been carried out to determine the development will not cause flooding at the lower part of the site, the residents houses at this point?  Paragraph 1.4.35 Strategy & Resources Committee Report explains that an environmental buffer strip would need to be provided between the existing housing and the developed part of the site. An amendment to the Plan has been proposed which would add a condition relating to the requirement for an environmental buffer strip (see Sheffield Plan, Annex A, in Appendix 4 of the Strategy & Resources Report).  Matters such as gradients and privacy would be considered in detail at the planning application stage.  10. I appreciate that this development alone may not have a huge impact on traffic flow in the area, but I do not believe the traffic levels were monitored on a cumulative basis and considered as a whole when taking into account all the new developments that have entered the area in the last few years - the Wetherspoons pub, the Tesla site, the new Burger King to name but three. When all are considered as one, the impact and increase of traffic since the last study was completed has been huge. How will this be improved?  Paragraph 1.4.35 Strategy & Resources Committee Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024. | Emailed 31/7 |
| 30 | Amanda Ball [<amanda.ball7@icloud.com](mailto:%3camanda.ball7@icloud.com)> | 1. I am very concerned about the level of pollution this will add to the local area. My husband and my son are both asthmatic and this is a worry for their health.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  2. There is too much traffic around crystal peaks as a resident I often leave my car at home as it is too congested getting off the estate! Burger King has yet to open which will bring the traffic to a stand still.  Paragraph 1.4.35 Strategy & Resources Committee Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  3. After attending the residents meeting, the planners said they would re-address the other 115 sites that were proposed. What is the result of this? Surely there are other sites more suitable?  Paragraph 1.4.35 of the Strategy & Resources Committee Report sets out the conclusion of the review. Having considered the planning issues, our conclusion is that the Eckington Way sites is a suitable site for the uses that are proposed.  My opinion is that this is NOT s suitable site at all, for several reasons - pollution, congestion, noise levels (too close to residential area), wildlife, field unsuitable due to gas pipes and electricity pylons.  Why did it even get listed in first place??  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  It was agreed that a key factor affecting deliverability of a site with respect to gypsy and traveller uses was land ownership. Consequently, the vast majority of sites in private ownership were ruled out and were not considered further unless the site was potentially being promoted for that use (Hesley Wood), or it was for sale and there was potential for the Council to purchase the site. Council-owned sites smaller than 1.5 hectares were also ruled out.  Given that our primary objective was to provide a site for Travelling Showpeople (rather than other groups of Gypsies and Travellers), we needed to identify sites that could be sufficiently separated from sensitive uses nearby because employment uses would be taking place on site. We also considered how the site would be accessed and whether direct access onto a strategic road could be achieved, avoiding the need to travel through residential estates or along minor roads. We also ruled out sites that were close to heavy industry (due to the need to provide a satisfactory living environment for the Travelling Showpeople). For larger sites (over 1.5 hectares), we also considered how comprehensive development of each site could be achieved.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721> | Emailed 31/7 |
| 31 | Gill Whitham [<gill.whitham1427@btinternet.com](mailto:%3cgill.whitham1427@btinternet.com)> | Proposed travellers site off Eckington Way. Sheffield. My question to Sheffield Council is why when there are new clean air zones appearing in numerous locations has the Council chosen to allow this proposal to go ahead? I believe the air quality was last measured in this area way back in 2014 which at that time far exceeded the \*preferred” levels which does not include any of the more recent retail outlets & industrial units in this area. This is well before the most recent additions of Papas Fish & Chip restaurant, the Scarsdale one hundred (Wetherspoons public house), The Burger King & day nursery currently under construction.  I would also be interested to learn of the locations of the “other sites” which have been deemed unsuitable leaving the site off Eckington Way being the Councils preferred choice. Additionally please could you advise me why a petition with over 3,000 signatures has been ignored?  All of the above leaves me wondering if the Council are ploughing ahead to make a point -ie that being Beighton Ward was lost to the Liberal Democrat’s at the last election & this is the Council’s way of divine retribution.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  Land ownership is an important consideration because it is necessary to show that the proposed use of the land is deliverable. It is therefore necessary to demonstrate that there is a landowner who is willing to make the land available (or there is a reasonable prospect of the land being made available during the period covered by the Sheffield Plan).  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  Resident representations were properly considered in the context of the local plan development. 4 petitions relating to the proposed Employment & Gypsy and Traveller Site at Eckington Way (SES03) were received (270, 654, 2,823 and 635 signatures). Responses to those petitions and other representations are set out in paragraph 1.4.35 Strategy & Resources Committee Report. The report responds to all the main planning issues that were raised.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land. | Emailed 31/7  NOT attending |
| 32 | Ben Dawson [<Sheffield1983@outlook.com](mailto:%3cSheffield1983@outlook.com)> | Will there be extra policing for the area as crime rate will probably rise?  We do not respond to questions that express prejudiced views towards communities with protected characteristics.  Are the roads going to be improved some how to cope with the extra traffic this will bring to the area as it struggles to cope at busy times as it is?    The field at the moment absorbs a lot of rain fall but if this is to be turn in to some concrete areas extra flooding could happing to some areas witch already get flooded    Will there be anything to be put in to place with the mess and eye sore witch this likely to bring from this for example rubbish just piled up or even set fire too.  Paragraph 1.4.35 Strategy & Resources Committee Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  Drainage matters would be considered in detail at the planning application stage as is normal practice. | Emailed 31/7 |
