

## Sheffield Plan Main Modifications

### Responses – by email

#### Reference numbers REF5.0001 to REF5.0050

Reference Number	Respondent Name	Organisation
REF5.0001	Simon Jones	National Highways
REF5.0002	Vanessa Mammone	Individual
REF5.0003	Jonathan	Individual
REF5.0004	Matthew Clarke	Individual
REF5.0005	Adrian Robinson	Individual
REF5.0006	Eve Thompson	Individual
REF5.0007	Heather & Keith Firth	Individual
REF5.0008	Heather & Keith Firth	Individual
REF5.0009	Jim Gillies	Individual
REF5.0010	Not specified	Exolum Team
REF5.0011	David Barton	Individual
REF5.0012	Thomas Cox	Cemex
REF5.0013	Matthew Sieczkarek	Individual
REF5.0014	Anne Marples	Individual
REF5.0015	Chris Bell	Don Valley Railway
REF5.0016	Tony Wallace	CPRE Peak District and South Yorkshire
REF5.0017	Ruth Beeley	Individual
REF5.0018	Steven Turner	Individual
REF5.0019	J Carr	Individual
REF5.0020	Marie Larkin	Individual
REF5.0021	Karen McGowan	Councillor
REF5.0022	Tim & Cathy Crome	Individual
REF5.0023	Chris Gaylor	Individual
REF5.0024	Mandy Loach	Trans Pennine Trail National Office and the Walk Wheel Cycle Trust
REF5.0025	Mark Howard	Individual

<b>REF5.0026</b>	Angie Fenton	British Land PLC
<b>REF5.0027</b>	Mark Corrigan	British Horse Society
<b>REF5.0028</b>	Jennifer Gittins	Individual
<b>REF5.0029</b>	Sean Maloney	Individual
<b>REF5.0030</b>	Jean Needham	Individual
<b>REF5.0031</b>	Jonathan Robinson	Individual
<b>REF5.0032</b>	Caroline Knight	Individual
<b>REF5.0033</b>	Rebecca Childs	Individual
<b>REF5.0034</b>	Clair Longbottom	Individual
<b>REF5.0035</b>	Linda Scott	Individual
<b>REF5.0036</b>	Rebecca Broxholme	Individual
<b>REF5.0037</b>	Jenna Cain	Individual
<b>REF5.0038</b>	Ann Lyons	Individual
<b>REF5.0039</b>	Arthur Lyons	Individual
<b>REF5.0040</b>	Sharon Childs	Individual
<b>REF5.0041</b>	Jennifer Gittins	Individual
<b>REF5.0042</b>	Vincent & Pauline Green	Individual
<b>REF5.0043</b>	Keith Myers	Individual
<b>REF5.0044</b>	James Martin	Sheffield Access
<b>REF5.0045</b>	Julie Dowkes	Individual
<b>REF5.0046</b>	Rory Webster	Individual
<b>REF5.0047</b>	Lisa Porter	Individual
<b>REF5.0048</b>	Lucy Shuttleworth	Individual
<b>REF5.0049</b>	Stevie Collins	Individual
<b>REF5.0050</b>	Abigail Shepherd	Individual

**REF5.0001**

Dear [REDACTED]

Many thanks for sight of the Main Modifications Consultation in connection to the latest iteration of the Local Plan we have been involved with yourselves these past few years.

Having reviewed the Proposed Main modifications Document, these can be broadly broken into two areas – general policy modifications and consideration (centred around higher level land use classifications, site density, scale and nature of development, blue/green infrastructure, greenbelt impact, biodiversity, environmental consideration etc), and also, the Site Specific modifications which identify individual allocations and make wording changes around those areas of general modification outlined above. I can confirm that the modification proposed to the wording MM478 regarding the description of the SRN is also acceptable.

The SRN, whilst not specifically impacted on or mentioned in the modifications (with the exception of the description wording at MM478), including its operation and safety remains protected under the adopted *Circular 02/2022* of the Secretary of State for Transport [SoST] – the status of an allocation in the Local Plan being adopted by the Council not negating or being prioritised over the adopted policies of the Department for Transport.

It therefore remains incumbent upon the Council/individual site promoters to engage in the planning application process as outlined in the NPPF and The Planning Act, after any new Local Plan is adopted. The adoption of a new Plan does indeed not negate the requirement for that engagement, nor the need for a formal recommendation of approval on behalf of the SoST to be issued by ourselves in the future, for each site named therein, prior to consent being made by the Council. That includes also the confirmation that all necessary mitigation can be delivered where required, and is affordable, under the evidence submitted by the Council to PINs in support of the new Plan – mainly through the existing IDP and the CiL viability assessments already undertaken.

As such our position remains safeguarded, and this also means I have no specific feedback to make which could impact on the soundness of the Local Plan at this stage, or the Inspectors comments to the Council. Had this have been the case, I have no doubt that the Council would have already approached ourselves separately to discuss matters further.

As this time therefore there are no further formal comments to make (aside from the formal representations and evidence I have given to PINs and the Council, in connection to the latest proposed Local Plan for Sheffield Council.

Should there be any further way in which I can assist the Planning Inspectorate, please do contact me accordingly.

Regards

**Simon Jones Esq.** Spatial Planner

Operations

National Highways | [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**REF5.0002**

Re: Sheffield Plan – Main Modifications Consultation

What a destruction of what makes Sheffield great . Poor wildlife, poor people who will flood, poor people who will choke on fumes all for the sake of GREED. Obscene when there are countless brown sites.

**REF5.0003**

Re: Sheffield Plan – Main Modifications Consultation

Thank you for the update

Many people have clearly been working hard upon this and putting in many hours work.

Forgive my not being able to supply the desired consultation responses.

Having just briefly clicked on the map updates, on a couple of the few pages I saw, it is unclear what the differences are thereby meaning it would be inappropriate for me to offer comment.

