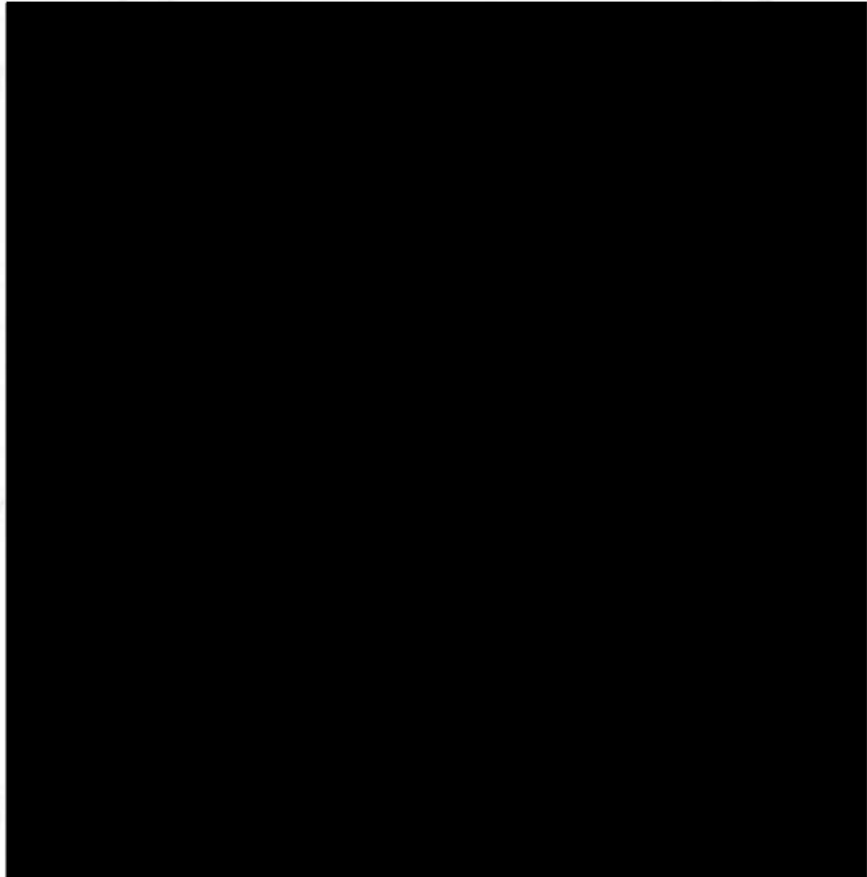


(1) REF: 0001 RICHARD HUDSON,

STRATEGIC PLANNING
TEAM
PLANNING SERVICE
5TH FLOOR,
HOWDEN HOUSE
UNION STREET,
SHEFFIELD
S1 2SH
SOUTH YORKSHIRE



DEAR SIRORMADAM



I AM WRITING TO YOUR PLANNING
TEAM ABOUT MODIFICATIONS
ON SHEFFIELD.

NOW I'VE GOT SERVER
LEARNING DISABILITIES &
SERVER FULL AUTISM DISORDER
ADHD PS SIRORMADAM
PTO

② I HAVE A PHOTOGRAPHIC
MEMORY I REMEMBER
THINGS,
NOW I'VE LIVED IN SHEFFIELD
FOR 57 YEARS SINCE 1968 TOO
NOW 2026
YES I'VE SEEN A LOT
LOT & LOTS OF CHANGES
NOT FOR THE BETTER FOR
THE WORST, AFRAID
IT'S HEARTBREAKING WHEN
I GO INTO MY CITY OF
SHEFFIELD I'VE SEEN WHAT'S
BEEN DOING TO IT
PS SIR MADAM
P.T.O. THE OTHER LETTER PLEASE?

③ WHAT AS HAPPENED IS
THE SHEFFIELD CITY COUNCIL
HAVE SPENT OVER YEARS
MONEY ON THE WRONG THINGS
INSTEAD OF THE THINGS
THAT ARE RIGHT FOR PEOPLE
I KNOW AM RIGHT WHY
BECAUSE I'VE SEEN IT WITH
MY OWN EYES,



YOUR GOT RID OF THE
OLD CASTLE MARKET, SENT IT
DOWN TO THE MOOR
PEOPLE DIDNT WANT IT SENDING
DOWN MOOR PS SURORMADAM
PTO

④ YOUR SHOULD HAVE GOT
TOGETHER THE THOUSANDS
P THOUSANDS OF PEOPLE
IN SHEFFIELD I ASKED US
ALL WHAT WE THINK
SHOULD HAPPEN TO OUR
CITY OF SHEFFIELD BUT NO
YOUR HAVENT YOUR GONE
JUST DONE IT,

Q ITS NOT RIGHT THAT IS
THEN YEARS BACK ALTHOSE
YEARS FROM 1930'S 1940'S
1950'S 1960'S 1970'S ?

PS SIR OR MADAM

P ON THE OTHER LETTER ?

⑤ YOUR BLOCKED THEM MOOR

ALTOGETHER IN 1979 YOUR
STOPPED ALL THE BUSES
FROM GOING DOWN THEM MOOR
THEN YOUR SO P.D.D BUILD
THE MOST HORRIBLE ICE
SAW IN SHEFFIELD THE
MANPOWER BUILDING WHY
I DON'T KNOW THEN NOW
YOUR HAVE SLABBED
PINSTONE STREET WHERE
IT WAS THE BACKBONE
OF THE CITY CENTRE FOR
BUSES PS SIRORMADAM
PTO

⑥ IT'S NOT RIGHT

WE DONT HAVE BUSSESON

MOOR, WE DONT HAVE

SHOPS, THEN WE DONT

HAVE SPECIAL EVENTS

LIKE THE LORD MAYORSPARADE
WITH FLATS OR RAG PARADE

THEY WERE A SENCHALL

EVENTS THAT PEOPLE

COMED OUT & WATCH

& HEZ POUT I DID THE

LORD MAYORSPARADE FOR

13 YEARS PS SIRORMADAM

P. TUN THE OTHER LETTER?

2) ~~Then~~ IN 2005 YOUR
WAS GOING TO SPEND
MONEY REVERTING
THE OLD COURT HOUSE
INTO APARTMENT FLATS FOR
STUDENTS TO LIVE IN
I'VE BEEN PAST IT & PAST IT
NOTHING AS BEEN DONE WITH
IT

THEN DIXON LANE JUST
AROUND THE CORNER FROM
WHAT WAS WILKINSONS
HAYMARKET

AS SIRORMADAM
PTO

⑧ WHEN I THINK THEY USE TO

BE FRUIT STALLS DOWN THERE,

I ALSO THE FANTASTIC

BRITISH HOMES STORES

WE HAVE NOTHING ABSOLUTE

NOTHING,

PEOPLE AREN'T SAFE

NOW IN SHEFFIELD

YOU'VE GOT WIVE NOD'S

HOMELASSES ASKING FOR

MONEY IT'S NOT RIGHT

PS SIR OR MADAM

P TUN THE OTHER LETTER?

⑨ So you should be
MODIFYING SHOPS THAT
ARE CLOSED DOWN,
THEN MODIFYING & REFURBISHING
FROM SCRATCH THE BUS
STATION INTERCHANGE
& TRYING GET BUSES
BACK ON THE MOOR,
GET RID OF THAT MANPOWER
BUILDING ALTOGETHER
WE WANT THE PROPER
PROPER SHEFFIELD BACK
PTO PS STORMADAM

10) WE WANT THE REFURBISH
OF THE CRUCIBLE THEATRE
DONE FOR THE FUTURE OF
THE SNOOKER WORLD
CHAMPIONSHIP

I SPECIALLY THE
CENTRAL LIBRARY ON
SURREY STREET I WANT
THAT REFURBISHED I DONT
WANT THAT GETTING
RID OF

PS SIR OR MADAM

P ON THE OTHER LETTER?

(11) I WANT THE SHEAF
GARDENS ~~TO~~ AS SHEAF
STREET TOO HAVE BRAND
NEW HOUSES ON THEIR
FOR PROPER PEOPLE
PLEASE I GET RID OF
THAT INDUSTRIAL ESTATE
THAT'S WHAT YOU CALL
PROPER PROPER SHEFFIELD
CITY CENTRE.

ALSO WE WANT PLANNING
ON QUEENS ROAD

P TO PS SIRORMADAM

(12) A BRAND NEW QUEENS
ROAD SOCIAL CLUB
ON THE ACTUAL SITE
IT WAS ON WITH PROPER
FACILITIES PROPER
COMMITTEE & SECURITY
GUARDS. FOR PEOPLE
WHO USE TO LIVE
AROUND NEAR THE CLUB
THAT'S SHEALF STREET
& COMFORD STREET
AGAIN PROPER PROPER
SHEFFIELD CITY CENTRE
PS SIRORMADAM
PT DNTHE OTHER LETTER?

⑬

WE WANT MORE POLICE
PATROLLING AROUND
THE SHEFFIELD CITY CENTRE

TO MAKE SURE OUR
PEOPLE OF SHEFFIELD
ARE MORE SAFE

I WANT A PROPER
PROPER BUS SERVICE
WITH PROPER BUSES

IT'S TIME & TIME NOW
TO HAVE THE SOUTH

YORKS HIRE BUS TRANSPORT
BACK TO OUR STREETS
PTO PS STORMADAM

⑭ I WE WANT TOO SEE
THE LORD MAYORS PARADE
WITH FLOATS BROUGHT
BACK TOO OUR PEOPLE
OF SHEFFIELD SAS PEOPLE
CAN COME BACK P STAND
TOO WATCH IT I HELP OUT
I RAG DAY PARADE
BROUGHT BACK TOO THE
SHEFFIELD CITY CENTRE,
AGAIN THAT'S WHAT FOUR
CALL PROPER PROPER
SHEFFIELD)
PS SIR OR MADAM
PTDN THE OTHER LETTER?

⑮ THEY ARE THINGS YOUR
SHOULD BE PLANNING
IN OUR CITY OF SHEFFIELD

I TALK IT AS I SEES IT
I ~~TO~~ WRITE LETTERS
AS I TALK IT,

THESE THINGS YOUR
SHOULD BE PLANNING
TOGETHER I MAKE OUR
CITY MORE SAFER
FOR EVERYONE

P TO PS SIR OR MADAM

(16)

So I HOPE I'VE PUT
 MY POINT ACROSS
 YOUR WANTED TO KNOW
 I'VE TOLD YOU RALL,
 I JUST HOPE YOUR
 WELL TAKEN NOTICE
 ON WHAT I'VE PUT TO
 YOU RALL,
 ALL OF US IN SHEFFIELD
~~THE~~ DESERVE BETTER
NOT WORSE

PS SIR MAMAM
 PTON THE OTHER LETTER?

17 I WANT FROM YOUR
PLEASE PLEASE PLEASE
PLEASE SEND ME A
PROPER PROPER LETTER
BACK PLEASE SIRORMADAM
FROM MY LETTER,
IT'S TUCK ME A LONG, LONG
LONG TIME TO PUT
THIS LETTER TOGETHER
I HOPE YOU UNDERSTAND
THIS,



PS SIRORMADAM

PTO

(18)

I Look FORWARD too

HEARING FROM YOU

SOON,

THANK YOU FOR LISTENING

TO ME

YOURS SINCERELY

RICHARD HUDSON

Strategic Planning
Howden House
Union Street
Sheffield
S1 2SH



3rd April 2026

Dear Sir/Madam

The Sheffield Plan

I write in response to the proposed modifications suggested by the Inspectors to the Sheffield Plan. I note that there are a small number of minor amendments proposed by the Inspectors which are quite simply insignificant in the whole scheme.

I still believe that the whole plan is poorly thought out and the way it has been presented to the people of Sheffield is shameful. It would seem that nothing has been learned from the fiasco of the Tree Scandal. The City Council is supposed to represent the people of Sheffield and to consult with the people it is elected to serve and not merely to impose an ill thought out policy which does not serve the best interests of the people of Sheffield.

In particular I wish to make the following points:

1. The City Council has still not proved that the Special Case requiring development on Green Belt land has been met under any of the tenets set out by green belt policy.
2. The plan is based on a policy first developed in 2019 without revision to account for the changes in the intervening time, particularly brought about by Covid, and the changes in peoples lives and work emanating from post Covid lifestyles.
3. The council has clearly not carried out a full and accurate review of available brown field sites. Nor have they sufficiently identified all vacant properties which can be brought back into use.
4. The council has provided no evidence that the so called "brown field first" policy is anything other than lip service.
5. The council has failed to reconsider the appalling inequality of allocation of development sites into only two post code areas of Sheffield.
6. The council has failed to address the major concerns expressed at the Inspectors meetings about congestion, flooding, environmental impact and mental health of residents particularly in the proposed development in S35 plans.
7. The council has failed to address the issues raised about loss of productive farmland and its impact on food sustainability and the loss of livelihood for its own tenant farmers at Town End Farm in Ecclesfield.