| 33 | C Barnes [<clare.chris@sky.com](mailto:%3cclare.chris@sky.com)> | I have already seen the agenda ans notes which show the councils ignorance towards 2000 local peoples opinions and also local businesses.    At a council meeting in February, councillors voted on and passed a heavily amended motion that, in the end, stated clearly 'that the site in question is not suitable for use as industrial employment and traveller pitches'. A host of reasons were approved as to why this is the case, and the motion ended with a statement 'that officers are requested to include a reappraisal of SES 03 as an industrial and traveller site in the Local Plan, taking into account the views of this Council and the responses to the consultation'. Has this reappraisal happened yet if so when?  Who was present and what decisions were made? The Springwell panel has requested a number of meeting with the planning officers who has all declined why is this the case?  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) sets out the conclusion of the review.    Why are council not being transparent with this site? We still have a long list of questions which were raised at the meeting in February, why have they not been answered by the council when are they expected to be addressed. We are not going away and will fight the council until there is an acknowledgment of underhand method in the way the site was chosen.  The consultation process complied with national planning regulations and with the Statement of Community Involvement (the document that sets out how the Council will consult on the local plan).  Representations have been properly considered in the context of the Local Plan development. 2 meetings of the SE LAC were held to explain the content of the Draft Sheffield Plan. The level of response received in relation to site SES03 suggests local residents were aware of what is being proposed.  I’d like to formally request what the next following steps will be in regards to the site and what our rights are as taxpayers who pay the wages of council.  The officer recommendations regarding the Local Plan were endorsed by the Strategy & Resources Policy Committee on 2nd August 2023. The report has been referred to full Council for consideration on 6th September 2023.  If the officer recommendations are approved by full Council, the Plan will be submitted to the Government for public examination. An independent Inspector will be appointed to assess whether the Plan is ‘sound’ and has been produced in accordance with planning regulations. The Inspector will consider objections to the plan and any amendments the Council has proposed (including any objections or amendments proposed in relation to the Eckington Way site). The Inspector will then produce a preliminary report which will recommend any ‘Main Modifications’ that they consider are necessary to make the Plan sound. Public consultation will then take place on the Main Modifications before the Council decides whether to adopt the Plan. We expect the Plan to be adopted around the end of 2024. | NOT attending. See last line of submission. |
| 34 | P Kent [<kentphil@hotmail.co.uk](mailto:%3ckentphil@hotmail.co.uk)> | 1) What is the cost of constructing the site.  This will not be known until the details are worked up at the planning application stage.    2) Who is to pay for this, local or national government ?  It is likely that the employment site would be sold to a developer and the Gypsy and Traveller Site would be sold or leased to Travelling Showpeople (because the Gypsy and Traveller Accommodation Assessment concluded that they have the greatest need).    3) If the money is being payed from Sheffield Council tax revenue what projects are not going ahead or being cut back.  The arrangements for funding the site are not yet known but the Council would either receive a capital receipt from the sale of the land or a rental income.    4) How much will my council tax be raised as a direct result of this proposal?  This is not a Planning consideration. The Council has a statutory duty to ensure that the housing needs of Gypsies and Travellers who travel for work are met.    5) Please explain what benefits I might expect as a council tax payer if this proposal takes place.  The proposed use will provide additional jobs in that part of the city and will help to meet the housing needs of Gypsies and Travellers.  6) What plans are in place to alleviate the increase in traffic for the Crystal Peaks area?  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  6) If the proposal is agreed what compensation can I expect from Sheffield council for the inevitable increase in house insurance and reduction in house price for this area.  Assuming a reduction in house values did occur then compensation would not be provided. This is not a planning consideration. | Emailed 31/7 |
| 35 | Liz Kent [<lizziekento@hotmail.co.uk](mailto:%3clizziekento@hotmail.co.uk)> | 1 Community Cohesion… how will this impact on the current community?  How will this positively impact on the current residents in this area?    2 What benefits will the current residents receive from this proposal?  What overall improvements will the area gain by this proposal?  The proposed use will provide additional jobs in that part of the city and will help to meet the housing needs of Gypsies and Travellers.  The Council has a statutory responsibility to provide for Gypsies and Travellers that travel for work. Gypsies and Travellers have the same right to have their housing needs met as anyone else. The site is close to local services, shops and facilities, so is a sustainable location to live.  3 If the value of housing in the vicinity of the proposed site falls- will the current residents be compensated?  4 If insurance costs increase as a result of the proposals- will this be recompensed?  Assuming a reduction in house values or increase in insurance premiums did occur then compensation would not be provided. This is not a planning consideration.  5 Loss of green space. climate change, global warming, bio diversity etc how can it be justifiable to use green space for this site?  Paragraph 1.4.35 of the [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that not all the city’s development needs can be accommodated on brownfield sites. This means that some development needs to take place on greenfield land.  