Unfortunately, overall it appears there are many hundreds of pages to look at thereby making it impractical to do so unless being paid to as part of a job or with much spare time. (Has the negative environmental effect of so much documentation been considered - including ongoing energy usage if stored on any server)

Whilst the data is very important, does the message potentially lost in the detail?

Best

Jonathan

**REF5.0004**

Re: Sheffield Plan – Main Modifications Consultation

Dear [REDACTED]

Thank you for the invitation to comment further regarding the overall Sheffield plan. Further to my previous correspondence regarding the proposed SWS18 housing development in Lodge Moor, I would like to formally reiterate my concerns. For clarity, I have set these out under the following headings:

### **1. Traffic**

It appears that the traffic survey undertaken for the plan has focused primarily on carriageways associated with other sites. At present, there does not seem to be a comprehensive assessment of the capacity of the surrounding road network, including Sandygate Road and the A57 towards the city centre, nor the A57 westbound towards Manchester and the A6101 northbound towards Hillsborough.

Traffic congestion is already a significant issue in this area. At peak times, queues regularly extend from Broomhill back towards Crosspool on the A57, with no realistic alternative routes available to avoid this bottleneck. This demonstrates that the network is already operating at, or beyond, effective capacity. Introducing additional residential traffic would inevitably intensify this existing congestion.

A further point of concern is the single-track section heading south on Blackbrook Road, which is unlikely to cope with increased traffic flows. Similarly, the narrow nature of Lodge Moor Road raises significant questions should this become the primary access point to the site.

In addition, the A57 westbound towards Manchester has been subject to roadworks for over a year. While I appreciate that the responsibility for this section sits with Derbyshire County Council, the prolonged disruption has demonstrated how vulnerable this key route is to congestion and delay. The extended duration of these works highlights the limited resilience within the wider road network, and any further increase in traffic associated with this development would inevitably exacerbate existing pressures.

### **2. Road Condition**

As briefly mentioned above the existing road infrastructure is already in a poor state of repair and, in my view, is struggling to accommodate current traffic volumes. The condition of the carriageways is arguably the worst it has been in years. Introducing additional residential development without fully addressing these underlying infrastructure issues risks compounding an already challenging situation.

### **3. Construction Traffic**

There is a strong likelihood that construction traffic during the build phase will lead to substantial congestion and disruption. Given the limited capacity and constraints of the surrounding road network, it is difficult to see how construction vehicles could be accommodated without significant adverse impact on residents and road users.

Longer term, the additional vehicle movements generated by the completed development may exceed the capacity of the existing network unless meaningful mitigation measures are put in place.

#### **4. School Capacity**

Consideration must also be given to local education provision. The site falls within the catchment area for Tipton School, which is a highly sought-after secondary school and, to my understanding, already operating close to capacity.

Any increase in local population arising from this development must be properly assessed in terms of its impact on school places and the ability of the existing education infrastructure to accommodate additional demand. We elected to move to the area for the school catchment with suitable transport links and fear this may exceed the schools existing capacity.

#### **5. Existing Private Grounds**

Finally, I would note the potential impact on the private grounds of the Lodge Moor Hospital estate, which are currently maintained by a residents fund. An increase in population, without appropriate contribution to their own infrastructure, could place further strain on these unrestricted amenities.

Any final proposals should therefore give careful consideration not only to highways and school capacity but also to the wider local infrastructure and community facilities.

#### **Summary**

In summary, I remain of the view that this site is fundamentally unsuitable for development at the proposed scale due to its constrained access, existing traffic pressures, infrastructure limitations and the cumulative impact on local services. There appear to be more appropriate and sustainable locations for development, particularly sites with direct access off the A57, where the strategic road network is better positioned to accommodate additional demand.

Worryingly the previously granted "farm" access has now been partly completed in line with the decision and is far more substantial than what I would expect a standard farm entrance to be. Leading to an impression that a development will be starting soon regardless of addressing some of the local residents concerns highlighted above.

I trust that the points outlined above will be fully and transparently addressed as part of the planning process. I look forward to receiving a detailed response in due course.

Kind Regards

Matthew Clarke

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**REF5.0005**

**New travellers site in Beighton.**

This idea needs to be stopped immediately.

The road infrastructure is already at breaking point.

The extra traffic will simply get worse than it currently is.

The litter will also get worse.

In fact who is going to pay for this waste of everyone's time?

The taxpayer?

There is already a site near Holbrook Industrial Estate, and this could simply be expanded.

Mr Adrian C Robinson

Concerned Citizen of Beighton.

**REF5.0006**

Lodge moor plan proposal

Dear Sir/ Madam,

I am most concerned of the impact of traffic and to the environment if the proposed planning of 258 houses on lodge moor road goes ahead. In addition, I do not see how these houses can be affordable in this post code.

The roads behind Lodge-Moor are only country and not wide enough to cope with this level of extra traffic.

On the main road of Blackbrook there is a very busy St Luke's Church and doctors with a small car park, in addition there is a playground further up, inevitably people park on Blackbrook all the way up the road. This has become increasingly busy in recent times. If the houses plan goes ahead the road will become a further bottle and I fear it is not safe for children who walk to and from school.

It is also important to note that at the top of Blackbrook road the road becomes very narrow and only one car can pass at a time. This road is not visible for such extra traffic

Also at the end of Blackbrook Road, which comes onto Redmires Road, opposite is Lodge Lane, there have already been some serious accidents and this will only continue.

I am most concerned how this traffic will affect the wildlife and health risks. Why has brown field site not been repurposed??

Kind regards

Eve

**REF5.0007**

Ecclesfield Development





MEMO



EMO













Dear Simon

Please see attached photographs [REDACTED] 2007. 7 families lost their homes for nearly a year. We have just had an overflow put in Ecclesfield park to help with the problem.

Water flows down from Wheel lane.