In a response on behalf of the Prime Minister we received the following comment:

"The National Planning Policy Framework (NPPF) is clear that planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services - including the economic and other benefits of the best and most versatile agricultural land."

If there is a need for more housing in Sheffield, I am perfectly happy to accept that each area of the City should bear its fair share of that. However all existing empty properties and brownfield sites should be developed first on a fair and equal basis throughout the City. Green Belt land should only be developed as a last resort after every other alternative has been exhausted. **Once Green Belt has been developed it is lost forever.**

I believe that the Sheffield Plan should be paused pending a thorough review and revision to update on actual need for housing in Sheffield, which has a falling birthrate, assessment of available properties to

HERE, 2005

bring back into use, a full review of available brown field sites and a reallocation citywide of any further need for development.



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The City Council has approved the following resolution...

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12. The City Council has approved the following resolution...

13. The City Council has approved the following resolution...

14. The City Council has approved the following resolution...

REF 0003



25th April 2026

Strategic Planning,
Howden House,
Union Street,
Sheffield
S1 2SH

Dear Sirs,

Re: MM411 (SES30) Bramlev Lane / Beaver Hill Road: Proposed 827 homes, a school and a burial ground

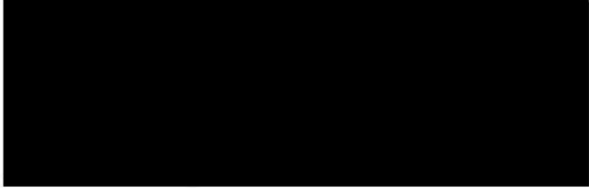
I understand the Council requesting public comments on these proposals and I am writing in response to the proposals.

What I cannot understand is how the proposed building of 827 homes, a school and a burial ground has even been considered as a viable plan simply because of the location being difficult to access, the seasonal flooding, and the fact that traffic congestion is already taking its toll, especially since the building of Lidl. Already I have experienced the heavy traffic congestion caused by the traffic lights at the Lidl junction and have witnessed the traffic avoiding the congestion by cutting down or up Handsworth Grange Road which is extremely dangerous for residents of the Ballifield Estate and more importantly, the children attending Handsworth Grange School. I also understand Access MM411 proposes that the traffic from the proposed houses, school and burial ground would be onto Beaver Hill Road. I use this road regularly and at the weekend there are always cars parked for the Woodhouse Juniors FC for parking and of course, it is an extremely busy bus route all week which often causes hold ups on the road. Recently there were road works on Beaver Hill Road with traffic lights which caused further chaos. There is also the fact that the Fire Training Centre regularly require access to Beaver Hill Road. I don't believe that it has been shown what plans for improvements will be put in place to alleviate the traffic congestion and safety of road users?

Another major factor which concerns me is the impact on wildlife in SES30 – have all the protected species been assessed? How are the Council intending to ensure that at least 10% Biodiversity Net Gain is achieved? SES30 has numerous footpaths with extremely mature trees and hedges which afford many varieties of birds nesting habitats. It would be extremely difficult to carry out any building without destroying many of these. We would be losing a wonderful piece of natural habitat to a variety of animals and birds, when there does not seem to be a viable space available to build this number of homes. The wildlife of this area has already been condensed over the years with the building of the Badger Estate, Flockton, Tithe Barn Estate, Severnside Estate, new Stradbroke estate, etc. Wildlife is being squeezed into smaller and smaller concrete jungles, whilst on the one hand the Council is promoting our Green City and at the same time destroying Greenbelt.

I consider Main Modification MM411 (site SES30) to be unsound. It is not justified and not consistent with national policy. I request that SES30 be removed from the Plan and retained as Green Belt.

Yours faithfully,

A large black rectangular redaction box covering the signature area.

Derinda Colley (Mrs)

REFG.0004

Dear Strategic Planning Team,

I am writing to object to the proposed Main Modifications to the Sheffield Local Plan, and particularly those that impact site SS19. While I recognise the need for a sound and deliverable plan, several of the modifications materially weaken safeguards that are essential for public safety, statutory compliance, and the fair distribution of development impacts across the city.

For these reasons, the proposed modifications fail to meet the tests of soundness set out in paragraph 36 of the National Planning Policy Framework (NPPF), specifically that the Plan must be justified, effective, and consistent with national policy.

I therefore set out below my objections to specific modifications.

MM7- This reframes the purpose of the Green Belt by highlighting only its role in supporting urban regeneration, while omitting the full set of Green Belt purposes set out in the NPPF. This narrow and reductive wording misrepresents national policy, weakens the strategic function of the Green Belt, and risks distorting future decision-making by implying that regeneration is its primary or sole purpose. Sheffield's Green Belt prevents sprawl and safeguards the countryside, yet MM7's selective emphasis creates an imbalanced narrative that could be used to justify further releases. The modification is therefore not justified, not effective, and should be amended to reflect the complete statutory purposes of the Green Belt.

Further to this, paragraph 5.9.8 of the Integrated Impact Assessment Report Addendum: Modifications Consultation (referred to in this document as IIA from this point) IIA confirms that 'permanent negative effects would remain' on the environment and landscape character of SS19 as a result of its development. The assessment also confirms in paragraph 5.9.12 that the moderation of allocating green belt sites for development will have predominantly negative effects that will be difficult to fully mitigate.

MM10 MM11 MM90-MM93 - The Sheffield Local Plan relies on a significant windfall allowance of 7,475 homes out of a total supply of 39,159 homes (MM90), equating to approximately 19% of the overall housing supply.

This represents a substantial proportion of housing delivery being dependent on unallocated and uncertain sites, which by definition are not plan-led. The Plan does not provide sufficient evidence to demonstrate that this level of windfall delivery will be realised in a consistent, sustainable, or timely manner.



MM92 defines that the housing trajectory shows that the Sheffield Local Plan delivers only 298 dwellings above the identified requirement of 38,020 homes.

This represents a margin of less than 1% across the entire plan period, providing no meaningful flexibility to account for delays, non-delivery, viability issues, or infrastructure constraints. This is particularly concerning given the Plan provides only a very small margin above its housing requirement, meaning any shortfall in windfall delivery would result in the Plan failing to meet its targets.

MM18- With SS19 being one of the first green belt sites to be developed, and a year 7 place deficit until 2028/29, this does not provide the assurance that there will be adequate educational provision in the S12 area. Paragraph 3.2.3 of the Integrated Impact Assessment Report Addendum: Modifications Consultation states that, if a city centre school was built, it would be unlikely to be ready in time for the forecast peak deficit in places, weakening this mitigation further still. The moderation also fails to address how the educational needs of a post 16 student population, which continues to rise and will peak in 2028/29, will be met. This is a particular concern for S12 as the population will increase significantly with the planned development and south-east Sheffield has no post-16 provision.

There are also significant concerns about primary school provision across the S12 area, with Charnock Primary Academy (the primary school closest to SS19) already being **oversubscribed** by 33% (Sheffield City Council, 2025). The plan proposes the development of approximately 1,600 new homes in this part of the city (Draft Sheffield Local Plan Interactive Map and Sheffield Additional Site Allocations), growth that would ordinarily require a new primary school if delivered as a single strategic development. However, the plan fails to demonstrate that essential education infrastructure can support the proposed level of growth.

MM19- The wording "include consideration" is non-binding and fails to secure delivery. The modification does not commit to a new facility, which is not allocated a site, and does not address the spatial mismatch between need and provision. S12, which lies outside the Central Sub-Area, is expected to absorb significant residential growth with just one extra consultation room being allocated to the area in the plan, despite having pockets of high deprivation and subsequent poor health outcomes. MM19 does not demonstrate how healthcare needs arising from this growth will be met, and fails the NPPF tests of effectiveness and justification, and risks exacerbating health inequalities unless strengthened.

Concerns around the impact of development on health and wellbeing are supported by the revised IIA which states that 'some new site allocations may reduce the overall amenity experienced by nearby residents. Although the Plan already includes measures to minimise these effects, it is unlikely that all remaining negative impacts can be fully avoided'. Paragraph 5.2.2 of this document also acknowledges that removal of greenbelt will have 'some negative effects in terms of mental health and wellbeing' on surrounding communities.

MM20 -The phrase "wherever practicable" is unacceptably ambiguous in a policy area that is critical to sustainable development and infrastructure delivery. It provides no commitment or assurance that

transport improvements will be secured. The modification fails the NPPF tests of effectiveness and clarity, and risks undermining modal shift, accessibility, and safety objectives. It also weakens the plan's ability to secure equitable outcomes across sub-areas. The wording must be replaced with a firm commitment to secure transport improvements proportionate to development scale and impact, supported by planning obligations and the Infrastructure Delivery Plan.

This is particularly important for the S12 area, where transport is a significant concern in relation to the scale of development proposed. The Sheffield Local Plan identifies approximately 1,600 new homes across S12, which will inevitably generate a substantial increase in traffic movements and place additional pressure on an already constrained local road network. However, due to the dispersed spatial distribution of these allocations, there is currently no clear or coordinated transport strategy demonstrating how the cumulative impact of these developments will be mitigated.

The plan does not provide sufficient detail regarding required junction improvements, public transport capacity, pedestrian and cycling infrastructure, or wider highway mitigation measures necessary to support this level of growth. Without clear and deliverable transport commitments, there is a risk that the cumulative traffic impacts will significantly worsen congestion, reduce road safety, and undermine the sustainability of the area. Paragraph 5.6.5. If the IIA states that site SS19 'benefits from its proximity to the blue tram route and a high-frequency bus corridor', however, the lived experience of current residents is that this route is already under pressure during peak times and buses are infrequent and unreliable. As such, it is unclear how the proposed level of housing growth in S12 can be accommodated without substantial and clearly defined transport infrastructure improvements.

MM127 & MM128- The Plan suggests that Green Belt windfall sites could deliver up to 50% affordable housing, but there is no evidence this is achievable in practice. In fact, the Council's own evidence shows that sites like SS19 are only likely to deliver around 30% affordable housing. This creates a clear gap between what the policy promises and what can actually be delivered.

The Plan also relies on "windfall" sites to deliver higher levels of affordable housing. However, windfall sites are uncertain and cannot be guaranteed to come forward, or to deliver the infrastructure and affordable housing needed.

This means the Plan is relying on outcomes that may never happen, while still allowing development on Green Belt land.

The Council's own housing needs evidence shows that the majority of housing need in Sheffield is for affordable housing. However, the Plan relies on sites such as SS19 that are only likely to deliver around 30% affordable housing, alongside uncertain windfall development. This fails to align with the identified need and undermines the justification for releasing Green Belt land. As a result, the approach is not justified, not reliable, and does not provide confidence that the promised affordable housing will be delivered.

MM224 MM 227- These modifications recognise that some sites have constraints (such as flood risk, access issues, and environmental limits), but there is no evidence of any level of recalculation to

ascertain the reduction in buildable area and therefore reduction of the number of homes expected from those sites.

This raises concerns that the Plan is **overestimating** how many homes can actually be delivered. If parts of sites cannot be built on, the total housing numbers should be reduced accordingly.

In the case of sites such as SES13, the Plan acknowledges the need for buffers but does not reassess how this affects the number of homes the site can deliver.

More worryingly, SS19 is not included in these modifications even with significant constraints, including flood risk and the ecological corridor as well as additional buffers for the brook and hedgerows, this creates a risk that the Plan is relying on housing numbers that are not realistic, which undermines confidence that the overall housing target can be met & with such a low "buffer" of housing above the target, the plan could fail should the reality be reflected.

As a result, the Plan is not reliable, the modifications are not consistent across sites and does not provide a clear or accurate picture of what can actually be delivered.

MM429 (SS19) - The S12 Green Belt Action Group has submitted two previous consultation statements for MM429 (SS19) which highlight significant site constraints including flood risk and the ecological corridor, the need to protect the robin brook and its impact on the Moss Valley SSSI along with access constraints and hedgerow buffers but SS19 is not referenced in MM224 or MM227, which should require recalculation of housing impact across site allocations. This omission is concerning. If SS19's constraints are serious enough to warrant modification text, they should also trigger a reassessment of its contribution to housing supply. The failure to cross-reference SS19 in the impact recalculation undermines the credibility of the housing trajectory and suggests that constraint-driven reductions are not being applied consistently. This raises soundness concerns under NPPF paragraph 36(b) and (c): the plan may not be justified or effective if constrained sites are retained without transparent recalibration. The inconsistency also risks undermining spatial equity, as less constrained sites may be overburdened to compensate for undeliverable allocations like SS19.

It is also apparent that even with amended brook buffers and hedgerow buffers, the appropriate buffering has not been removed from the developable area, it is believed this will have an impact on the number of houses that are deliverable on the site and therefore impact the viability of the site.

The modifications also fail to consider the impact of North East Derbyshire District Council's Local Plan, particularly its proposed allocation immediately adjacent to SS19 (site reference 45900), which could deliver a further 348 homes alongside shops or a care facility. It is significant that the landowner, promoter and developer for site 45900 are the same as for SS19, yet NEDDC has assessed 45900 as unsuitable for development due to the same constraints repeatedly raised in relation to SS19.