The Draft Sheffield Plan does not propose the removal of greenfield sites from the Green Belt. Almost all greenfield land within the existing urban areas will also be protected from built development under the new Plan.  Paragraph 1.4.35 of the Strategy & Resources Committee Report explains that the site is not a designated wildlife site and any development would be required to demonstrate at least 10% Biodiversity Net Gain at the planning application stage. This means that any development of the site would need to demonstrate at least a 10% improvement in ecological value, either through on-site or off-site habitat creation.  The adjoining Local Wildlife Site can be safeguarded through the requirement to provide an environmental buffer and maintain connective ecological corridors as part of the layout of the site. These are already conditions attached to the site allocation in the Draft Plan.  6 Who will pay the costs for all the proposed work on this site?  If it’s publicly funded - what areas will be underfunded as a result?  It is likely that the employment site would be sold to a developer and the Gypsy and Traveller Site would be sold or leased to Travelling Showpeople (because the Gypsy and Traveller Accommodation Assessment concluded that they have the greatest need).  The allocation of SES03 merely indicates that it is suitable for the proposed uses on site, as opposed to full detailed planning applications which would be submitted by a potential future applicant and address any material conditions raised.  If rates/ council taxes are charged will this cover the initial costs and also any ongoing costs?    7 Noise- what levels of noise are anticipated?  How will this be monitored?  Matters of noise or air pollution from the development including assessment and monitoring, would be addressed in detail at the planning application stage, as is normal practice. Under the proposed allocation employment uses are limited to those uses that can be accommodated in a residential area (Use Class E(g)(iii)).  8 Additional infrastructure costs .. who pays for the access to the site?  The developer would normally be expected to pay for access to the site. In certain circumstances, funds collected through the Community Infrastructure Levy or Government grants may be used.  9 Additional traffic flow?  Will the current road network be enough?  Paragraph 1.4.35 Strategy & Resources Committee Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  10 Access to public transport?  Is the only way to get to this site by personal transport?  Access by public transport, private vehicles, cycles and pedestrians would be considered in detail at the planning application stage as part of a Transport Assessment. However, the site is relatively close to Crystal Peaks District Centre which is served by both buses and the tram.  11 Why has this site been considered as suitable when there are vacant ex industrial sites throughout the city?  The plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites.  Land at Westfield is also proposed as an Employment Site in the Draft Sheffield Plan. A planning application for 6 new employment buildings on the site was received by the Council in May this year.  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721> | Emailed 31/7 |
| 36 | Claire Robertson [<clairemrobertson@hotmail.co.uk](mailto:%3cclairemrobertson@hotmail.co.uk)> | I am emailing to ask the following questions regarding the councils plan to develop a travellers site and industrial usage on the section of ground behind the Springwell estate.    I attended one of the planning meetings last year and am amazed and disappointed that this proposal hasn’t been dropped. I live on the Springwell estate and this proposal will affect me directly. I understand you’re not allowing any more people to attend the meeting so I am having to email them,    Can you answer the following questions:    How will the increase in traffic be dealt with? Already the area around drakehouse is extremely busy, often gridlocking around crystal peaks, asda and drakehouse, the roundabout that the proposal is talking about building the entrance onto is right in the middle of this?    The estate has already been excessively affected by the new weatherspoons pub, Burger King and now new building works. The car park for this area isn’t sufficient and people are parking more and more on the street and using the streets are “rat runs” to try to avoid the traffic.    The hospital creates yet more parking issues, during the weekday cars are parked up beyond the park , causing horrendous driving conditions and danger to people walking and children playing.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  Has the air traffic pollution been measured recently? Surely as a residential area we are already way above what it should be.  Paragraph 1.4.35 Strategy & Resources Committee Report explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  There are empty industrial units in the area, why are these not being used instead of agricultural / green land.? Isn’t it environmentally and morally wrong to destroy green space considering the current and well documented global warming?    The plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites.  The land at Westfield is also proposed as an Employment Site in the Draft Sheffield Plan. A planning application for 6 new employment buildings on the site was received by the Council in May this year.  Could the site be bought by another party to avoid destroying the green space. Ie the residents as a group?  Assuming the allocation is confirmed in the adopted Sheffield Plan, it is likely the site would be marketed to developers who are able to deliver the proposed Employment Use. The Gypsy & Traveller site could be sold or leased to the Gypsy and Traveller Community. However, arrangements for selling or leasing the site have not yet been decided.  I cannot stress how disappointed this plan hasn’t been dropped , the so called consultation process has been a joke, Sheffield council should be ashamed of pushing ahead with something that is so clearly unwanted.  The consultation process complied with national planning regulations and with the Statement of Community Involvement (the document that sets out how the Council will consult on the local plan).  As part of the consultation process, 2 meetings of the SE Local Area Committee were held to explain the content of the Draft Sheffield Plan. The level of response received in relation to site SES03 suggests local residents were aware of what is being proposed.  Consultation with elected members was also undertaken prior to the publication of the draft Local Plan. This included its development by a cross party group of members and sharing the short list of sites with all members in July 22, including drop in sessions, with the opportunity to make representations on the sites to be included.  The officer recommendations regarding the Local Plan were endorsed by the Strategy & Resources Policy Committee on 2nd August 2023. The report has been referred to full Council for consideration on 6th September 2023. | Emailed 31/7 |