The traffic problem is horrendous especially at school times. I would suggest that someone has a run on Mill rd, Nether Lane and Ecclesfield Common. We often cannot get out of Linden Road due to severe congestion.

We only have two drs surgeries and Northern General Hospital. It is impossible to get appointments due to being over populated.

Can I ask you [REDACTED] if you live in this area or any of your colleagues proposing these plans.

Can you please answer these questions as soon as possible.

Yours sincerely

Heather and Keith Firth

**REF5.0008**

Ecclesfield Grenoside Development

Hello [REDACTED]

Can we ask you if you will be here to see the devastation this will cause.

Accidents, deaths, terrible traffic congestions thus resulting in accidents. Floods, damage.

Who will be accountable when these things happen, when it is too late. Please please look into these problems that will happen, without a doubt.

Can you send us the names of people responsible for this development. We are filing copies of these letters with our solicitors so that they can see the strong objections.

Please do something before it is too late.

Heather and Keith Firth [REDACTED]

**REF5.0009**

## Pavement Parking

As a pedestrian and cyclist, I am much encouraged by The Sheffield Plan.

I have looked at the transport proposals and parking proposals and it's good to see how the aim is to reduce the dominance of motor traffic.

As far as I can tell, there is one issue that has not been covered and that is pavement parking. [REDACTED] And thanks to the height of the kerb, most cars park completely on the road but for example Greystones Road and Onslow Road parking with two wheels on the pavement seems to be normal.

The issue I have is that pavement parking encourages drivers to see and use the pavement as part of their domain. This is dangerous. The driver is focused on positioning his vehicle by driving on the pavement and not looking for small things not that may not easily be seen by looking out of his driver's window or using his mirrors such as small children.

I encourage you to look up the example of 4 year old Esme Weir who died under the wheels of a van driver parking on the pavement.

[Cheshire van driver cleared of dangerous driving after four-year-old's death - BBC News](#)

Best Regards

Jim Gillies

**REF5.0010**

Good afternoon,

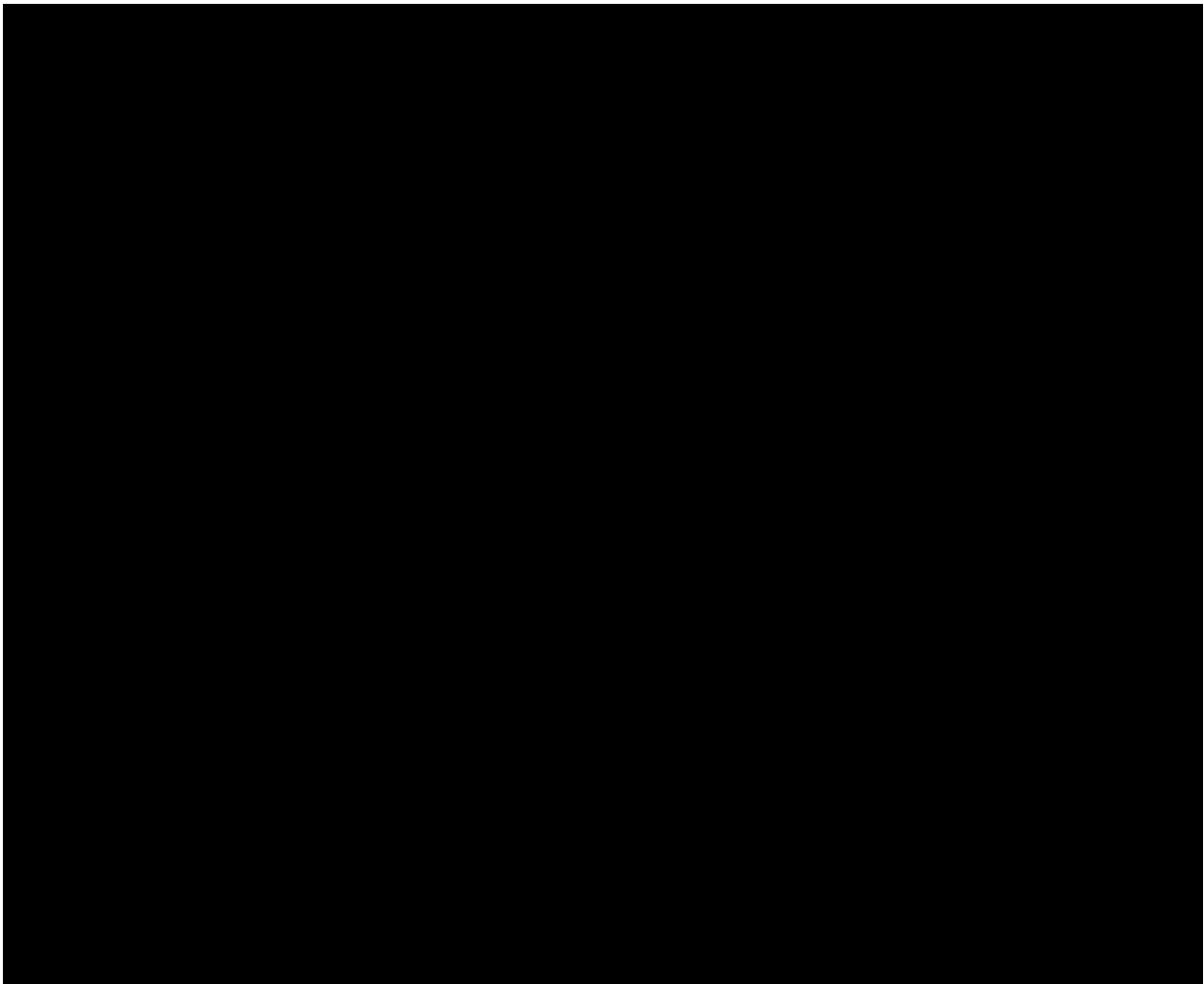
Thank you for your email. Our client's asset runs through the hatched area below, for any plans or supervision etc you will need to submit an LSBUD enquiry or a planning application.