The development of 45900 would create a single, continuous cross-boundary block of development that would clearly conflict with several of the Green Belt purposes set out in national policy: they would **fail to check the unrestricted sprawl** of the existing built-up area, **erode the separation**

between Sheffield and North East Derbyshire, and constitute significant countryside encroachment. The two developments would effectively double the size of the Charnock estate with no planned proportionate infrastructure to support this rapid growth,

There appears to have been no meaningful collaboration with Sheffield City Council to assess the combined effects of these neighbouring proposals. The absence of any cross-boundary assessment represents a clear gap in the evidence base and undermines the justification for retaining SS19 in the plan.

This raises serious concerns regarding compliance with the Duty to Cooperate and further undermines the soundness of the Plan.

In conclusion, the main modifications do not adequately address the constraints and concerns highlighted in previous consultations, or during the public hearings. For the plan to be sound, it depends on modifications being made, however those proposed are vague and lack the detail to demonstrate that they are specific, credible, deliverable or proportionate to the scale of the development in the area.

This fails to align with paragraph 42 of the NPPF which states that 'the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits'.

I therefore urge the Inspectors to require further modifications, including the removal or reassessment of SS19, to ensure the Plan is sound

I appreciate the opportunity to comment and urge the Inspectors and the Council to reconsider the Main Modifications to ensure the Local Plan remains robust, equitable, and fit for purpose.

Yours sincerely,

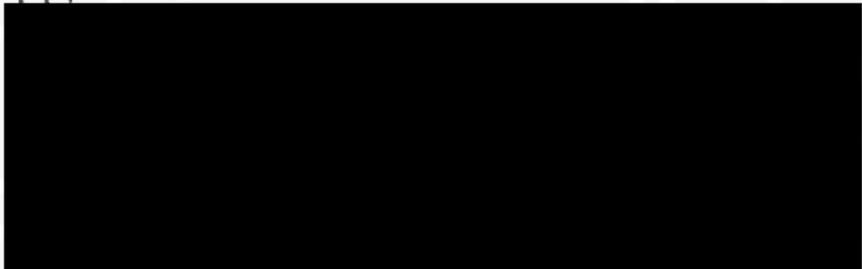
MR & MRS. D. BARKER.





M^r A CRONSHAW
M^{rs} C CRONSHAW

17426



Dear Strategic Planning Team,

I am writing to object to the proposed Main Modifications to the Sheffield Local Plan, and particularly those that impact site SS19. While I recognise the need for a sound and deliverable plan, several of the modifications materially weaken safeguards that are essential for public safety, statutory compliance, and the fair distribution of development impacts across the city.

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There are also significant concerns about primary school provision across the S12 area, with Charnock Primary Academy (the primary school closest to SS19) already being **oversubscribed** by 33% (Sheffield City Council, 2025). The plan proposes the development of approximately 1,600 new homes in this part of the city (Draft Sheffield Local Plan Interactive Map and Sheffield Additional Site Allocations), growth that would ordinarily require a new primary school if delivered as a single strategic development. However, the plan fails to demonstrate that essential education infrastructure can support the proposed level of growth.

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Concerns around the impact of development on health and wellbeing are supported by the revised IIA which states that 'some new site allocations may reduce the overall amenity experienced by nearby residents. Although the Plan already includes measures to minimise these effects, it is unlikely that all remaining negative impacts can be fully avoided'. Paragraph 5.2.2 of this document also acknowledges that removal of greenbelt will have 'some negative effects in terms of mental health and wellbeing' on surrounding communities.

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A. CRONSHAW
C. CRONSHAW

firm commitment to secure transport **improvements** proportionate to development scale and impact, supported by planning obligations and the Infrastructure Delivery Plan.

This is particularly important for the S12 area, where transport is a significant concern in relation to the scale of development proposed. The Sheffield Local Plan identifies **approximately** 1,600 new homes across S12, which will inevitably generate a substantial increase in traffic movements and place additional pressure on an already constrained local road network. However, due to the dispersed spatial distribution of these allocations, there is currently no clear or coordinated transport strategy **demonstrating** how the cumulative impact of these developments will be mitigated.

The plan does not provide sufficient detail regarding required junction improvements, public transport capacity, pedestrian and cycling infrastructure, or wider highway mitigation measures necessary to support this level of growth. Without clear and deliverable transport commitments, there is a risk that the cumulative traffic impacts will significantly worsen congestion, reduce road safety, and undermine the sustainability of the area. Paragraph 5.6.5. If the IIA states that site SS19 'benefits from its proximity to the blue tram route and a high-frequency bus corridor', however, the lived experience of current residents is that this route is already under pressure during peak times and buses are infrequent and unreliable. As such, it is unclear how the proposed level of housing growth in S12 can be accommodated without substantial and clearly defined transport infrastructure improvements.

MM127 & MM128- The Plan suggests that Green Belt windfall sites could deliver up to 50% affordable housing, but there is no evidence this is achievable in practice. In fact, the Council's own evidence shows that sites like SS19 are only likely to deliver around 30% affordable housing. This creates a clear gap between what the policy promises and what can actually be delivered.

The Plan also relies on "windfall" sites to deliver higher levels of affordable housing. However, windfall sites are uncertain and cannot be guaranteed to come forward, or to deliver the infrastructure and affordable housing needed.

This means the Plan is relying on outcomes that may never happen, while still allowing development on Green Belt land.

The Council's own housing needs evidence shows that the majority of housing need in Sheffield is for affordable housing. However, the Plan relies on sites such as SS19 that are only likely to deliver around 30% affordable housing, alongside uncertain windfall development. This fails to align with the identified need and undermines the justification for releasing Green Belt land. As a result, the approach is not justified, not reliable, and does not provide confidence that the promised affordable housing will be delivered.

MM224 MM 227- These modifications recognise that some sites have constraints (such as flood risk, access issues, and **environmental** limits), but there is no evidence of any level of recalculation to ascertain the reduction in buildable area and therefore reduction of the number of homes expected from those sites.

This raises concerns that the Plan is **overestimating** how many homes can actually be delivered. If parts of sites cannot be built on, the total housing numbers should be reduced accordingly.

In the case of sites such as SES13, the Plan **acknowledges** the need for buffers but does not reassess how this affects the number of homes the site can deliver.

More worryingly, SS19 is not included in these modifications even with significant constraints, including flood risk and the ecological corridor as well as additional buffers for the brook and hedgerows, this creates a risk that the Plan is relying on housing numbers that are not realistic, which undermines confidence that the overall housing target can be met & with such a low "buffer" of housing above the target, the plan could fail should the reality be reflected.

As a result, the Plan is not reliable, the modifications are not consistent across sites and does not provide a clear or accurate picture of what can actually be delivered.

MM429 (SS19) - The S12 Green Belt Action Group has submitted two previous consultation statements for MM429 (SS19) which highlight significant site constraints including flood risk and the ecological corridor, the need to protect the robin brook and its impact on the Moss Valley SSSI along with access constraints and hedgerow buffers but SS19 is not referenced in MM224 or MM227, which should require recalculation of housing impact across site allocations. This omission is concerning. If SS19's constraints are serious enough to warrant modification text, they should also trigger a **reassessment** of its contribution to housing supply. The failure to **cross-reference** SS19 in the impact recalculation undermines the credibility of the housing trajectory and suggests that **constraint-driven** reductions are not being applied consistently. This raises soundness concerns under NPPF paragraph 36(b) and (c): the plan may not be justified or effective if constrained sites are retained without transparent recalibration. The inconsistency also risks undermining spatial equity, as less constrained sites may be **overburdened** to compensate for undeliverable allocations like SS19.

It is also apparent that even with amended brook buffers and hedgerow buffers, the appropriate buffering has not been removed from the developable area, it is believed this will have an impact on the number of houses that are deliverable on the site and therefore impact the viability of the site.

The modifications also fail to consider the impact of North East Derbyshire District Council's Local Plan, particularly its proposed allocation immediately adjacent to SS19 (site reference 45900), which could deliver a further 348 homes alongside shops or a care facility. It is significant that the landowner, promoter and developer for site 45900 are the same as for SS19, yet NEDDC has assessed 45900 as unsuitable for development due to the same constraints repeatedly raised in relation to SS19.

The development of 45900 would create a single, continuous **cross-boundary** block of development that would clearly conflict with several of the Green Belt purposes set out in national policy: they would **fail to check the unrestricted sprawl** of the existing built-up area, **erode the separation between Sheffield and North East Derbyshire**, and **constitute significant countryside encroachment**. The two **developments** would effectively double the size of the Charnock estate with no planned proportionate infrastructure to support this rapid growth.

A. CRONSHAW
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There appears to have been no meaningful collaboration with Sheffield City Council to assess the combined effects of these neighbouring proposals. The absence of any **cross-boundary** assessment represents a clear gap in the evidence base and undermines the justification for retaining SS19 in the plan.

This raises serious concerns regarding compliance with the Duty to Cooperate and further undermines the soundness of the Plan.

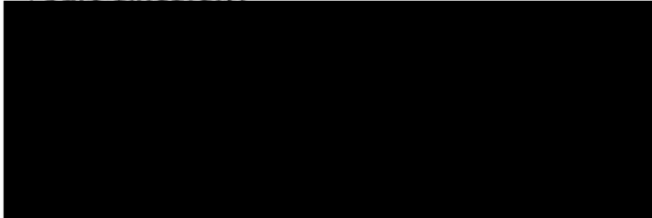
In conclusion, the main modifications do not adequately address the constraints and concerns highlighted in previous consultations, or during the public hearings. For the plan to be sound, it depends on modifications being made, however those proposed are vague and lack the detail to demonstrate that they are specific, credible, deliverable or proportionate to the scale of the development in the area.

This fails to align with paragraph 42 of the NPPF which states that 'the more issues that can be resolved at pre-application stage, including the need to deliver **improvements** in infrastructure and affordable housing, the greater the benefits'.

I therefore urge the Inspectors to require further modifications, including the removal or **reassessment** of SS19, to ensure the Plan is sound

I appreciate the opportunity to comment and urge the Inspectors and the Council to reconsider the Main Modifications to ensure the Local Plan remains robust, equitable, and fit for purpose.

Yours sincerely,



REFG.0006

Mr A. Gell
Mrs J. Gell

Dear Strategic Planning Team,

I am writing to object to the proposed Main Modifications to the Sheffield Local Plan, and particularly those that impact site SS19. While I recognise the need for a sound and deliverable plan, several of the modifications materially weaken safeguards that are essential for public safety, statutory compliance, and the fair distribution of development impacts across the city.

For these reasons, the proposed modifications fail to meet the tests of soundness set out in paragraph 36 of the National Planning Policy Framework (NPPF), specifically that the Plan must be justified, effective, and consistent with national policy.

I therefore set out below my objections to specific modifications.

MM7- This reframes the purpose of the Green Belt by highlighting only its role in supporting urban regeneration, while omitting the full set of Green Belt purposes set out in the NPPF. This narrow and reductive wording misrepresents national policy, weakens the strategic function of the Green Belt, and risks distorting future decision-making by implying that regeneration is its primary or sole purpose. Sheffield's Green Belt prevents sprawl and safeguards the countryside, yet MM7's selective emphasis creates an imbalanced narrative that could be used to justify further releases. The modification is therefore not justified, not effective, and should be amended to reflect the complete statutory purposes of the Green Belt.

Further to this, paragraph 5.9.8 of the Integrated Impact Assessment Report Addendum: Modifications Consultation (referred to in this document as IIA from this point) IIA confirms that 'permanent negative effects would remain' on the environment and landscape character of SS19 as a result of its development. The assessment also confirms in paragraph 5.9.12 that the moderation of allocating green belt sites for development will have predominantly negative effects that will be difficult to fully mitigate.

MM10 MM11 MM90-MM93 - The Sheffield Local Plan relies on a significant windfall allowance of 7,475 homes out of a total supply of 39,159 homes (MM90), equating to approximately 19% of the overall housing supply.

This represents a substantial proportion of housing delivery being dependent on unallocated and uncertain sites, which by definition are not plan-led. The Plan does not provide sufficient evidence to demonstrate that this level of windfall delivery will be realised in a consistent, sustainable, or timely manner.

MM92 defines that the housing trajectory shows that the Sheffield Local Plan delivers only 298 dwellings above the identified requirement of 38,020 homes.

This represents a margin of less than 1% across the entire plan period, providing no meaningful flexibility to account for delays, non-delivery, viability issues, or infrastructure constraints. This is particularly concerning given the Plan provides only a very small margin above its housing requirement, meaning any shortfall in windfall delivery would result in the Plan failing to meet its targets.

MM18- With SS19 being one of the first green belt sites to be developed, and a year 7 place deficit until 2028/29, this does not provide the assurance that there will be adequate educational provision in the S12 area. Paragraph 3.2.3 of the Integrated Impact Assessment Report Addendum: Modifications Consultation states that, if a city centre school was built, it would be unlikely to be ready in time for the forecast peak deficit in places, weakening this mitigation further still. The moderation also fails to address how the educational needs of a post 16 student population, which continues to rise and will peak in 2028/29, will be met. This is a particular concern for S12 as the population will increase significantly with the planned development and south-east Sheffield has no post-16 provision.