| 37 | Clare Barnes [<barnesc@beighton.sheffield.sch.uk](mailto:%3cbarnesc@beighton.sheffield.sch.uk)> | How can the council go ahead with the plan employment/traveller site attracted after it had the highest level of representations. Do the people not have a sat in their community anymore?    What and when did the revaluation take place. Please provide dates and times?  The further evaluation has taken place since the public consultation closed on 20th February 2023. Following Council on 20.2.23 officers were requested to reappraise site SES03 (Eckington Way). Paragraph 1.4.35 of the [Strategy & Resources Committee](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) Report sets out the conclusion of the review.  Can you provide very clear written information on how you propose to hide the industrial and traveller site. Due to the gradient the trees required will need to be a significant high immediately and from the offset of the building work.  Paragraph 1.4.35 Strategy & Resources Committee Report explains that an environmental buffer strip would need to be provided between the existing housing and the developed part of the site. An amendment to the Plan has been proposed which would add a condition relating to the requirement for an environmental buffer strip (see Sheffield Plan, Annex A, in Appendix 4 of the Strategy & Resources Report).  These issues would be addressed in detail at the planning application stage.  This issue never had a full debate, Beighton has been used as a scapegoat. We have more traffic than the town centre, crime and antisocial behaviour is increasing daily. Mosborough had an opportunity to make changes and I don’t understand why a public consultation means nothing. My understanding is that a consultation is a chance to make changes however I need to understand why this consultation was different and why the council refuse to make changes and instead ignore over 2000 people.  Resident representations have been properly considered in the context of the Local Plan development. 4 petitions relating to the proposed Employment & Gypsy and Traveller Site at Eckington Way (SES03) were received (270, 654, 2,823 and 635 signatures). Responses to those petitions and other representations are set out in paragraph 1.4.35 Strategy & Resources Committee Report. The report responds to all the main planning issues that were raised.  In responding to representations, the Council has to take into account the views of local communities alongside considering the needs of the Gypsy and Traveller community, and the need to provide employment land. Whilst the Council listens carefully to the views of local people, the local plan must comply with legal obligations and national planning policy. The fact that a large number of people object to a proposal does not always mean that the Council should accede to the objector’s requests.  Traffic levels on the congested A57 and all the roads in the area increase daily, when did you complete the traffic survey which we discussed in February’s  Paragraph 1.4.35 Strategy & Resources Committee Report confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  When was done air quality assessment completed?  Paragraph 1.4.35 Strategy & Resources Committee Report explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  There are a huge proportion of empty Industrial Units when a mile or so away at Westfield there is a field with an existing road access put in for Industrial Units which still stand empty.? Why do we need more units?  The plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites.  The land at Westfield is also proposed as an Employment Site in the Draft Sheffield Plan. A planning application for 6 new employment buildings on the site was received by the Council in May this year. | Emailed 31/7  NOT attending |
| 38 | kathryn.s.kelly [<kathryn.s.kelly@btinternet.com](mailto:%3ckathryn.s.kelly@btinternet.com)> | What will be done to solve the existing traffic congestion even before the site is developed?    What is in place to monitor air, noise and litter pollution?  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024 (see answer to question below about the road network/traffic congestion). It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  Noise from the development would also be addressed at the planning application stage, as is normal practice. Under the proposed allocation employment uses are limited to those uses that can be accommodated in a residential area (Use Class E(g)(iii)).  What are the plans to use existing empty industrial units in and around Sheffield before building any more?  The plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites.  Land at Westfield is also proposed as an Employment Site in the Draft Sheffield Plan. A planning application for 6 new employment buildings on the site was received by the Council in May this year.  Why isn't the existing empty industrial estate on Eckington Way/Holbrook Avenue brought into use before creating another Industrial Estate?    Why can't this land be turned into a leisure park? There is a lack of green open spaces in this area.  As above, the plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites.  The Draft Sheffield Plan does not propose the removal of greenfield sites from the Green Belt. Almost all greenfield land within the existing urban areas will also be protected from built development under the new Plan.  The Council has a statutory responsibility to provide for Gypsies and Travellers that travel for work. Gypsies and Travellers have the same right to have their housing needs met as anyone else. The site is close to local services, shops and facilities, so is a sustainable location to live. | Emailed 31/7  NOT attending |