Kindest regards,

Kayla

Exolum Team

For and on Behalf of Fisher German LLP



**From:** SheffieldPlan <[sheffieldplan@sheffield.gov.uk](mailto:sheffieldplan@sheffield.gov.uk)>

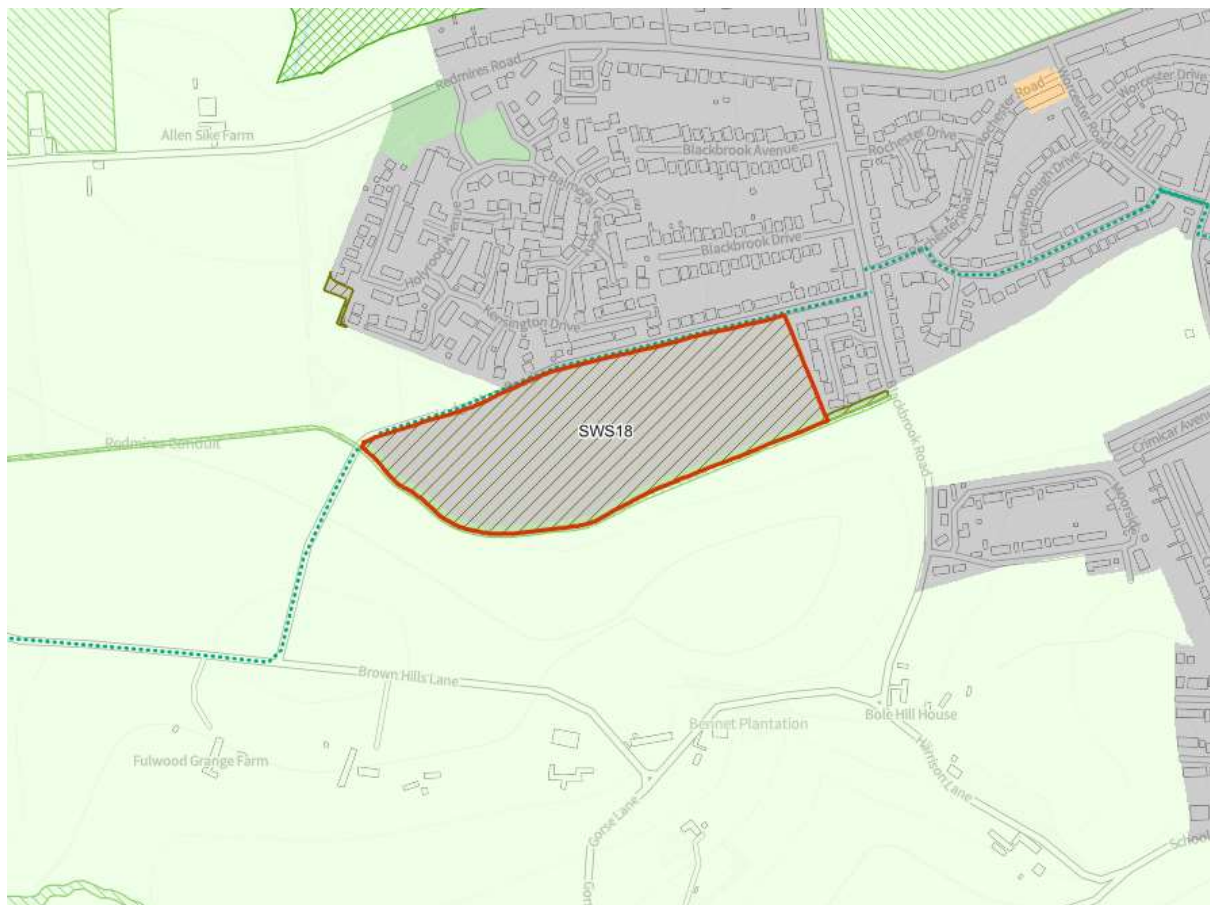
**Sent:** 09 March 2026 14:17

**To:** Exolum [REDACTED]

**Subject:** RE: Sheffield Plan – Main Modifications Consultation

Hi,

Thank you for your email. We just wanted to confirm that one of the Plan's proposed Site Allocations is within the vicinity of your Exolum Pipeline. Our ref SWS18 (Land between Lodge Moor Road and Redmires Conduit, S10 4LZ). Proposed conditions on development for any future planning application (including requirement for a 3-metre buffer on either side of the Exolum pipeline ) are listed in the [Schedule of Main Modifications](#) document (p159-160).



Many thanks,



Planning Service - City Futures

Sheffield City Council

Howden House, 1 Union St, Sheffield, S1 2SH

***We offer an integrated planning and building control service***

Websites: [www.sheffield.gov.uk/planning](http://www.sheffield.gov.uk/planning) or [www.sheffield.gov.uk/buildingcontrol](http://www.sheffield.gov.uk/buildingcontrol)


Location: 5<sup>th</sup> Floor Howden House, 1 Union Street, S1 2SH

***Apply for planning permission online at:*** [www.planningportal.gov.uk/apply](http://www.planningportal.gov.uk/apply)

***Apply for building regulation permission online to:*** [buildingcontrol@sheffield.gov.uk](mailto:buildingcontrol@sheffield.gov.uk)

Your email address, and any other personal information you may have shared with us, will only be processed in accordance with the Council's commitment to comply with the UK GDPR.