There are also significant concerns about primary school provision across the S12 area, with Charnock Primary Academy (the primary school closest to SS19) already being oversubscribed by 33% (Sheffield City Council, 2025). The plan proposes the development of **approximately** 1,600 new homes in this part of the city (Draft Sheffield Local Plan Interactive Map and Sheffield Additional Site Allocations), growth that would ordinarily require a new primary school if delivered as a single strategic development. However, the plan fails to demonstrate that essential education infrastructure can support the proposed level of growth.

MM19- The wording "include consideration" is non-binding and fails to secure delivery. The modification does not commit to a new facility, which is not allocated a site, and does not address the spatial mismatch between need and provision. S12, which lies outside the Central Sub-Area, is expected to absorb significant residential growth with just one extra consultation room being allocated to the area in the plan, despite having pockets of high deprivation and subsequent poor health outcomes. MM19 does not demonstrate how healthcare needs arising from this growth will be met, and fails the NPPF tests of effectiveness and justification, and risks exacerbating health inequalities unless strengthened.

Concerns around the impact of development on health and wellbeing are supported by the revised IIA which states that 'some new site allocations may reduce the overall amenity experienced by nearby residents. Although the Plan already includes measures to minimise these effects, it is unlikely that all remaining negative impacts can be fully avoided'. Paragraph 5.2.2 of this document also **acknowledges** that removal of greenbelt will have 'some negative effects in terms of mental health and wellbeing' on surrounding communities.

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Yours sincerely

[Redacted signature]

[Redacted contact information]

REF: 0007



Dear Strategic Planning Team,

I am writing to object to the proposed Main Modifications to the Sheffield Local Plan, and particularly those that impact site SS19. While I recognise the need for a sound and deliverable plan, several of the modifications materially weaken safeguards that are essential for public safety, statutory compliance, and the fair distribution of development impacts across the city.

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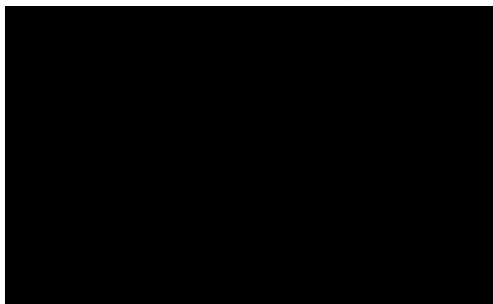
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Yours sincerely,

P. Stevenson 1972 PHU 10 STEVENSON



REFG. 0008

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This represents a margin of less than 1% across the entire plan period, providing no meaningful flexibility to account for delays, non-delivery, viability issues, or infrastructure constraints. This is particularly concerning given the Plan provides only a very small margin above its housing requirement, meaning any shortfall in windfall delivery would result in the Plan failing to meet its targets.

MM18- With SS19 being one of the first green belt sites to be developed, and a year 7 place deficit until 2028/29, this does not provide the assurance that there will be adequate educational provision in the S12 area. Paragraph 3.2.3 of the Integrated Impact Assessment Report Addendum: Modifications Consultation states that, if a city centre school was built, it would be unlikely to be ready in time for the forecast peak deficit in places, weakening this mitigation further still. The moderation also fails to address how the educational needs of a post 16 student population, which continues to rise and will peak in 2028/29, will be met. This is a particular concern for S12 as the population will increase significantly with the planned development and south-east Sheffield has no post-16 provision.

There are also significant concerns about primary school provision across the S12 area, with Charnock Primary Academy (the primary school closest to SS19) already being oversubscribed by 33% (Sheffield City Council, 2025). The plan proposes the development of approximately 1,600 new homes in this part of the city (Draft Sheffield Local Plan Interactive Map and Sheffield Additional Site Allocations), growth that would ordinarily require a new primary school if delivered as a single strategic development. However, the plan fails to demonstrate that essential education infrastructure can support the proposed level of growth.

MM19- The wording “include consideration” is non-binding and fails to secure delivery. The modification does not commit to a new facility, which is not allocated a site, and does not address the spatial mismatch between need and provision. S12, which lies outside the Central Sub-Area, is expected to absorb significant residential growth with just one extra consultation room being allocated to the area in the plan, despite having pockets of high deprivation and subsequent poor health outcomes. MM19 does not demonstrate how healthcare needs arising from this growth will be met, and fails the NPPF tests of effectiveness and justification, and risks exacerbating health inequalities unless strengthened.

Concerns around the impact of development on health and wellbeing are supported by the revised IIA which states that ‘some new site allocations may reduce the overall amenity experienced by nearby residents. Although the Plan already includes measures to minimise these effects, it is unlikely that all remaining negative impacts can be fully avoided’. Paragraph 5.2.2 of this document also acknowledges that removal of greenbelt will have ‘some negative effects in terms of mental health and wellbeing’ on surrounding communities.

MM20 -The phrase “wherever practicable” is unacceptably ambiguous in a policy area that is critical to sustainable development and infrastructure delivery. It provides no commitment or assurance that

transport improvements will be secured. The modification fails the NPPF tests of effectiveness and clarity, and risks undermining modal shift, accessibility, and safety objectives. It also weakens the plan's ability to secure equitable outcomes across sub-areas. The wording must be replaced with a firm commitment to secure transport improvements proportionate to development scale and impact, supported by planning obligations and the Infrastructure Delivery Plan.

This is particularly important for the S12 area, where transport is a significant concern in relation to the scale of development proposed. The Sheffield Local Plan identifies approximately 1,600 new homes across S12, which will inevitably generate a substantial increase in traffic movements and place additional pressure on an already constrained local road network. However, due to the dispersed spatial distribution of these allocations, there is currently no clear or coordinated transport strategy demonstrating how the cumulative impact of these developments will be mitigated.

The plan does not provide sufficient detail regarding required junction improvements, public transport capacity, pedestrian and cycling infrastructure, or wider highway mitigation measures necessary to support this level of growth. Without clear and deliverable transport commitments, there is a risk that the cumulative traffic impacts will significantly worsen congestion, reduce road safety, and undermine the sustainability of the area. Paragraph 5.6.5. If the IIA states that site SS19 'benefits from its proximity to the blue tram route and a high-frequency bus corridor', however, the lived experience of current residents is that this route is already under pressure during peak times and buses are infrequent and unreliable. As such, it is unclear how the proposed level of housing growth in S12 can be accommodated without substantial and clearly defined transport infrastructure improvements.

MM127 & MM128- The Plan suggests that Green Belt windfall sites could deliver up to 50% affordable housing, but there is no evidence this is achievable in practice. In fact, the Council's own evidence shows that sites like SS19 are only likely to deliver around 30% affordable housing. This creates a clear gap between what the policy promises and what can actually be delivered.

The Plan also relies on "windfall" sites to deliver higher levels of affordable housing. However, windfall sites are uncertain and cannot be guaranteed to come forward, or to deliver the infrastructure and affordable housing needed.

This means the Plan is relying on outcomes that may never happen, while still allowing development on Green Belt land.

The Council's own housing needs evidence shows that the majority of housing need in Sheffield is for affordable housing. However, the Plan relies on sites such as SS19 that are only likely to deliver around 30% affordable housing, alongside uncertain windfall development. This fails to align with the identified need and undermines the justification for releasing Green Belt land. As a result, the approach is not justified, not reliable, and does not provide confidence that the promised affordable housing will be delivered.

MM224 MM 227- These modifications recognise that some sites have constraints (such as flood risk, access issues, and environmental limits), but there is no evidence of any level of recalculation to

ascertain the reduction in buildable area and therefore reduction of the number of homes expected from those sites.

This raises concerns that the Plan is overestimating how many homes can actually be delivered. If parts of sites cannot be built on, the total housing numbers should be reduced accordingly.

In the case of sites such as SES13, the Plan acknowledges the need for buffers but does not reassess how this affects the number of homes the site can deliver.

More worryingly, SS19 is not included in these modifications even with significant constraints, including flood risk and the ecological corridor as well as additional buffers for the brook and hedgerows, this creates a risk that the Plan is relying on housing numbers that are not realistic, which undermines confidence that the overall housing target can be met & with such a low "buffer" of housing above the target, the plan could fail should the reality be reflected.

As a result, the Plan is not reliable, the modifications are not consistent across sites and does not provide a clear or accurate picture of what can actually be delivered.

MM429 (SS19) - The S12 Green Belt Action Group has submitted two previous consultation statements for MM429 (SS19) which highlight significant site constraints including flood risk and the ecological corridor, the need to protect the robin brook and its impact on the Moss Valley SSSI along with access constraints and hedgerow buffers but SS19 is not referenced in MM224 or MM227, which should require recalculation of housing impact across site allocations. This omission is concerning. If SS19's constraints are serious enough to warrant modification text, they should also trigger a reassessment of its contribution to housing supply. The failure to cross-reference SS19 in the impact recalculation undermines the credibility of the housing trajectory and suggests that constraint-driven reductions are not being applied consistently. This raises soundness concerns under NPPF paragraph 36(b) and (c): the plan may not be justified or effective if constrained sites are retained without transparent recalibration. The inconsistency also risks undermining spatial equity, as less constrained sites may be overburdened to compensate for undeliverable allocations like SS19.

It is also apparent that even with amended brook buffers and hedgerow buffers, the appropriate buffering has not been removed from the developable area, it is believed this will have an impact on the number of houses that are deliverable on the site and therefore impact the viability of the site.

The modifications also fail to consider the impact of North East Derbyshire District Council's Local Plan, particularly its proposed allocation immediately adjacent to SS19 (site reference 45900), which could deliver a further 348 homes alongside shops or a care facility. It is significant that the landowner, promoter and developer for site 45900 are the same as for SS19, yet NEDDC has assessed 45900 as unsuitable for development due to the same constraints repeatedly raised in relation to SS19.

The development of 45900 would create a single, continuous cross-boundary block of development that would clearly conflict with several of the Green Belt purposes set out in national policy: they would **fail to check the unrestricted sprawl** of the existing built-up area, **erode the separation**

between Sheffield and North East Derbyshire, and constitute significant countryside encroachment. The two developments would effectively double the size of the Charnock estate with no planned proportionate infrastructure to support this rapid growth.

There appears to have been no meaningful collaboration with Sheffield City Council to assess the combined effects of these neighbouring proposals. The absence of any cross-boundary assessment represents a clear gap in the evidence base and undermines the justification for retaining SS19 in the plan.

This raises serious concerns regarding compliance with the Duty to Cooperate and further undermines the soundness of the Plan.


In conclusion, the main modifications do not adequately address the constraints and concerns highlighted in previous consultations, or during the public hearings. For the plan to be sound, it depends on modifications being made, however those proposed are vague and lack the detail to demonstrate that they are specific, credible, deliverable or proportionate to the scale of the development in the area.

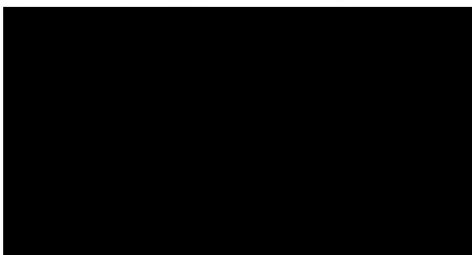
This fails to align with paragraph 42 of the NPPF which states that 'the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits'.

I therefore urge the Inspectors to require further modifications, including the removal or reassessment of SS19, to ensure the Plan is sound

I appreciate the opportunity to comment and urge the Inspectors and the Council to reconsider the Main Modifications to ensure the Local Plan remains robust, equitable, and fit for purpose.

Yours sincerely,


MR. J. STEVENSON



REF: 0009



Dear Strategic Planning Team,

I am writing to object to the proposed Main Modifications to the Sheffield Local Plan, and particularly those that impact site SS19. While I recognise the need for a sound and deliverable plan, several of the modifications materially weaken safeguards that are essential for public safety, statutory compliance, and the fair distribution of development impacts across the city.

For these reasons, the proposed modifications fail to meet the tests of soundness set out in paragraph 36 of the National Planning Policy Framework (NPPF), specifically that the Plan must be justified, effective, and consistent with national policy.

I therefore set out below my objections to specific modifications.

MM7- This reframes the purpose of the Green Belt by highlighting only its role in supporting urban regeneration, while omitting the full set of Green Belt purposes set out in the NPPF. This narrow and reductive wording misrepresents national policy, weakens the strategic function of the Green Belt, and risks distorting future decision-making by implying that regeneration is its primary or sole purpose. Sheffield's Green Belt prevents sprawl and safeguards the countryside, yet MM7's selective emphasis creates an imbalanced narrative that could be used to justify further releases. The modification is therefore not justified, not effective, and should be amended to reflect the complete statutory purposes of the Green Belt.