| 39 | Jenny freeman [<jenny.freeman1@icloud.com](mailto:%3cjenny.freeman1@icloud.com)> | As being born and raised in Beighton, I believe I have right to object to this. Beighton is already too built up and the road infrastructure alone cannot cope with this! Have you tried driving around there at peak times? It’s an absolute nightmare what with Crystal peaks, the retail park and increasing food outlets/pubs. My other concerns is how the level of pollution has increased over the years and local residents are to just “deal with it” as things keep getting approved no matter how many of us object- it feels regardless of how we object were to just put up and shut up as what the council wants the council gets but is it not us locals that pay towards the councils wages in the first place?    We don’t want any more pollution, lorries, etc building in Beighton, especially around that area as it’s too busy as it is!    Beighton used to be a rural area and now it’s just built up and hectic with rising pollution and crime rates. Adding a travellers site which will include lorries, vans, caravans etc will add to that pollution. No matter what is built in that area it’s in too close proximity to everything else (which it’s already overbuilt). Also, leave somewhere for the wildlife at least! Considering how much of Beighton has become built up, at the very least some green space should be left as exactly that.    There is already a travellers site in Beighton and also Westfield so it’s not a case of having issues with travellers but an issue with Beighton being overloaded already so choose somewhere else, please! Stop ignoring the people who have put you in power and do your job and listen to us, please.    Beighton is already too built up- choose somewhere else.    Regards,    Miss Freeman- I wish to remain anonymous and I do not permit my name to be shared publicly but my concerns can absolutely be shared.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) confirms that the principal roads and junctions near this site allocation have all been assessed as part of the strategic transport modelling work to support the Plan. It is important to note that this work focuses on finding ways to mitigate impacts created by the growth rates set out in the Plan itself, rather than seeking to resolve existing issues on the network.  In this context the relevant roads and junctions are not being flagged up as a major issue because the rate of change caused by the proposed developments is not significant. So, from a Local Plan point of view, there is not sufficient evidence to suggest there is a need to deliver mitigation with respect to transport impacts.  However, the modelling work does show that there are existing issues on the network in this area with respect to certain junctions operating 'over capacity'. Whilst it is not the role of the Local Plan to resolve existing problems, these matters do need to be reviewed and solutions put forward. As such, there is a commitment to review these matters as part of the updated Transport Strategy for the city, which is expected to be produced by mid-2024.  The Strategy & Resources Committee Report also explains that not all the city’s development needs can be accommodated on brownfield sites. This means that some development needs to take place on greenfield land. The site is not a designated wildlife site and any development would be required to demonstrate at least 10% Biodiversity Net Gain at the planning application stage. This means that any development of the site would need to demonstrate at least a 10% improvement in ecological value, either through on-site or off-site habitat creation.  The adjoining Local Wildlife Site can be safeguarded through the requirement to provide an environmental buffer and maintain connective ecological corridors as part of the layout of the site. These are already conditions attached to the site allocation in the Draft Plan. | Emailed 31/7 |
| 40 | Joanne Rose [<joannerose1964@hotmail.co.uk](mailto:%3cjoannerose1964@hotmail.co.uk)> | I have worked hard for 40 yrs the majority in our NHS, and had years of further education at university to get to where I am today. My husband worked down a mine, and went on to work long days, 5, 6, 7 days a week after as an Electrician. People do this so they can live in nice houses in nice areas.    Yet Sheffield City Council seem hell bent on ruining the place we have chose to live for our final years.    How much more can you squeeze in to Beighton, without listening to the people you serve. I as many opposed the half way house opposite the hospital on Spring well, suggesting where you have young people with mental health issues, you also get drugs, alcohol and antisocial behavior. There is forever police presence at the building, and said people create antisocial behavior, in the park, where my grandkids play, leaving empty alcohol bottles/cans.    Now a Travellers site. Come on honestly. Can you seriously say hand on heart, that a Travellers site in such close proximity will not affect our lovely estate.    My Question. After all the hard work me and my husband, and others in Beighton have put in to get the home we have….have you given any thought in to what having a Travellers site on our doorstep will do to house prices, and the effect it will have on seller…it’s not in anyway shape or form a good selling point. Having the green space by the way is.    As a nurse, you need compassion, and empathy for all walks of life, and I have cared for all shapes and forms of life imaginable, with the same compassion and empathy. Of course Travellers need a place to call home, but your suggested site is not appropriate.    As Councillors (as with a nurse) you have a duty of care, to show compassion and empathy to those you serve. The people who vote you in. Please listen to ward the people are saying.    A final note. For twenty years, I have struggled with depression and anxiety, and have fought hard to maintain my own sanity. The thought of our councillors not listening; not caring about our concerns, and and simply going ahead with the Travelers site, is having a serious negative effect on my mental health.  Careful consideration has been given to the planning issues raised in responses to the public consultation. The consultation process complied with national planning regulations and with the Statement of Community Involvement (the document that sets out how the Council will consult on the local plan). Assuming a reduction in house values did occur then compensation would not be provided. This is not a planning consideration.  The Council has a statutory responsibility to provide for Gypsies and Travellers that travel for work. Gypsies and Travellers have the same right to have their housing needs met as anyone else. The site is close to local services, shops and facilities, so is a sustainable location to live. | Emailed 31/7 |