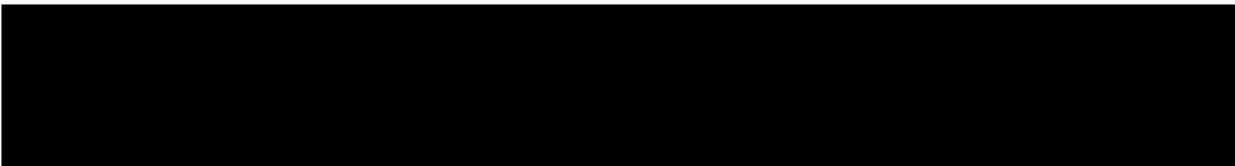
If you would like further information, please refer to Sheffield City Council's [Privacy Notice](#)

**From:** Exolum 

**Sent:** 04 March 2026 14:29

**To:** SheffieldPlan <[sheffieldplan@sheffield.gov.uk](mailto:sheffieldplan@sheffield.gov.uk)>

**Subject:** FW: Sheffield Plan – Main Modifications Consultation



Dear Sirs

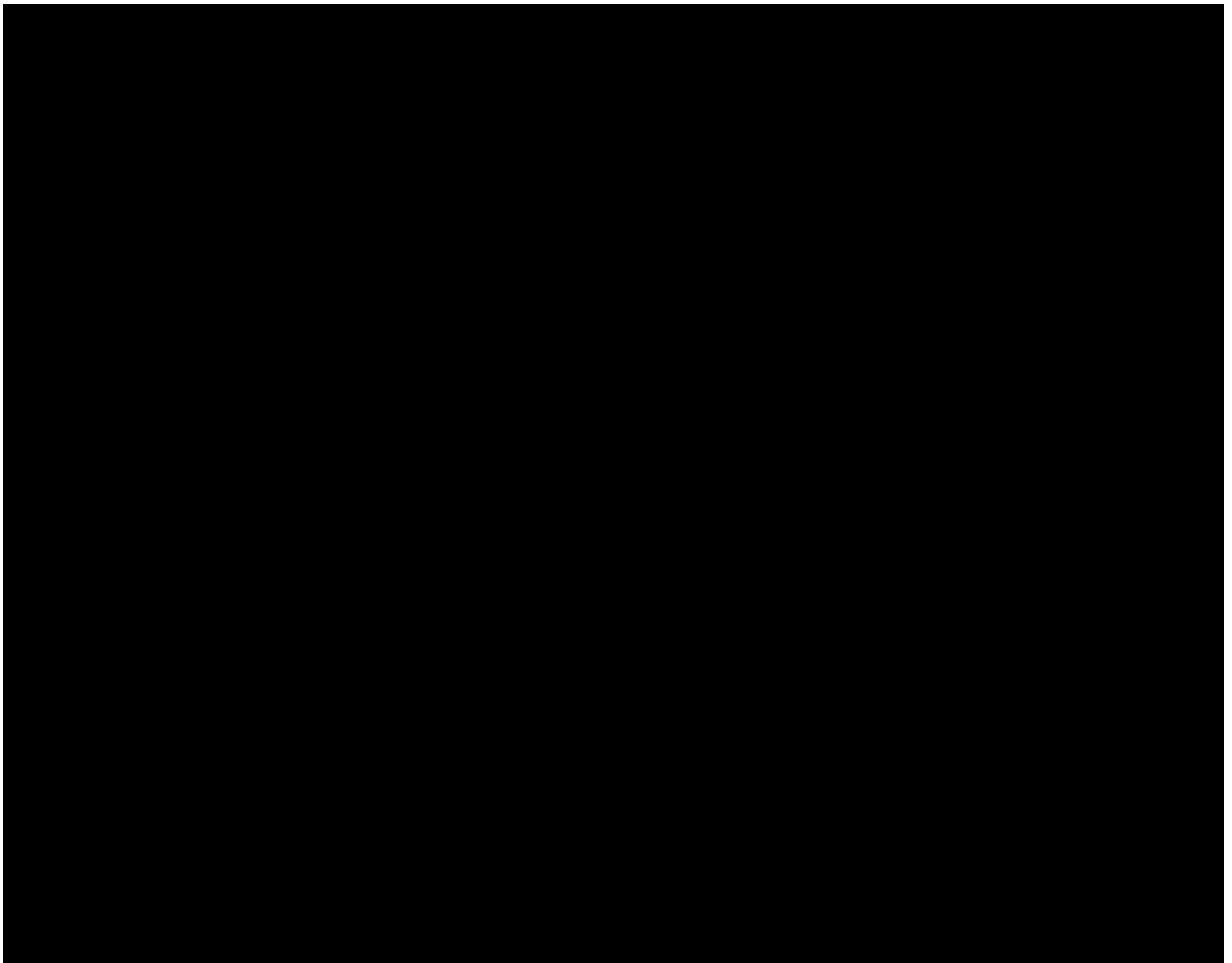
Thank you for your email to Exolum Pipeline System Ltd dated 04.03.2026 regarding the below. Please find attached a plan of our client's apparatus. We would ask that you contact us if any works are in the vicinity of the Exolum pipeline or alternatively go to [www.lsbud.co.uk](http://www.lsbud.co.uk), our free online enquiry service.

Kind regards,

Kayla

Exolum Team

For and on Behalf of Fisher German LLP



**REF5.0011**

Sheffield Plan - Main Modifications Consultation- CCDB

To whom it may concern,

Please find attached my PDF Umbrella Representation which comprises a key part of my submission for the aforementioned Sheffield Plan- Main Modifications Consultation.

I look forward to hearing from you soon.