Further to this, paragraph 5.9.8 of the Integrated Impact Assessment Report Addendum: Modifications Consultation (referred to in this document as IIA from this point) IIA confirms that 'permanent negative effects would remain' on the environment and landscape character of SS19 as a result of its development. The assessment also confirms in paragraph 5.9.12 that the moderation of allocating green belt sites for development will have predominantly negative effects that will be difficult to fully mitigate.

MM10 MM11 MM90-MM93 - The Sheffield Local Plan relies on a significant windfall allowance of 7,475 homes out of a total supply of 39,159 homes (MM90), equating to approximately 19% of the overall housing supply.

This represents a substantial proportion of housing delivery being dependent on unallocated and uncertain sites, which by definition are not plan-led. The Plan does not provide sufficient evidence to demonstrate that this level of windfall delivery will be realised in a consistent, sustainable, or timely manner.



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This represents a margin of less than 1% across the entire plan period, providing no meaningful flexibility to account for delays, non-delivery, viability issues, or infrastructure constraints. This is particularly concerning given the Plan provides only a very small margin above its housing requirement, meaning any shortfall in windfall delivery would result in the Plan failing to meet its targets.

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There are also significant concerns about primary school provision across the S12 area, with Charnock Primary Academy (the primary school closest to SS19) already being oversubscribed by 33% (Sheffield City Council, 2025). The plan proposes the development of approximately 1,600 new homes in this part of the city (Draft Sheffield Local Plan Interactive Map and Sheffield Additional Site Allocations), growth that would ordinarily require a new primary school if delivered as a single strategic development. However, the plan fails to demonstrate that essential education infrastructure can support the proposed level of growth.

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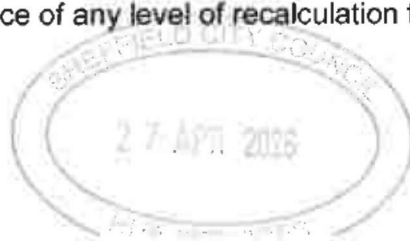
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The modifications also fail to consider the impact of North East Derbyshire District Council's Local Plan, particularly its proposed allocation immediately adjacent to SS19 (site reference 45900), which could deliver a further 348 homes alongside shops or a care facility. It is significant that the landowner, promoter and developer for site 45900 are the same as for SS19, yet NEDDC has assessed 45900 as unsuitable for development due to the same constraints repeatedly raised in relation to SS19.

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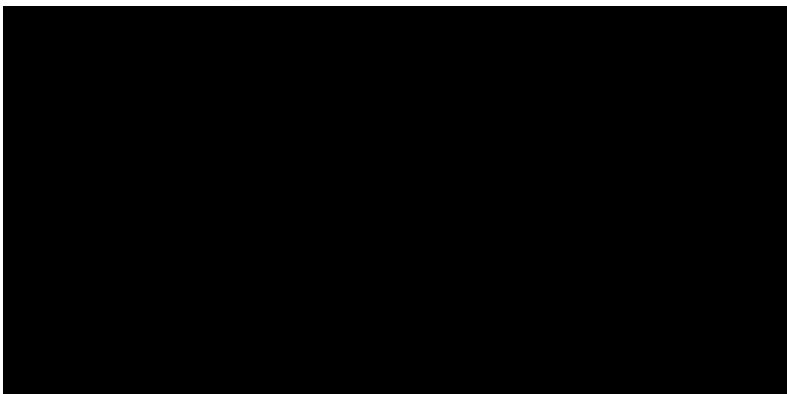
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This fails to align with paragraph 42 of the NPPF which states that 'the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits'.

I therefore urge the Inspectors to require further modifications, including the removal or reassessment of SS19, to ensure the Plan is sound

I appreciate the opportunity to comment and urge the Inspectors and the Council to reconsider the Main Modifications to ensure the Local Plan remains robust, equitable, and fit for purpose.

Yours sincerely,



(STUART & GLENDA O. MITTON)



REFG.0010

28TH APRIL, 2026

Dear Strategic Planning Team,

I am writing to object to the proposed Main Modifications to the Sheffield Local Plan, and particularly those that impact site SS19. While I recognise the need for a sound and deliverable plan, several of the modifications materially weaken safeguards that are essential for public safety, statutory compliance, and the fair distribution of development impacts across the city.

For these reasons, the proposed modifications fail to meet the tests of soundness set out in paragraph 36 of the National Planning Policy Framework (NPPF), specifically that the Plan must be justified, effective, and consistent with national policy.

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This represents a substantial proportion of housing delivery being dependent on unallocated and uncertain sites, which by definition are not plan-led. The Plan does not provide sufficient evidence to demonstrate that this level of windfall delivery will be realised in a consistent, sustainable, or timely manner.



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This fails to align with paragraph 42 of the NPPF which states that 'the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits'.

I therefore urge the Inspectors to require further modifications, including the removal or reassessment of SS19, to ensure the Plan is sound

I appreciate the opportunity to comment and urge the Inspectors and the Council to reconsider the Main Modifications to ensure the Local Plan remains robust, equitable, and fit for purpose.

Yours sincerely,



REF 6.0011



Dear Strategic Planning Team,

I am writing to object to the proposed Main Modifications to the Sheffield Local Plan, and particularly those that impact site SS19. While I recognise the need for a sound and deliverable plan, several of the modifications materially weaken safeguards that are essential for public safety, statutory compliance, and the fair distribution of development impacts across the city.

For these reasons, the proposed modifications fail to meet the tests of soundness set out in paragraph 36 of the National Planning Policy Framework (NPPF), specifically that the Plan must be justified, effective, and consistent with national policy.

I therefore set out below my objections to specific modifications.

MM7- This reframes the purpose of the Green Belt by highlighting only its role in supporting urban regeneration, while omitting the full set of Green Belt purposes set out in the NPPF. This narrow and reductive wording misrepresents national policy, weakens the strategic function of the Green Belt, and risks distorting future decision-making by implying that regeneration is its primary or sole purpose. Sheffield's Green Belt prevents sprawl and safeguards the countryside, yet MM7's selective emphasis creates an imbalanced narrative that could be used to justify further releases. The modification is therefore not justified, not effective, and should be amended to reflect the complete statutory purposes of the Green Belt.

Further to this, paragraph 5.9.8 of the Integrated Impact Assessment Report Addendum: Modifications Consultation (referred to in this document as IIA from this point) IIA confirms that 'permanent negative effects would remain' on the environment and landscape character of SS19 as a result of its development. The assessment also confirms in paragraph 5.9.12 that the moderation of allocating green belt sites for development will have predominantly negative effects that will be difficult to fully mitigate.

MM10 MM11 MM90-MM93 - The Sheffield Local Plan relies on a significant windfall allowance of 7,475 homes out of a total supply of 39,159 homes (MM90), equating to approximately 19% of the overall housing supply.

This represents a substantial proportion of housing delivery being dependent on unallocated and uncertain sites, which by definition are not plan-led. The Plan does not provide sufficient evidence to demonstrate that this level of windfall delivery will be realised in a consistent, sustainable, or timely manner.

MM92 defines that the housing trajectory shows that the Sheffield Local Plan delivers only 298 dwellings above the identified requirement of 38,020 homes.

This represents a margin of less than 1% across the entire plan period, providing no meaningful flexibility to account for delays, non-delivery, viability issues, or infrastructure constraints. This is particularly concerning given the Plan provides only a very small margin above its housing requirement, meaning any shortfall in windfall delivery would result in the Plan failing to meet its targets.

MM18- With SS19 being one of the first green belt sites to be developed, and a year 7 place deficit until 2028/29, this does not provide the assurance that there will be adequate educational provision in the S12 area. Paragraph 3.2.3 of the Integrated Impact Assessment Report Addendum: Modifications Consultation states that, if a city centre school was built, it would be unlikely to be ready in time for the forecast peak deficit in places, weakening this mitigation further still. The moderation also fails to address how the educational needs of a post 16 student population, which continues to rise and will peak in 2028/29, will be met. This is a particular concern for S12 as the population will increase significantly with the planned development and south-east Sheffield has no post-16 provision.

There are also significant concerns about primary school provision across the S12 area, with Charnock Primary Academy (the primary school closest to SS19) already being oversubscribed by 33% (Sheffield City Council, 2025). The plan proposes the development of approximately 1,600 new homes in this part of the city (Draft Sheffield Local Plan Interactive Map and Sheffield Additional Site Allocations), growth that would ordinarily require a new primary school if delivered as a single strategic development. However, the plan fails to demonstrate that essential education infrastructure can support the proposed level of growth.

MM19- The wording "include consideration" is non-binding and fails to secure delivery. The modification does not commit to a new facility, which is not allocated a site, and does not address the spatial mismatch between need and provision. S12, which lies outside the Central Sub-Area, is expected to absorb significant residential growth with just one extra consultation room being allocated to the area in the plan, despite having pockets of high deprivation and subsequent poor health outcomes. MM19 does not demonstrate how healthcare needs arising from this growth will be met, and fails the NPPF tests of effectiveness and justification, and risks exacerbating health inequalities unless strengthened.

Concerns around the impact of development on health and wellbeing are supported by the revised IIA which states that 'some new site allocations may reduce the overall amenity experienced by nearby residents. Although the Plan already includes measures to minimise these effects, it is unlikely that all remaining negative impacts can be fully avoided'. Paragraph 5.2.2 of this document also acknowledges that removal of greenbelt will have 'some negative effects in terms of mental health and wellbeing' on surrounding communities.

MM20 -The phrase "wherever practicable" is unacceptably ambiguous in a policy area that is critical to sustainable development and infrastructure delivery. It provides no commitment or assurance that

transport improvements will be secured. The modification fails the NPPF tests of effectiveness and clarity, and risks undermining modal shift, accessibility, and safety objectives. It also weakens the plan's ability to secure equitable outcomes across sub-areas. The wording must be replaced with a firm commitment to secure transport improvements proportionate to development scale and impact, supported by planning obligations and the Infrastructure Delivery Plan.

This is particularly important for the S12 area, where transport is a significant concern in relation to the scale of development proposed. The Sheffield Local Plan identifies approximately 1,600 new homes across S12, which will inevitably generate a substantial increase in traffic movements and place additional pressure on an already constrained local road network. However, due to the dispersed spatial distribution of these allocations, there is currently no clear or coordinated transport strategy demonstrating how the cumulative impact of these developments will be mitigated.

The plan does not provide sufficient detail regarding required junction improvements, public transport capacity, pedestrian and cycling infrastructure, or wider highway mitigation measures necessary to support this level of growth. Without clear and deliverable transport commitments, there is a risk that the cumulative traffic impacts will significantly worsen congestion, reduce road safety, and undermine the sustainability of the area. Paragraph 5.6.5. If the IIA states that site SS19 'benefits from its proximity to the blue tram route and a high-frequency bus corridor', however, the lived experience of current residents is that this route is already under pressure during peak times and buses are infrequent and unreliable. As such, it is unclear how the proposed level of housing growth in S12 can be accommodated without substantial and clearly defined transport infrastructure improvements.

MM127 & MM128- The Plan suggests that Green Belt windfall sites could deliver up to 50% affordable housing, but there is no evidence this is achievable in practice. In fact, the Council's own evidence shows that sites like SS19 are only likely to deliver around 30% affordable housing. This creates a clear gap between what the policy promises and what can actually be delivered.

The Plan also relies on "windfall" sites to deliver higher levels of affordable housing. However, windfall sites are uncertain and cannot be guaranteed to come forward, or to deliver the infrastructure and affordable housing needed.

This means the Plan is relying on outcomes that may never happen, while still allowing development on Green Belt land.

The Council's own housing needs evidence shows that the majority of housing need in Sheffield is for affordable housing. However, the Plan relies on sites such as SS19 that are only likely to deliver around 30% affordable housing, alongside uncertain windfall development. This fails to align with the identified need and undermines the justification for releasing Green Belt land. As a result, the approach is not justified, not reliable, and does not provide confidence that the promised affordable housing will be delivered.

MM224 MM 227- These modifications recognise that some sites have constraints (such as flood risk, access issues, and environmental limits), but there is no evidence of any level of recalculation to

ascertain the reduction in buildable area and therefore reduction of the number of homes expected from those sites.

This raises concerns that the Plan is **overestimating** how many homes can actually be delivered. If parts of sites cannot be built on, the total housing numbers should be reduced accordingly.

In the case of sites such as SES13, the Plan acknowledges the need for buffers but does not reassess how this affects the number of homes the site can deliver.

More worryingly, SS19 is not included in these modifications even with significant constraints, including flood risk and the ecological corridor as well as additional buffers for the brook and hedgerows, this creates a risk that the Plan is relying on housing numbers that are not realistic, which undermines confidence that the overall housing target can be met & with such a low "buffer" of housing above the target, the plan could fail should the reality be reflected.

As a result, the Plan is not reliable, the modifications are not consistent across sites and does not provide a clear or accurate picture of what can actually be delivered.