| 41 | Thomas Hollands [<thomashollands@hotmail.com](mailto:%3cthomashollands@hotmail.com)> | 1. What communication if any has Sheffield City council done with the travelling community as to their views on the proposed site.  Initial discussions have taken place with a representative of the Travelling showpeople community. They have indicated that the site would potentially be suitable for their needs and they are interested in acquiring it.  2. What is the current pollution rate in and around the surrounding network as this is close to a busy route in and out of sheffield.  Paragraph 1.4.35 [Strategy & Resources Committee Report](https://democracy.sheffield.gov.uk/documents/s62121/1-SR%20Committee%20Report%20-%20Reg%2019%20Consultation%20Responses%20FINAL-compressed.pdf) explains that impacts would need to be assessed at the planning application stage as part of any Air Quality Assessment if the associated vehicle movements exceeded the established thresholds. From experience of planning applications of a similar scale it is felt that any impacts with respect to air quality could be mitigated.  Air quality is, of course, mainly caused by vehicle emissions and we recognise that there are existing traffic congestion issues in the area which impact on air quality. We intend to address these issues through a new Transport Strategy in 2024. It is also worth noting that over the medium term, air quality is expected to gradually improve as a result of the phasing out of new petrol and diesel vehicles from 2030 onwards and the shift to electric vehicles.  3. What were the other proposed sites?  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  Land ownership is an important consideration because it is necessary to show that the proposed use of the land is deliverable. It is therefore necessary to demonstrate that there is a landowner who is willing to make the land available (or there is a reasonable prospect of the land being made available during the period covered by the Sheffield Plan).  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  4. Why not use existing empty units in Westfield?  The plan looks ahead to 2039 and not all the city’s future development needs can be accommodated on brownfield sites, so it is necessary to allocate some greenfield sites.  The land at Westfield is also proposed as an Employment Site in the Draft Sheffield Plan. A planning application for 6 new employment buildings on the site was received by the Council in May this year.  5. What guarantees can sheffield city council give about the noise this would create for local residents. To support my concerns, having read the Sheffield City Council Gypsy & Traveller accommodation assessment 2015/16 – 2020/21 Final report, I have the following to note. Under Section 10.3 (consultation findings) This details the lifestyle of travelling showpeople, clearly stating that in the winter months, they would remain on site where they would, store, maintain and repair their equipment. This coupled with the noise of an industrial site is not fair and must not go ahead.  Matters of noise or air pollution from the development would be addressed at the planning application stage, as is normal practice. Under the proposed allocation employment uses are limited to those uses that can be accommodated in a residential area (Use Class E(g)(iii)).  6. Why has the decision been made to place two traveller sites in the same ward and less than 2 miles away? Surely this should be fairly spread out across sheffield.    There is already one travellers site located in Sheffield South East (Holbrook.) I do not believe another site placed in the constituency would be proportionate or fair. As already detailed above, I understand that Sheffield City Council have a legal obligation to provide facilities for members of the travelling community, but I believe there are other areas within Sheffield that would be better suited. Google maps shows the distance between the Holbrook traveller’s site to the proposed site is 1.6 miles. Sheffield has current area covering 47.29 miles².  As stated above, the Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  The sites listed in Appendix 4 of the Site Selection Methodology document were discussed by officers after the assessment against the criteria had been completed. Professional judgement was used to sense-check the results of the assessment against the criteria (both the overall suitability criteria and the criteria used to assess potential Gypsy and Traveller sites).  The Council has a statutory responsibility to provide for Gypsies and Travellers that travel for work. Gypsies and Travellers have the same right to have their housing needs met as anyone else. The site is close to local services, shops and facilities, so is a sustainable location to live. | Emailed 31/7  NOT attending |
| 42 | Campbell, Peter <Peter.Campbell@tetratech.com> | On behalf of our client, the owners of the Crystal Peaks Shopping Centre, can I please put forward the below question to be asked at the upcoming meeting of the Strategy and Resources Policy Committee on 2nd August.    “Q. Representations made on behalf of the owners of Crystal Peaks sought an amendment to the District Centre boundary as currently shown in the Draft Local Plan in order to retain the centre boundary in-line with that which is currently adopted. The response provided in the report at page 56 indicates that the owners of the centre have suggested that the boundary be extended. Crystal Peaks do not consider this accurately reflects the representations made. Has it been fully considered that the Draft Local Plan includes a contraction of this District Centre boundary, and the consequential negative policy implications for the future aspirations for Crystal Peaks, with part of the existing District Centre being proposed to be allocated as a general employment area?    I appreciate that the deadline for questions was earlier today, but if our question could be considered that would be much appreciated.  We are sorry if our summary of your comment does not accurately reflect the representations that you made.  The District Centre proposed in the draft Plan reflects the boundary in the Retail and Leisure Study and is a reduced area when compared to the designation in the Unitary Development Plan (1998). However, we consider that this reduction accurately represents the redevelopment of the area since the UDP was adopted, reflecting the extension of Drakehouse Retail Park. The Retail Park has a separate role to the Crystal Peaks District Centre and should be covered by a different policy. |  |
| 43 | Roger Goddard <rfg59@sky.com> | Late Question received 31/7 @15:15  What improvements are to be made in order to cope with the undoubted increase in numbers requiring medical and dental care in the immediate vicinity?  We expect the Gypsy and Traveller site would only accommodate 12 additional households, so the additional pressure placed on local services and facilities would relatively small.  We are still awaiting advice from the Integrated Care Board on likely future health facility requirements. Whilst this matter will require monitoring, we do not consider them to be barriers to delivering development on this site. |  |