Yours Faithfully

**Community Campaigner David Barton**

**InYourArea Ambassador for Southport**

[Redacted]

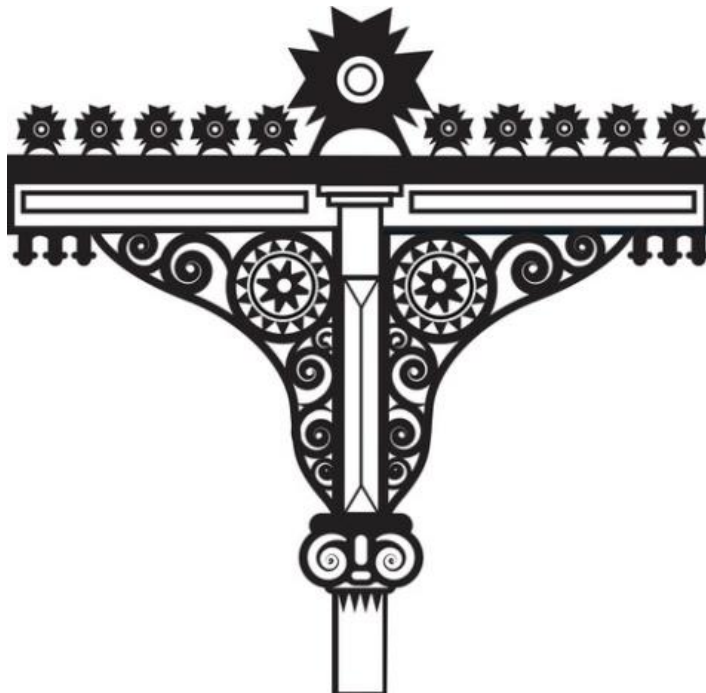
[Redacted]

[Redacted]

# UK & IRELAND PLANNING CONSULTATION(S)

## Stage: Universal Representation

Sections: Conservation Area Appraisal(s), Scoping Document(s), Local Plan, Supplementary Planning Document(s)



<b>Consultee</b>	<b>David Barton</b>
<b>Role:</b>	<b>Community Campaigner- Civic Heritage</b>
<b>Section</b>	<b>Conservation Area Appraisal(s), Scoping Document(s), Local Plan, Supplementary Planning Document(s)</b>
<b>Interest</b>	<b>Design Codes, Designated &amp; Non-Designated Heritage Assets, Conservation Areas, Climate Change, Historic Buildings, Traditional Vernacular Architecture</b>

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## **Acronyms / Abbreviations**

LA	Local Authority
SPD	Supplementary Planning Document
TVA	Traditional Vernacular Architecture
TA	Traditional Architecture

## **Introduction:-**

### **Context:**

This consultation feedback submission has been produced by Mr. David Richard Barton, also known as Community Campaigner David Barton who is promoting both the existing Built Historic Environment and Traditional Vernacular Architecture (TVA)/ Traditional Architecture (TA) as a key feature across UK and Ireland-wide Local Authorities and associated Planning Departments at all tiers of Local, Regional and Central Government.

This universal consultation therefore acts as an official Representation at all and any stage of official area UK Planning Consultations- Preliminary Scoping Documents, Named Stages of the Local Plan, Conservation Area Appraisals and Supplementary Planning Documents (SPDs), primarily regarding Design Codes.

Representations are being made by Mr. Barton as part of his ongoing work to champion the key stakeholders at various key areas old and new with a view to supporting their economic growth through the merits of High-Quality style Conservation with the hope of encouraging wider constructive and restorative support through positive and constructive working.

It is submitted that TVA should play a key part in any and all policy moving forwards on the grounds of conferring practical benefits be these periodic maintenance, their perceived support from the public, their invaluable contribution to achieving Climate Crisis Targets set local, nationally and internationally alongside their overall cost-effectiveness to key stakeholders alike in terms of Planning and sourcing of raw materials.

\*One primary document that should be considered with significance especially alongside my own representation is a written academic account of the actual practicalities associated with Traditional Architecture from a leading expert in their field.<sup>i.)</sup> Not only does this in-depth analysis provide an in-depth take on the widely assorted merits of this type of Architecture but it fully corroborates my case made across all sections typically found in one of the consultations highlighted above.

Furthermore, my representations to date and contained herein this document are duly supported by the Founder and Director of The Institute for Traditional Architecture<sup>ii.)</sup> who has identified and recognised my own contribution(s) to communities up and down the Sefton Borough. This is an internationally acclaimed organisation which periodically works with other leading agencies and organisations to bring about effective positive change.

Outlined throughout Submission are responses to existing Consultations which set out why I consider amendments to existing Planning Policy documents are necessary to ensure the best possible outcomes.

References to supporting documents are contained in the indented blue numbering.

This Submission has been prepared for UK and Ireland-wide Local Authorities in the hope that it may serve as an umbrella representation by Mr. Barton. This does not prejudice his ability to also comment on live stages of any one Consultation, merely providing the ability to be put in touch directly with any one Local Authority in receipt of this Representation with the prospect of also taking part in any version(s) of Consultations begin ran by said Local Authorities. If there are future consultations, especially regarding Design Codes and SPDs relating to this across both designated and non-designated heritage assets then it is hoped that these are duly provided to Community Campaigner David Barton.

Mr. Barton has cited material references and sources from his previous Representation to the Bootle Area Action Plan Consultation (2021-2026) that align with his existing and ongoing points which he would like to raise in parallel with other Local Authorities. Where a more detailed discussion with leading sources, such as Architects and Academics may prove conducive with these Councils then Mr. Barton would be delighted to discuss this further.

#### **Community Campaigner David Barton:**

Community Campaigner David Barton is a Heritage Campaigner of over 11 years' experience who has championed and led a number of successful campaigns to promote TVA in modern-day life. His dual mandate is to provide effective (alternative) use of historical buildings encompassing a full restoration alongside achieving the mainstream construction of new classical architecture on numerous economic, environmental and ecological grounds that align with existing policy set out by Central Government covering the UK and increasingly elsewhere across the world.

Having worked with a wide array of residents, businesses and organisations in that time, which has included the full restoration of the Victorian Verandahs on Lord Street, Southport in tandem with the respective key stakeholders and other property owners to prevent demolition of Old Builds across Sefton, Mr. Barton is now hoping to make the process of utilising the built environment to its fullest potential a far simpler one that will enable Bootle to fully reach its maximum potential as a historic town.