MM429 (SS19) - The S12 Green Belt Action Group has submitted two previous consultation statements for MM429 (SS19) which highlight significant site constraints including flood risk and the ecological corridor, the need to protect the robin brook and its impact on the Moss Valley SSSI along with access constraints and hedgerow buffers but SS19 is not referenced in MM224 or MM227, which should require recalculation of housing impact across site allocations. This omission is concerning. If SS19's constraints are serious enough to warrant modification text, they should also trigger a reassessment of its contribution to housing supply. The failure to cross-reference SS19 in the impact recalculation undermines the credibility of the housing trajectory and suggests that constraint-driven reductions are not being applied consistently. This raises soundness concerns under NPPF paragraph 36(b) and (c): the plan may not be justified or effective if constrained sites are retained without transparent recalibration. The inconsistency also risks undermining spatial equity, as less constrained sites may be overburdened to compensate for undeliverable allocations like SS19.

It is also apparent that even with amended brook buffers and hedgerow buffers, the appropriate buffering has not been removed from the developable area, it is believed this will have an impact on the number of houses that are deliverable on the site and therefore impact the viability of the site.

The modifications also fail to consider the impact of North East Derbyshire District Council's Local Plan, particularly its proposed allocation immediately adjacent to SS19 (site reference 45900), which could deliver a further 348 homes alongside shops or a care facility. It is significant that the landowner, promoter and developer for site 45900 are the same as for SS19, yet NEDDC has assessed 45900 as unsuitable for development due to the same constraints repeatedly raised in relation to SS19.

The development of 45900 would create a single, continuous cross-boundary block of development that would clearly conflict with several of the Green Belt purposes set out in national policy: they would **fail to check the unrestricted sprawl** of the existing built-up area, **erode the separation**

between Sheffield and North East Derbyshire, and constitute significant countryside encroachment. The two developments would effectively double the size of the Charnock estate with no planned proportionate infrastructure to support this rapid growth.

There appears to have been no meaningful collaboration with Sheffield City Council to assess the combined effects of these neighbouring proposals. The absence of any cross-boundary assessment represents a clear gap in the evidence base and undermines the justification for retaining SS19 in the plan.

This raises serious concerns regarding compliance with the Duty to Cooperate and further undermines the soundness of the Plan.

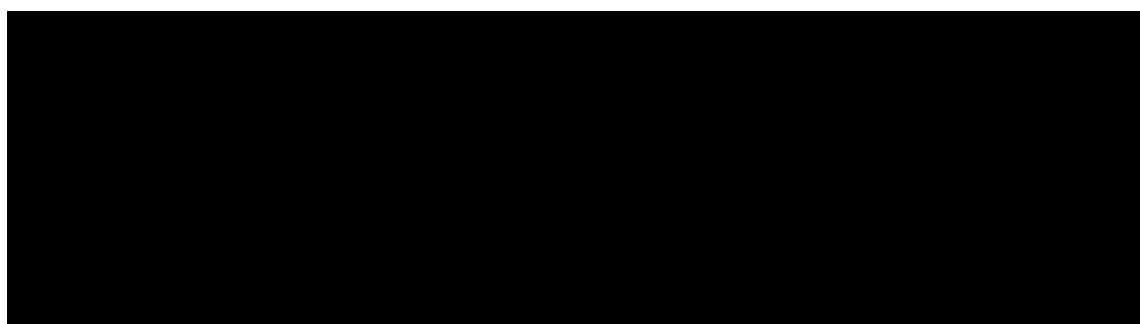
In conclusion, the main modifications do not adequately address the constraints and concerns highlighted in previous consultations, or during the public hearings. For the plan to be sound, it depends on modifications being made, however those proposed are vague and lack the detail to demonstrate that they are specific, credible, deliverable or proportionate to the scale of the development in the area.

This fails to align with paragraph 42 of the NPPF which states that 'the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits'.

I therefore urge the Inspectors to require further modifications, including the removal or reassessment of SS19, to ensure the Plan is sound

I appreciate the opportunity to comment and urge the Inspectors and the Council to reconsider the Main Modifications to ensure the Local Plan remains robust, equitable, and fit for purpose.

Yours sincerely,



REFG.0012

For the attention of [REDACTED] Strategic Planning Service Manager
Howden House,
1 Union Street,
Sheffield S1 2SH

28th April 2026

Dear Mr. [REDACTED]

Thank you for your letter, which, like all your correspondence is undated. However, this letter refers to additional dialogue which you have had with the Inspectors. I am not surprised they needed more dialogue, as I attended the meeting last October. It appeared to me that the Panel were not prepared for some of the questions asked by the Inspectors. They had to keep referring to each other until an answer could be given. I too found the answers, in some cases muddled, and unsatisfactory, particularly with regard to the input needed by Yorkshire Water before the building work could begin.

YORKSHIRE WATER REPRESENTATIVES SHOULD HAVE HAD THE OPPORTUNITY TO SPEAK AT THIS MEETING, They could have informed the Inspectors of the great difficulties both financially, and the skilled man power needed to carry out this complex work. Did the Panel not think it necessary to invite a Representative to attend this meeting?

The Plan was certainly kept under wraps from the residents, as when I spoke to members of the public, after I'd attended the Meeting in October, they told me that if they'd known about this, they would have attended. It appears to me that it was rushed through deliberately.

This would explain the gaps in the Panel's knowledge of the subject matter.

I am concerned about many issues re this Plan, but most of all about further FLOODING in this valley. My own home, together with many others, suffered badly during this time. One family had to be housed in hotel accommodation for weeks. It took months before our homes could be restored.

I'm sorry that I don't go on line, or that I cannot get down to the Town Hall to see the amendments on the revised plan. I realise how annoying it must be for other people, and it is frustrating for me as well.

I was pleased to hear that this meeting was recorded, as I would like to draw your attention again to what concerned me on other aspects of this proposed building programme on 'The Horses Field' at the bottom of Forge Lane. [REDACTED] It was important that I could speak out at this meeting. I think I am the oldest resident living here [REDACTED] and nearly 40 years have passed since I settled into this lovely place.

Yours sincerely,
R. Nicholson [REDACTED]



REF 6.0013



29 April 2026

**Sheffield City Council
Strategic Planning,
Howden House,
Union Street,
Sheffield,
S1 2SH.**

Dear Sirs,

Comments on The Sheffield Plan – Main Modification Consultation.

I am still totally unconvinced that the Sheffield Plan is unlawful, as it does not provide the legal respect of the Green Belt that is legally required. Firstly, the main protest group covering all of Sheffield has shown that Sheffield City Council has failed to consider using brownfield sites, which should be utilized before Green Belt sites are even considered. This observation is no different from previous comments, but it is still a significant comment that legally cannot be overlooked.

Secondly, construction on the Green Belt is legally allowed only under exceptional circumstances. However, Sheffield City Council appears to suggest that the exceptional circumstance is the need for affordable housing in the Ecclesfield, Chapeltown, Grenoside, and neighbouring areas. However, the main Green Belt protest group covering the whole of Sheffield has indicated that there is sufficient affordable housing in the aforementioned areas, with perhaps a need in the affluent areas towards the south of the city. Therefore, there are no legally required exceptional circumstances to warrant construction on Green Belt sites in the S35 and neighbouring areas. I am unable to agree with the Sheffield Plan in its present form for the reasons provided above. The Sheffield Plan needs to be legally sound, which, as it stands, it is not. The Green Belt is still protected by law, and Sheffield City Council needs to be aware of this and present a lawful Sheffield Plan.

Yours faithfully



Jeffrey Howell.



REF 6.0014

28 April 2026



Dear Strategic Planning Team,

I am writing to object to the proposed Main Modifications to the Sheffield Local Plan, and particularly those that impact site SS19. While I recognise the need for a sound and deliverable plan, several of the modifications materially weaken safeguards that are essential for public safety, statutory compliance, and the fair distribution of development impacts across the city.

For these reasons, the proposed modifications fail to meet the tests of soundness set out in paragraph 36 of the National Planning Policy Framework (NPPF), specifically that the Plan must be justified, effective, and consistent with national policy.

I therefore set out below my objections to specific modifications.

MM7- This reframes the purpose of the Green Belt by highlighting only its role in supporting urban regeneration, while omitting the full set of Green Belt purposes set out in the NPPF. This narrow and reductive wording misrepresents national policy, weakens the strategic function of the Green Belt, and risks distorting future decision-making by implying that regeneration is its primary or sole purpose. Sheffield's Green Belt prevents sprawl and safeguards the countryside, yet MM7's selective emphasis creates an imbalanced narrative that could be used to justify further releases. The modification is therefore not justified, not effective, and should be amended to reflect the complete statutory purposes of the Green Belt.

Further to this, paragraph 5.9.8 of the Integrated Impact Assessment Report Addendum: Modifications Consultation (referred to in this document as IIA from this point) IIA confirms that 'permanent negative effects would remain' on the environment and landscape character of SS19 as a result of its development. The assessment also confirms in paragraph 5.9.12 that the moderation of allocating green belt sites for development will have predominantly negative effects that will be difficult to fully mitigate.

MM10 MM11 MM90-MM93 - The Sheffield Local Plan relies on a significant windfall allowance of 7,475 homes out of a total supply of 39,159 homes (MM90), equating to approximately 19% of the overall housing supply.

This represents a substantial proportion of housing delivery being dependent on unallocated and uncertain sites, which by definition are not plan-led. The Plan does not provide sufficient evidence to demonstrate that this level of windfall delivery will be realised in a consistent, sustainable, or timely manner.

MM92 defines that the housing trajectory shows that the Sheffield Local Plan delivers only 298 dwellings above the identified requirement of 38,020 homes.

This represents a margin of less than 1% across the entire plan period, providing no meaningful flexibility to account for delays, non-delivery, viability issues, or infrastructure constraints. This is particularly concerning given the Plan provides only a very small margin above its housing requirement, meaning any shortfall in windfall delivery would result in the Plan failing to meet its targets.

MM18- With SS19 being one of the first green belt sites to be developed, and a year 7 place deficit until 2028/29, this does not provide the assurance that there will be adequate educational provision in the S12 area. Paragraph 3.2.3 of the Integrated Impact Assessment Report Addendum: Modifications Consultation states that, if a city centre school was built, it would be unlikely to be ready in time for the forecast peak deficit in places, weakening this mitigation further still. The moderation also fails to address how the educational needs of a post 16 student population, which continues to rise and will peak in 2028/29, will be met. This is a particular concern for S12 as the population will increase significantly with the planned development and south-east Sheffield has no post-16 provision.

There are also significant concerns about primary school provision across the S12 area, with Charnock Primary Academy (the primary school closest to SS19) already being oversubscribed by 33% (Sheffield City Council, 2025). The plan proposes the development of approximately 1,600 new homes in this part of the city (Draft Sheffield Local Plan Interactive Map and Sheffield Additional Site Allocations), growth that would ordinarily require a new primary school if delivered as a single strategic development. However, the plan fails to demonstrate that essential education infrastructure can support the proposed level of growth.

MM19- The wording "include consideration" is non-binding and fails to secure delivery. The modification does not commit to a new facility, which is not allocated a site, and does not address the spatial mismatch between need and provision. S12, which lies outside the Central Sub-Area, is expected to absorb significant residential growth with just one extra consultation room being allocated to the area in the plan, despite having pockets of high deprivation and subsequent poor health outcomes. MM19 does not demonstrate how healthcare needs arising from this growth will be met, and fails the NPPF tests of effectiveness and justification, and risks exacerbating health inequalities unless strengthened.

Concerns around the impact of development on health and wellbeing are supported by the revised IIA which states that 'some new site allocations may reduce the overall amenity experienced by nearby residents. Although the Plan already includes measures to minimise these effects, it is unlikely that all remaining negative impacts can be fully avoided'. Paragraph 5.2.2 of this document also acknowledges that removal of greenbelt will have 'some negative effects in terms of mental health and wellbeing' on surrounding communities.

MM20 -The phrase "wherever practicable" is unacceptably ambiguous in a policy area that is critical to sustainable development and infrastructure delivery. It provides no commitment or assurance that

transport improvements will be secured. The modification fails the NPPF tests of effectiveness and clarity, and risks undermining modal shift, accessibility, and safety objectives. It also weakens the plan's ability to secure equitable outcomes across sub-areas. The wording must be replaced with a firm commitment to secure transport improvements proportionate to development scale and impact, supported by planning obligations and the Infrastructure Delivery Plan.

This is particularly important for the S12 area, where transport is a significant concern in relation to the scale of development proposed. The Sheffield Local Plan identifies approximately 1,600 new homes across S12, which will inevitably generate a substantial increase in traffic movements and place additional pressure on an already constrained local road network. However, due to the dispersed spatial distribution of these allocations, there is currently no clear or coordinated transport strategy demonstrating how the cumulative impact of these developments will be mitigated.

The plan does not provide sufficient detail regarding required junction improvements, public transport capacity, pedestrian and cycling infrastructure, or wider highway mitigation measures necessary to support this level of growth. Without clear and deliverable transport commitments, there is a risk that the cumulative traffic impacts will significantly worsen congestion, reduce road safety, and undermine the sustainability of the area. Paragraph 5.6.5. If the IIA states that site SS19 'benefits from its proximity to the blue tram route and a high-frequency bus corridor', however, the lived experience of current residents is that this route is already under pressure during peak times and buses are infrequent and unreliable. As such, it is unclear how the proposed level of housing growth in S12 can be accommodated without substantial and clearly defined transport infrastructure improvements.