| 44 | teresa\_barker@sky.com | My question is why here? Why that position? Surely there is more field options at Dore and Totley than here? They also do t already have a traveller camp over that side of town. The increased traffic and pollution this will cause in that area surely is not good. It needs to be the other side of the city to balance it out a bit.    Or is Sheffield councils remit that they want to dump more crap snd pollution in this area?  The Site Selection Methodology sets out the process that was used to assess potential development sites, including sites for employment and Gypsies & Travellers. Appendix 4 shows the sites that were considered for Gypsies & Travellers, with suitability assessed against 7 specific criteria. The criteria are further explained within Stage 3(c) paragraphs 3.36 to 3.39 of the document. In the opinion of officers, the Eckington Way site best meets the criteria after considering sites across the city as a whole. The 7 criteria were given more weight than having an even spread of Gypsy and Traveller sites. There is also no Travelling Showpeople site in the Southeast of the city.  Land ownership is an important consideration because it is necessary to show that the proposed use of the land is deliverable. It is therefore necessary to demonstrate that there is a landowner who is willing to make the land available (or there is a reasonable prospect of the land being made available during the period covered by the Sheffield Plan).  The Site Selection Methodology was made available during the public consultation period on the Publication Draft Sheffield Plan and can still be viewed on the Local Plan page on the Council’s website.  <https://haveyoursay.sheffield.gov.uk/20435/widgets/58316/documents/36721>  Whilst it is generally desirable to have a distribution of Gypsy & Traveller sites across the city, the Gypsy & Traveller Accommodation Assessment shows that Travelling Showpeople have the greatest need. They have specific locational requirements. The Travelling Showpeople community has been consulted and they have confirmed that the Eckington Way site would potentially meet their needs and they would be interested in acquiring the site. |  |
|  | **Comments Received** |  |  |
| 1 | Jennifer Barker [<jenni.m.130@gmail.com](mailto:%3cjenni.m.130@gmail.com)> | Please consider … in this area more green belt being taken  The volume of traffic is already causing disruption | Noted |
| 2 | Philip Hicken [<philhicken70@gmail.com](mailto:%3cphilhicken70@gmail.com)> | I have found myself looking to move house due to becoming very frustrated by the councils plans to put a travellers site on our doorstep.    No thought has been given to the local residents who will not have any say in this matter even though we have had the largest petition to stop this from happening.    The pollution levels have increased dramatically since I moved onto the housing estate over 20 years ago, the traffic is so bad i have to plan my journeys off the estate and my wife who is a nurse has to add an extra hour to her journey on a twelve hour shift.    We have people parking all the way up our estate that work at Crystal peaks, it’s only a matter of time before someone is killed. Will anyone take any responsibility for this?    We are constantly being targeted by thieves on the estate, we look after each other and have a great community spirit but do not get any support.    We now seem as though this site is happening with no thought process on how it may impact the area.  We are told the travellers have rights which I fully understand and support but the fact is this is the wrong location as we are now a housing estate in the middle of industrial sites and two large shopping centres.    The area can’t support what we already have and you’ve given your blessing to add a Witherspoons and Burger King and other buildings are being added as we speak.    I’ve served for my country and always tried to support my community, I have never felt so low and disappointed in my council and City.    We deserve better,I hope you prove me wrong by overturning this decision and restore my faith in my fellow citizens. | Noted |
| 3 | Harley-dee sampson [<HDEES@hotmail.co.uk](mailto:%3cHDEES@hotmail.co.uk)> | I ask that my issue is raised within the meeting to be held 2nd August at Town Hall,    I am so saddened that we plan on taking away the only bit of greenery we have walking access too around our home.    My partner , my 2 year old daughter and I live at 55 Sevenairs Road, Beighton, Sheffield, England, S20 1NY. My partner has a life long illness (Leukemia) . He suffers from fatigue; He will be vulnerable to infections for the rest of his life. The result of this means that he is very isolated. He relays solemnly upon the short walk to our local field to gain fresh air and take in the nature, this is to motivate him to feel half normal! This is the only thing he has to help him with his mental health, it's the only walkable nature he has access to and you are planning on taking this away from us. studies have shown that time in nature — as long as people feel safe — is an antidote for stress: It can lower blood pressure and stress hormone levels, reduce nervous system arousal, enhance immune system function, increase self-esteem, reduce anxiety, and improve mood  To you it's just a spare bit of land, to us it's giving us our Daddy, my partner and keeping my family together.    It amazes me how you would wish to take away the only bit of greenery we have as locals who are not able to drive or suffer from a disability. We live on a very large estate next to where this plan is to go ahead. Our community take great pride in keeping our local area safe and clean. Have you considered the damage this will course to the land, the corn and the litter we risk to our environment.    It is evident people who were wishing to purchase a home within our area are no longer wishing to do so because of these plans. If I knew this plan was being discussed before purchasing our home and putting 120 thousand pounds into our property and maintenance I wouldn't of bothered wasting my money either. The main reason we purchased this home was due to the area, due to having access to what we classed important to us which included; a safe park, a clean environment, a local close by field to walk to. I now regret buying my home and moving to this area because of this plan. I personally know 3 different families who have viewed houses to buy on sevenairs road , after loving the homes and wanting to go through with the sale they have later changed their mind after finding out the plan to build a travellers site close by. Have you considered you have risked our homes, not only the interest but the value of our properties have now been affected. Are you going to cover the cost of loss? . We would not of bought our house if we had known this plan. You are messing with people's livelihoods . You appear to have no care about families during a financial crisis or those different from mental health or illness , Infact you just appear to have no care for the beighton community. I advised other areas that have spare greenery would be less effected rather than using the one tiny bit of greenery we have to our locals. | Noted |