Mr. Barton should like to credit and thank the leading professionals and organisations that continue to support his TVA endeavours including:

- 1) **Mr. Francis Shaw- Shaw & Jagger Architects**
- 2) **The King's Foundation**
- 3) **Create Streets**
- 4) **Francis Terry & Associates**
- 5) **The Institute for Traditional Architecture**

This Submission is supported by the following appendices:

- i) Appendix i): Academic Perspective on Traditional Architecture by Mr. Francis Shaw of Shaw & Jagger Architects (PDF)
- ii) Appendix ii.) Written Endorsement from Mr. Joseph Jutras of The Institute of Traditional Architecture (PDF)
1. Appendix 1: Sefton Climate Emergency Strategy [Climate Emergency Strategy](#)
2. Appendix 2: Sefton 2023/2024 Climate Report [modgov.sefton.gov.uk/documents/s124335/Climate+Emergency+Annual+Report+2023-2024+final.pdf](https://www.modgov.sefton.gov.uk/documents/s124335/Climate+Emergency+Annual+Report+2023-2024+final.pdf)
3. Francis Terry & Associates- The Secrets of Popular Architecture <https://www.ftanda.co.uk/thoughts/secret-of-popular-architecture/>
4. Appendix 3: PAS Guide to better Sustainability Appraisal [PAS Guide to better Sustainability Appraisal | Local Government Association](#)
5. Appendix 4: Sefton Council Annual Air Quality Report 2024 [air-quality-status-report-2024.pdf](#)
6. Francis Terry & Associates- Natural Architecture Discussion <https://www.ftanda.co.uk/thoughts/natural-architecture/>
7. Francis Terry & Associates- Sustainable Architecture Discussion (VIDEO) <https://www.ftanda.co.uk/thoughts/what-is-sustainable-architecture/>
8. Francis Terry & Associates- Can Beautiful Homes be built in a Factory? <https://www.ftanda.co.uk/thoughts/beautiful-homes/>
9. Create Streets- Design Codes Explanation [design codes](#)
10. Create Streets- Bootle Christ Church Project [Bootle with Safe Regen](#)
11. The King's Foundation- Officer's Mess Design Guide Rutland (PDF)
12. Create Streets- Lichfield Design Guide- [Lichfield](#)
13. Create Streets- Chatham Design Guide- [Chatham](#)

14. Create Streets- Street Assessment Service  
[Street Assessment - Create Streets](#)
15. Create Communities Mapping Platform  
[Create Communities mapping platform - Create Streets](#)
16. The King's Foundation- BIMBY Toolkit  
[Puts the power in your hands to influence new buildings in your area.](#)
17. Francis Terry & Associates- Poundbury Discussion  
<https://www.ftanda.co.uk/thoughts/poundbury/>
18. Institute of Traditional Architecture- Urban Planning  
[Urban Planning – Institute of Traditional Architecture](#)
19. [Heritage and the Economy | Historic England](#)
20. [The Economic Value of the Heritage Sector | Heritage Counts | Historic England](#);
21. [Investing in Heritage to Avoid Embodied Carbon Emissions | Heritage Counts](#)
22. [Historic England](#);
23. [The Embodied Carbon Emissions of Construction and Retrofit Materials for Traditional Buildings | Historic England](#)
24. InYourArea- Community Campaigner David Barton- Placemaking Principles 2021  
['Placemaking' is key to the future for Southport claims campaigner](#)
25. InYourArea- Community Campaigner David Barton- Role of Traditional Town 2021  
[The role of the traditional town 'key' to Southport's future](#)
26. Living with Beauty Report Example 76, Page. 177  
[Living with beauty: report of the Building Better, Building Beautiful Commission](#)
27. InYourArea- Community Campaigner David Barton- Green Action Plan 2021  
[Former Councillor proposes climate change plan](#)
28. InYourArea- Community Campaigner David Barton- Hedgerow Planting Benefits 2021  
[Campaigner calls for more green spaces in Southport](#)
29. Benefits of Greenery Planting- The Guardian 2010  
<https://www.theguardian.com/environment/green-living-blog/2010/oct/14/carbon-footprint-house>
30. Francis Terry & Associates- Glad to be Pastiche Discussion  
<https://www.ftanda.co.uk/thoughts/glad-to-be-pastiche/>
31. Francis Terry & Associates- What is more important, Materials or Form?  
<https://www.ftanda.co.uk/thoughts/rotonda-in-cheese/>
32. InYourArea- Community Campaigner David Barton- Lathom Hall Seaforth  
<https://www.inyourarea.co.uk/news/restoration-of-seaforth-beatles-landmark-club-a-breakthrough-in-combatting-climate-crisis>

## **Design Codes, Designated & Non-Designated Heritage Assets, Conservation Areas, Climate Change, Historic Buildings, Traditional Vernacular Architecture:**