MM127 & MM128- The Plan suggests that Green Belt windfall sites could deliver up to 50% affordable housing, but there is no evidence this is achievable in practice. In fact, the Council's own evidence shows that sites like SS19 are only likely to deliver around 30% affordable housing. This creates a clear gap between what the policy promises and what can actually be delivered.

The Plan also relies on "windfall" sites to deliver higher levels of affordable housing. However, windfall sites are uncertain and cannot be guaranteed to come forward, or to deliver the infrastructure and affordable housing needed.

This means the Plan is relying on outcomes that may never happen, while still allowing development on Green Belt land.

The Council's own housing needs evidence shows that the majority of housing need in Sheffield is for affordable housing. However, the Plan relies on sites such as SS19 that are only likely to deliver around 30% affordable housing, alongside uncertain windfall development. This fails to align with the identified need and undermines the justification for releasing Green Belt land. As a result, the approach is not justified, not reliable, and does not provide confidence that the promised affordable housing will be delivered.

MM224 MM 227- These modifications recognise that some sites have constraints (such as flood risk, access issues, and environmental limits), but there is no evidence of any level of recalculation to

ascertain the reduction in buildable area and therefore reduction of the number of homes expected from those sites.

This raises concerns that the Plan is overestimating how many homes can actually be delivered. If parts of sites cannot be built on, the total housing numbers should be reduced accordingly.

In the case of sites such as SES13, the Plan acknowledges the need for buffers but does not reassess how this affects the number of homes the site can deliver.

More worryingly, SS19 is not included in these modifications even with significant constraints, including flood risk and the ecological corridor as well as additional buffers for the brook and hedgerows, this creates a risk that the Plan is relying on housing numbers that are not realistic, which undermines confidence that the overall housing target can be met & with such a low "buffer" of housing above the target, the plan could fail should the reality be reflected.

As a result, the Plan is not reliable, the modifications are not consistent across sites and does not provide a clear or accurate picture of what can actually be delivered.

MM429 (SS19) - The S12 Green Belt Action Group has submitted two previous consultation statements for MM429 (SS19) which highlight significant site constraints including flood risk and the ecological corridor, the need to protect the robin brook and its impact on the Moss Valley SSSI along with access constraints and hedgerow buffers but SS19 is not referenced in MM224 or MM227, which should require recalculation of housing impact across site allocations. This omission is concerning. If SS19's constraints are serious enough to warrant modification text, they should also trigger a reassessment of its contribution to housing supply. The failure to cross-reference SS19 in the impact recalculation undermines the credibility of the housing trajectory and suggests that constraint-driven reductions are not being applied consistently. This raises soundness concerns under NPPF paragraph 36(b) and (c): the plan may not be justified or effective if constrained sites are retained without transparent recalibration. The inconsistency also risks undermining spatial equity, as less constrained sites may be overburdened to compensate for undeliverable allocations like SS19.

It is also apparent that even with amended brook buffers and hedgerow buffers, the appropriate buffering has not been removed from the developable area, it is believed this will have an impact on the number of houses that are deliverable on the site and therefore impact the viability of the site.

The modifications also fail to consider the impact of North East Derbyshire District Council's Local Plan, particularly its proposed allocation immediately adjacent to SS19 (site reference 45900), which could deliver a further 348 homes alongside shops or a care facility. It is significant that the landowner, promoter and developer for site 45900 are the same as for SS19, yet NEDDC has assessed 45900 as unsuitable for development due to the same constraints repeatedly raised in relation to SS19.

The development of 45900 would create a single, continuous cross-boundary block of development that would clearly conflict with several of the Green Belt purposes set out in national policy: they would **fail to check the unrestricted sprawl** of the existing built-up area, **erode the separation**

between Sheffield and North East Derbyshire, and constitute significant countryside encroachment. The two developments would effectively double the size of the Charnock estate with no planned proportionate infrastructure to support this rapid growth.

There appears to have been no meaningful collaboration with Sheffield City Council to assess the combined effects of these neighbouring proposals. The absence of any cross-boundary assessment represents a clear gap in the evidence base and undermines the justification for retaining SS19 in the plan.

This raises serious concerns regarding compliance with the Duty to Cooperate and further undermines the soundness of the Plan.

In conclusion, the main modifications do not adequately address the constraints and concerns highlighted in previous consultations, or during the public hearings. For the plan to be sound, it depends on modifications being made, however those proposed are vague and lack the detail to demonstrate that they are specific, credible, deliverable or proportionate to the scale of the development in the area.

This fails to align with paragraph 42 of the NPPF which states that 'the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits'.

I therefore urge the Inspectors to require further modifications, including the removal or reassessment of SS19, to ensure the Plan is sound

I appreciate the opportunity to comment and urge the Inspectors and the Council to reconsider the Main Modifications to ensure the Local Plan remains robust, equitable, and fit for purpose.

Yours sincerely,

A solid black rectangular redaction box covering the signature of the sender.

REFG. 0015

Mrs Margaret Siddall



3rd May 2026



Strategic Planning Team
Planning Service
5th Floor
Howden house
Sheffield
S1 2SH

Re- Main Modification 353 Sheffield Local Plan Site NES39 Wheel/Middleton Lane Objection

Dear Strategic Planning Team,

I am writing to express my objection to the proposed Main Modifications to the Sheffield Local Plan, specifically in relation to Site NES39 land on Wheel Lane and Middleton Lane.

I do not believe that the main modifications have been justified or proved to be effective as the plan relies on a vague package of improvements without using any site-specific evidence or proving whether the plans for Green Belt Land are deliverable.

I do not see any evidence of what the "Golden Rules" mean in specific relation to site NES39 there are no specific details of what the compensatory improvements are. It is therefore extremely difficult to judge whether this process is legally compliant or sound.

As far as I am aware part of "the golden rules" is that green belt should only be released if it is close to a core public transport network. Sheffield City council's own Integrated Impact Assessment states that over recent years the core public transport network has shrunk in size. Many of these cuts have taken place in the North- East of the city and Chapeltown/ High Green areas.

Relying on proposed planned improvements to public transport by the South Yorkshire Mayoral Authority is not in fact evidence of a core public transport network. The only plans that I am aware of are that buses will be taken back into public control. There are no specific plans for individual routes or frequencies so the release of green belt Land cannot be based on something that at this moment in time is just an idea. Something that may not actually happen cannot be used as evidence.

There are a number of sites in the plan for Grenoside/Ecclesfield sites NES37, NES38 and NES39 all fall within a short distance of each other and I do not see how any changes to

public transport routes would be able to take in all of these sites and provide adequate transport for the proposed number of houses.

Page 285 of the IIA report update and addendum in relation to site NES39 states under transport and accessibility that "the site is within proximity to several frequent bus routes with development presenting some opportunities for rerouting and bus improvements to better serve some existing and new communities."

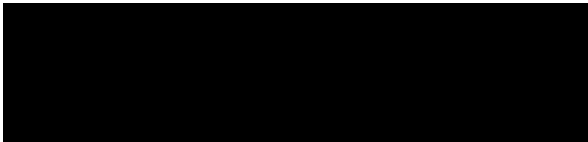
It does not say how close a proximity or where these frequent bus services are or what they are. As a current resident of this area, I am not aware of any "frequent" bus services. The nearest service to this site runs 4 buses per day Monday to Saturday in each direction.

No evidence is provided and anyone not familiar with the area or who does not use the bus services may well believe what is written in the document. I would argue that this statement is not a true reflection of the actual reality.

In the aims and objectives of the same document one of the eight aims (aim 6) describes a connected city which has a sustainable, efficient and safe transport network. Until evidence of how this aim will be met has been produced then again, the legalities of claiming "Golden Rules apply" is once again questioned.

In conclusion I do not believe that there is sufficient evidence provided to say that the plan is sound or legally compliant and feel that all Green Belt Land should be removed from the plan.

Yours faithfully,



Mrs Margaret Siddall



REFG.0016

Mrs Sandra Walker



1st May 2026

Strategic Planning Team
Planning Service
5th Floor
Howden house
Sheffield
S1 2SH



Re- Main Modification 353 Sheffield Local Plan Site NES39 Wheel/Middleton Lane Objection and MM103 Blue and Green infrastructure and local Nature Recovery Network.

Dear Strategic Planning Team,

I am writing to express my objection to the proposed Main Modifications to the Sheffield Local Plan, specifically in relation to Site NES39 land of Wheel Lane and Middleton Lane and MM103 Blue and Green Infrastructure and Local Nature Recovery Network.

Endangered species, including bats, woodpeckers, curlew, adders, hedgehogs and greenfinches, among many others all depend on this land as their habitat. What specific assessments and safeguards have been put in place to ensure these species are protected during any proposed development?

MM103 states that work on a South Yorkshire Local Nature Recovery Strategy has not yet been completed. There is no indication when or even if this will be completed as there are no timeframes for this. I do not believe that this can be seen as being positively prepared or justified which then raises the question as to whether the plan can be seen as being sound.

One of the three over arching objectives of the National Planning Policy Framework (NPPF) is that planning should "contribute to protecting and enhancing our natural, built and historic environment including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution and mitigating and adapting to climate change."

I do not see how the Sheffield Plan can claim to do any of this by destroying habitats and increasing pollution while destroying Green Belt Land. Therefore, the legalities of the plan are again questionable.

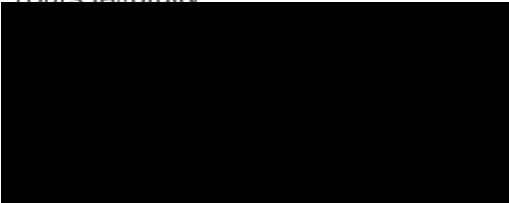
MM353 mentions that opportunities to provide ecological corridors should be explored, surely if the plan had been properly prepared this should have already happened. The local

wildlife site attaches and blends in with the hedgerows which it says should be retained along with the stone walls. If this is the case then surely there should be a buffer zone along these structures too as they already provide wildlife corridors as can be observed particularly in an evening when they are alive with foxes, badgers and hedgehogs which all currently reside in the fields.

As the site has been modified to support a reduced amount of housing then surely adding conditions such as retaining hedgerows, completing full landscape character assessments and minimising harm to the significance of the archaeology and heritage assets and their settings will mean that the site will no longer be viable and should be removed completely from the plan

In conclusion I do not believe that the plan is sound or legal for the above-mentioned reasons and therefore request that Sheffield City Council and the Inspectors remove all Green Belt allocations from the Sheffield Plan.

Yours faithfully

A large black rectangular redaction box covering the signature area.

Mrs Sandra Walker



REFG.0017

Mr John Walker

1st May 2026

Strategic Planning Team
Planning Service
5th Floor
Howden house
Sheffield
S1 2SH



Re- Main Modifications Sheffield Local Plan Objection

Dear Strategic Planning Team,

I am writing to express my objection to the proposed Main Modifications to the Sheffield Local Plan.

The Council's own integrated impact assessment states that main modifications make the plan worse environmentally for soil and land, landscape, biodiversity and transport. As a local resident to site NES39 I challenge that this trade off for slight improvements in housing is not acceptable and that there is no evidence to support these major modifications.

MM353 for the Wheel Lane / Middleton Lane site NES39 states that "due consideration should be given to any impacts of flood risk identified in the level 2 Strategic Flood Risk Assessment." There appears to be no considerations for the impact this will have on the houses which are currently on Middleton Lane, in particular the cottages at the bottom of Middleton Lane which have stood there for hundreds of years and would be in the direct flow of any run off water to the South of the site once the fields have been built on.

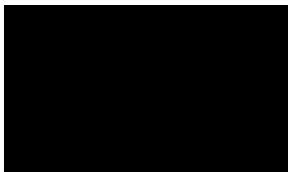
This site is a hill, it slopes in an Easterly Direction, Westerly Direction and Southerly direction which means that any water run off would have detrimental affect on the allocated wildlife site, the hedgerows which are to be retained on both the East and West boundaries and all the ecological and landscape features previously identified in earlier hearings and consultations.

The main modifications appear to contain very little, if any, sound and properly evidenced strategies. There appear to be more questions and further work which needs to be done on many areas including amendments to the spatial strategy and additional site allocations, more protection for wildlife sites and work around healthcare and active travel.

These are all major issues which need to be dealt with before the Green Belt Land should even be released, assuming that these things will be done is not valid. The background work needs to be done before anyone can say whether the slight benefits outweigh the many detriments of the plans

To conclude, I do not believe that the release of Green Belt land in Sheffield is necessary. I urge the Council and developers to prioritise the use of brownfield sites first and to look at the bigger picture of what then happens in future years if Green Belt Land is released now, future generations will not have any protected Green Belt and once the land and it's complex ecosystems is lost it is lost forever.