| 4 | Stephen Desmond [<des545@hotmail.co.uk](mailto:%3cdes545@hotmail.co.uk)> | Reading the various articles regarding the proposed new traveller site it would appear the council has already made up its mind on the issue & is simply paying lip service to the residents in S20.  This area is already troubled with traffic bottlenecks around peaks & the retail parks. The proposed site will only add to the congestion!  The current proposal will have a huge effect on the local people & house prices in the area will suffer. The council say the Halfway/ Holbrook site can't be extended as it is designated as for light industrial use, yet they propose to take away valuable farming land & further reduce green space in already highly populated area.  I suggest the council listen seriously to local people who they are meant to represent.... not dictate to!! | Noted |
| 5 | susan seaman [<sue.stockarth@gmail.com](mailto:%3csue.stockarth@gmail.com)> | Notified attendance only | Noted |
| 6 | info@sheafportertrust.org | Dear Local Plan team,  Members of the Sheaf & Porter Rivers Trust have reviewed the latest draft of the local plan, available from the upcoming Strategy and Resources Policy Committee.  There are many positive aspects of the new version, especially around deculverting, riverside walkways & cycle routes and environmental improvement. We thank you for the supportive manner on which our feedback has been taken on.  As our members continue to review the changes, we may have further comments.  In the meantime, we have a couple of queries and factual corrections to make.  The first is site allocations:  CW07 and CW02 seem to have their allocations mixed up.  Site CW07 sits away from the river and features heavily in the allocation while CW02 makes no reference to the Sheaf.  Is this intentional? | Simon to note. |
|  |  |  |  |
|  | **Other Questions re Local Plan** |  |  |
|  | Joyce Greene [<joycegreene682@gmail.com](mailto:%3cjoycegreene682@gmail.com)> | "The council have made clear their support for active travel recently. The plan has, in my view, an unsound policy surrounding new cycle parking in front gardens. While the plan strongly supports cycle parking at new developments, it is against your rules to retrofit parking to existing dwellings.    Recently, the operator of Sheffield's cycle hub and future city centre cycle hub was denied permission for a cycle shed in his front garden. There would be no quarrel with a tall transit van parked here instead, blocking all view of the home.    Before you quote planning policy as a reason for change not to take place, Leicester recently took the brave step to correct this. They stated "Paragraphs 124, 127, 130, 196 and 200 of the National Planning Policy Framework (2019)" support the inclusion of cycle parking at the end of the "Shedgate" affair in which their mayor intervened.    My question to the committee is this, isn't it time you took the generational opportunity to add a Local Plan Policy to enable front garden secure cycle parking, designed to be in keeping with it's surroundings?"  The provision of secure cycle parking in front gardens will normally be permitted where it is in keeping with its surroundings. We agree, therefore, that an additional criterion should be inserted after part (j) of Policy DE4:  *provide appropriate well-designed cycle parking that provides safe, secure and convenient access, which is integrated into the site and does not dominate the street scene or harm the character of the area* | Emailed 27/7  NOT attending |

1. Planning policy for traveller sites - DCLG (2015): <https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf> n.b the impact of the Court of Appeal’s judgement in Smith v SoS [2022] EWCA Civ 1391 discussed below at paragraph 5.1 [↑](#footnote-ref-2)
2. Planning Policy for Traveller Sites, paragraph 13, parts a to h, DCLG, August 2015 [↑](#footnote-ref-3)
3. Planning Policy for Traveller Sites, paragraph 13, part g, DCLG, August 2015 [↑](#footnote-ref-4)
4. Planning Policy for Traveller Sites, paragraph 10, part a, footnote 4, DCLG, August 2015 [↑](#footnote-ref-5)
5. This was confirmed in a meeting between the Council and Showmen’s Guild in 2021. [↑](#footnote-ref-6)
6. See [5-YEAR HOUSING LAND SUPPLY MONITORING REPORT (sheffield.gov.uk)](https://www.sheffield.gov.uk/sites/default/files/2023-07/5_year_housing_land_supply_monitoring_report_-_december_2022.pdf) for sites in the Sheffield Housing Company business plan. [↑](#footnote-ref-7)
7. See [5-YEAR HOUSING LAND SUPPLY MONITORING REPORT (sheffield.gov.uk)](https://www.sheffield.gov.uk/sites/default/files/2023-07/5_year_housing_land_supply_monitoring_report_-_december_2022.pdf) for sites in the Stock Increase Programme business plan. [↑](#footnote-ref-8)
8. See [5-YEAR HOUSING LAND SUPPLY MONITORING REPORT (sheffield.gov.uk)](https://www.sheffield.gov.uk/sites/default/files/2023-07/5_year_housing_land_supply_monitoring_report_-_december_2022.pdf) for sites contributing to the SWaN developments. [↑](#footnote-ref-9)
9. Updated to ‘Y’ to reflect willing landowner, this corrects an error in the published version of the Site Selection Methodology, Appendix 4. [↑](#footnote-ref-10)
10. Resolutions passed at the meeting of the Council held 20 February 2023 (page 8) [Agenda for Council on Monday 20 February 2023, 2.00 pm | Sheffield City Council](https://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=154&MId=8360&Ver=4) [↑](#footnote-ref-11)
11. 2-Appendix 1a Reg22 Consultation Statement Final [Agenda for Strategy and Resources Policy Committee on Wednesday 2 August 2023, 2.00 pm | Sheffield City Council](https://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=641&MId=8902&Ver=4) [↑](#footnote-ref-12)
12. 3-Appendix 1b Consultation Statement- Schedule 5- Annex A Site Allocations [Agenda for Strategy and Resources Policy Committee on Wednesday 2 August 2023, 2.00 pm | Sheffield City Council](https://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=641&MId=8902&Ver=4) [↑](#footnote-ref-13)