Yours faithfully,



Mr John Walker



REFG.0018

Mr Keith Thomas



29th April 2026

Strategic Planning Team
Planning Service
5th Floor
Howden house
Sheffield
S1 2SH



**Re- Main Modification Sheffield Local Plan Site NES39 Wheel/Middleton Lane
Objection MM353**

Dear Strategic Planning Team,

We are writing to express our objections to the proposed Main Modifications to the Sheffield Local Plan, specifically in relation to Site NES39 land of Wheel lane and Middleton Lane (MM353)

We note that Parcels B and C have been removed from the plan on the basis that they are described as "particularly attractive" and that they "make a strong contribution to the character and setting of the local area," with development likely to cause "significant landscape/visual harm."

While this assessment is entirely valid for Parcels B and C, it applies equally to Parcel A. This land is home to endangered species and includes acid grassland, mature trees, historic hedgerows, and drystone walls dating back to the before the 1770s. In both ecological and landscape terms, Parcel A is just as "particularly attractive" and makes an equally strong contribution to the character of the area as the other parcels. Its development would likewise result in "significant landscape/visual harm."

Development on Parcel A would significantly affect the "strong contribution to the character and setting of the local area." The fields at NES39 function as a single, connected ecosystem, and cannot be considered in isolation. Development on one parcel will inevitably impact the others and would "cause significant landscape/visual harm" across the wider site.

Furthermore, construction activity and its long-term effects are not contained within a single field. Given the natural eastward slope of Parcel A, surface runoff would drain into Parcels B and C, described as "open fields sloping down to a river valley." This creates a clear risk that both the fields and the river valley would be adversely affected by pollution resulting from the development.

Endangered species, including bats, woodpeckers, curlew, adders, hedgehogs and greenfinches, among many others all depend on this land as their habitat. What specific assessments and safeguards have been put in place to ensure these species are protected during any proposed development?

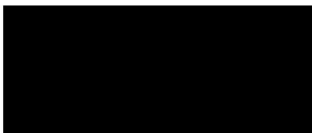
It is not enough just to say "the Golden Rules apply". If the Council is relying on those rules to justify Green Belt release, it should show clearly what they mean in practice for these sites and how they can actually be delivered.

The Council's own appraisal says the Main Modifications make the Plan worse for soil and land, landscape, biodiversity and transport. That is not my claim - it is in the Council's own IIA.

These are not minor tidying-up changes. The Council's own consultants say the Main Modifications were significant enough to need further appraisal because they change the spatial strategy, release Green Belt, and additional school, burial and habitat-related consequences.

In conclusion, the release of Green Belt land in Sheffield is not necessary, and there is clear evidence to support this. There is a strong and growing community committed to protecting this protected land, and we urge the Council and developers to prioritise the use of brownfield sites first. The key question remains: will the Council listen to the people of Sheffield and act to preserve the Green Belt, or risk repeating history such as the street trees campaign?

Yours faithfully,



Keith Thomas



Doreen Thomas



REFG.0019

Mrs Jean Burkinshaw



3rd May 2026

Strategic Planning Team
Planning Service
5th Floor
Howden house
Sheffield
S1 2SH



Re- Main Modification 353 Sheffield Local Plan Site NES39 Wheel/Middleton Lane Objection

Dear Strategic Planning Team,

I am writing to express my objection to the proposed Main Modifications to the Sheffield Local Plan, specifically MM353 in relation to Site NES39 land of Wheel Lane and Middleton Lane.

I note with interest that Parcels B and C have been removed from the plan on the basis that they are described as "particularly attractive" and that they "make a strong contribution to the character and setting of the local area," with development likely to cause "significant landscape/visual harm."

This assessment is entirely valid for Parcels B and C but also applies equally to Parcel A which is just as "particularly attractive" and makes an equally strong contribution to the character of the area as the other parcels. Its development would likewise result in "significant landscape/visual harm."

This parcel of land is home to endangered species and includes historic hedgerows, and drystone walls as well as providing habitat for numerous protected species such as bats, badgers, hedgehogs and many species of birds currently on the RSPB red list of endangered species.

MM353 refers to "development proposals will be expected to mitigate wider landscape and visual impacts through the design and layout of the development, the retention and enhancement of planting on the allocation's eastern and western boundaries and the retention of stone walls". These features along with the now discarded parcels of land function as a single, connected ecosystem, and cannot be considered in isolation.

Furthermore, construction activity and its long-term effects are not contained within a single field they have a huge impact on the surrounding fields and designated local wildlife area and connected hedgerows which are in fact "wildlife corridors".

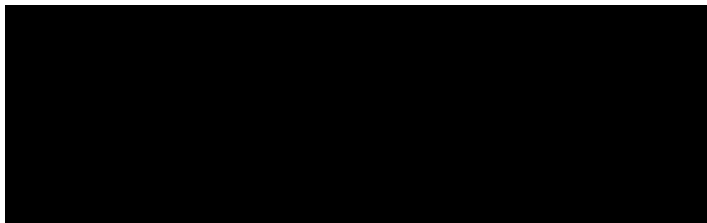
None of the proposed developments on Green Belt Land support one of the three overarching objectives of National Planning Policy Framework (NPPF). The Executive summary (pg5) of Sheffield Plan Appropriate Assessment Habitats Regulations Assessment 2.2.2 states that planning should contribute to protecting and enhancing the natural, built and historic environment. So can the plan be viewed as being legally compliant if it goes against NPPF and destroys natural and historic environments while destroying biodiversity and where in the plans is the evidence that using Green Belt Land for housing is effective use of land?

The Council's Integrated Impact Assessment (IIA) says the Main Modifications make the Plan slightly worse for biodiversity outcomes and that landscape and townscape effects become more negative. The start of the non-technical summary explains that some Main Modifications require further assessment.

On this basis I question how the Plan and main modifications can be deemed as sound or legally compliant as further assessments need to be made and therefore justification of the modifications cannot be made as there is no supporting evidence to show that the trade of losing Green Belt Land is acceptable for the extremely limited benefits provided.

In conclusion I do not see any evidence to support that the release of Green Belt Land is necessary or evidence of the Plan being sound or legally compliant.

Yours faithfully,



Mrs Jean Burkinshaw



REFG.0020

Lisa Fry



1st May 2026

Strategic Planning Team
Planning Service
5th Floor
Howden house
Sheffield
S1 2SH

Re- Main Modification 353 Sheffield Local Plan Site NES39 Wheel/Middleton Lane Objection

Dear Strategic Planning Team,

I am writing to express my objection to the proposed Main Modifications to the Sheffield Local Plan, specifically in relation to Site NES39 land of Wheel lane and Middleton Lane.

I see that Parcels B and C have been removed from the plan on the basis that they are described as "particularly attractive" and that they "make a strong contribution to the character and setting of the local area," with development likely to cause "significant landscape/visual harm." While I agree that this assessment is entirely valid for Parcels B and C, it applies equally to Parcel A.

Parcel A is home to endangered species and includes acid grassland, mature trees, historic hedgerows, and drystone walls dating back to the before the 1770s. In both ecological and landscape terms, Parcel A is just as "particularly attractive" and makes an equally strong contribution to the character of the area as the other parcels. Its development would likewise result in "significant landscape/visual harm."

Development on Parcel A would significantly affect the "strong contribution to the character and setting of the local area." The fields at NES39 function as a single, connected ecosystem, and cannot be considered in isolation. Development on one parcel will inevitably impact the others and would "cause significant landscape/visual harm" across the wider site. Furthermore, construction activity and its long-term effects are not contained within a single field. Given the natural eastward slope of Parcel A, surface runoff would drain into Parcels B and C, described as "open fields sloping down to a river valley." This creates a clear risk that both the fields and the river valley would be adversely affected by pollution resulting from the development.

Endangered species, including bats, woodpeckers, curlew, adders, hedgehogs and greenfinches, among many others all depend on this land as their habitat. What specific assessments and safeguards have been put in place to ensure these species are protected during any proposed development?

It is not enough just to say "the Golden Rules apply". If the Council is relying on those rules to justify Green Belt release, it should show clearly what they mean in practice for these sites and how they can actually be delivered.

The Council's own appraisal says the Main Modifications make the Plan worse for soil and land, landscape, biodiversity and transport. That is not my claim - it is in the Council's own IIA.

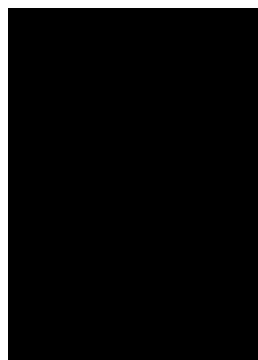
These are not minor tidying-up changes. The Council's own consultants say the Main Modifications were significant enough to need further appraisal because they change the spatial strategy, release Green Belt, and additional school, burial and habitat-related consequences.

The release of Green Belt land is not necessary. The Save Chapelton, Ecclesfield and Grenoside Green Belt campaign group has conducted a review of brownfield sites across Sheffield and identified a substantial number of viable alternatives for housing and warehouse development (see Exam 141). This evidence demonstrates that sufficient capacity exists within brownfield land to meet the requirements of the Sheffield Local Plan, without the need to develop Green Belt sites.

Exam 141 - https://d282b3ca-4277-4cc4-942b-3aeaef3043d5.filesusr.com/ugd/4446b7_30899ea20da14cc6a24f6225f189c0a7.pdf

In conclusion, the release of Green Belt land in Sheffield is not necessary, and there is clear evidence to support this. There is a strong and growing community committed to protecting this protected land, and we urge the Council and developers to prioritise the use of brownfield sites first. The key question remains: will the Council listen to the people of Sheffield and act to preserve the Green Belt, or risk repeating history such as the street trees campaign?

Yours faithfully,



1/5/26.

Lisa Fry



REFG.0021

Mr Michael Siddall

4th May 2026

Strategic Planning Team
Planning Service
5th Floor
Howden house
Sheffield
S1 2SH



Re- Main Modification 353 Sheffield Local Plan Site NES39 Wheel/Middleton Lane Objection

Dear Strategic Planning Team,

I am writing to register my objections to the main modifications of the Sheffield local plan and in particular, site NES39 and major modification 353.

The Integrated Impact Assessment Report update addendum Version 2 (IIA) states that the modified plan as a whole, performs worse on land, landscape, biodiversity and transport.

Relating to NES39 and MM353 Appendix O of the IIA page 415 of the twenty-five assessed areas fourteen of these perform negatively, that is over half. Including distance to core public transport network, impact on ecology/ local nature recovery networks, impact on air quality and archaeology constraints. On this basis I am unsure as to how this site is still included in the plan.

i am particularly concerned about the negative effects on the character of the historic environment of the local area as the fields on Middleton Lane/Wheel Lane NES39 site which preserve the character of early enclosure from medieval open field and which will be permanently lost.

The council's own IIA vision and aims and objectives states in aim 7 that Sheffield will be a green city which continues to cherish, protect and enhance its biodiversity and green and blue infrastructure and aim 8 wants a well designed city with strong local identity and a reputation for quality buildings and valuing it's heritage assets. Both of these aims are completely ignored by building on green belt over medieval fields which form a huge part of the city's heritage and identity and these will be lost forever as have most of the other examples of this type in the North East of the city.

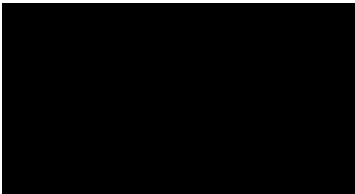
I therefore question the soundness and legality of the plan as the National Planning Policy Framework (NPPF) also states that planning should contribute to protecting and enhancing

our natural, built and historic environment. The whole section of the Sheffield plan which then uses the green belt for housing or industrial/ employment use goes against this National policy.

Sheffield City Council keep using the same phrase that "Golden Rules Apply", I have yet to see any evidence of how these rules will work in practice on each individual site and how or even if they can be delivered. The plan therefore cannot be seen as justified or effective as there is merely a vague package of improvements without clearly evidencing any deliverability.

In conclusion I do not believe that the main modifications are neither sound or legally compliant and that the use of Green Belt Land across the whole city should be dropped from the plan.

Yours faithfully,



Mr Michael Siddall



REFG.0022

Mrs Rita Gale



3rd May 2026

Strategic Planning Team
Planning Service
5th Floor
Howden house
Sheffield
S1 2SH

Re- Main Modification Sheffield Local Plan Objection

Dear Strategic Planning Team,

I am writing to express my objection to the proposed Main Modifications to the Sheffield Local Plan.

As an older resident who does not have access to the internet, I do not believe the process of consultation has been done legally.

My only source of information throughout the whole process has been supplied by my neighbours who have explained what is happening and supported me to voice my concerns.

The last letter received from Sheffield City Council saying about the latest round of consultations on the main modifications said that if I required paper copies of the documents, I would have to pay for them.

This to me feels like I am being discriminated against as I do not have access to the internet. The public displays that were set up at various venues around the city were only on for a short time and did not allow me time to visit, absorb and comprehend the information contained in order to make any valid and or valued contribution to the process.

Yours faithfully,



Mrs Rita Gale