### **SECTION 1: Design Codes:-**

1. Design Codes based on TVA should be utilised in preference to Design Guides
2. LAs should establish recurring partnerships with key Consultation Bodies, such as Create Streets and The King's Foundation, etc who specialise in getting through to a huge swathe of grassroots members of the public with tried and tested previous experience in Local Plans, such as Lichfield, etc.
3. Non-demolition of historic buildings prior to the 1950s must be made policy or adhered to as part of LCC's commitment to combatting the Climate Crisis through sequestering carbon in its Old Builds.
4. LAs should adopt a Local List of Valued Buildings (Non-designated Heritage Assets), which have been a Government requirement since the policy introduction through the NPPF in 2012. Historic England produced a guide to help Councils in May 2012. Bristol produced an exemplar list in 2015, which is well worth reviewing.
5. Existing Action Plan if present for Designated and Non-designated Heritage Assets needs identifying and/ or establishing (I may support this if invited).
6. Option for people to provide feedback even if out of time for additional documents, such as SPDs or at the discretion of Councils where feedback may be particularly assistive or lead to additional academic and architect guidance. Option for public publishing of feedback should be encouraged with the consultee's consent to encourage wider consultation uptake moving forwards.
7. Era-style Buildings, especially rows of Georgian, Victorian and Edwardian architecture must be faithfully restored, retained and recreated to complement surrounding historic streets that may or may not be classed in official Conservation Areas preventing harsh contrast with newer built housing estates from the 1950s onwards.
8. Where demolition is proposed for 1950s style housing onwards- any new construction must be in the historic building style and local materials to ensure high carbon capacity, quality aesthetic and true blending of the interconnected conurbations of any one area, place or location.
9. Concerted efforts to identify and locate core suppliers for raw materials and specific heritage skills should encourage new uptake of these limited artisan craft skills by new contractors locally based to support the local economy, provide employment, and reduce the cost of product and service in the long-term.
10. Volunteer labouring assemblies should be fully encouraged and supported identifying key individual and group skillsets that can be utilised to protect historic buildings or areas at risk with a view to supporting the construction of new authentic style housing (as and where appropriate) and the reconstruction of demolished

prized old buildings beloved by the community, such as community pubs, libraries and community centres.

11. Simplified streamlined Planning Process for key stakeholders either working to authentically restore buildings and/ or build new ones, such as observed with many civic buildings in Budapest Hungary and the Federal University Buildings in the US.
12. Where there have been evolving building styles over years, eg. Combination of one or more: Georgian, Edwardian and Victorian, the style that best promotes the area, ie. One that has the majority era structures left or capacity size requirements as examples should be utilised by house builders, especially where a streetscape may have been annihilated during the World Wars.

## **SECTION 2: Designated & Non-Designated Heritage Assets:**

1. Enhancement of Historic Areas to remove modern street furniture with the integration of classical style timepieces should be encouraged and pursued wherever possible with clear preferred guides set out for each part of the City.
2. Enhancement of Setting with funding grants and financial incentives from all tiers of Government for Private Investors especially those contributing actively towards achieving Net Zero through Embodied Energy/ Carbon Capacity rich measures, i.e. Retention of Old Builds.
3. Archive Pooling of invaluable source material, such as Historic Photographs, Oil Paintings, such as “Memory Lane” featured on InYourArea Magazine to enrich existing material archives.
4. New officialising of Non-Designated Heritage Assets must be actively supported even if informed by the (wider) community thereby providing some possibility of removing these from risk of demolition.
5. Incentives must be provided to those dependable sincere third party investors that take on, maintain and protect said sites against their annihilation from the streetscape with rescue-packages actively promoted and supported once again with a trusted Directory creating goodwill amongst the local community.
6. Opportunity to meet or correspond on Zoom Conference Call regarding key areas, buildings and places at risk where key stakeholders, such as property owners may be better placed to engage in positive and constructive discussion through third parties, such as myself and a trusted panel of experts in their fields and sectors who could enable these people and organisations to maximise their civic heritage, whilst proactively striving to protect more historic buildings from decline and/ or demolition where a strategy package for raising the revenue to do this could be arranged and facilitated.
7. Defining Character Areas- zoning symmetrical parallel construction recommended where distinctive individualised properties remain as checked against authentic archive blueprints. This will ensure high-quality housing for everyone reducing the

societal divides between misperceived “good areas” where affluent people reside in historical style properties and less advantaged reside in contemporary ones.

8. Industry should be conserved at former industrial complexes, such as Economic Docks with equivalent sites offering modern-day uses, alongside traditional uses such as export and import of raw materials at places such as Docks and Port encompassing: ICT sector, Green Research & Development, etc.
9. Every effort must be made to reach out to Property Owners, especially Housebuilders that are pursuing demolition of long-beloved buildings, especially those with demonstrable evidence of Holy Worship.
10. Every effort must be made to reach out to Property Owners, especially Housebuilders that are pursuing demolition of landmark buildings, especially those with key links to an area’s founding or history locally.
11. All Powers to monitor, collaborate with existing and/ or new property owners to conserve these buildings should become mandatory with appointed Community Champions for Civic Heritage that area direct link between Local Authorities and said wider key stakeholders to prevent demolition of structures that may be at risk of destruction from vandalism, urban exploration and demolition.
12. Reconstruction Programme harnessing existing limited crafts people’s skillsets to be used as a fundraising vehicle to bring back buildings that may have been demolished to dissuade future demolition as a choice by property owners and by means of expanding these otherwise lost skillsets that are at live risk of becoming extinct from the UK.
13. Checklist of buildings at high risk must be expanded beyond the existing groups and organisations that are saturated with high caseloads, such as SAVE Britain’s Heritage, etc so that dialogue channels can be created and fostered between Community Champions for Civic Heritage.
14. Bespoke-tailored funding packages for Properties at Risk of decline or demolition should be integrated with Local, Regional and Central Government-funding as a means of regional economic output through the return on investment that may support other key grant funding capital infrastructure projects, such as transportation and drainage improvements.

### **SECTION 3: Conservation Areas:-**

1. Alterations for Listed Building Consent must be simplified with additional streamlined testing methodologies, such as proof of legitimate third party support, such as correspondence chains between applicant and Groups, such as The Victorian Society that can assist LAs complete workload much sooner allowing more attention for challenging cases, such as Non-Designated Heritage Assets at live or upcoming risk of demolition by Housebuilders, etc.
2. Highways & Street Furniture should be duly supported across the whole of an area to enhance its historic appeal to the commercial community as much to its indigenous community; as this is supported greatly in equivalent Public Realm Strategy SPDs- where any and all guidance and support must and should be provided, with key at risk projects being an exceptional anecdote that may be cited in future documents or versions of this and other consultations to stimulate economic construction and restoration across other designated Conservation Areas, etc or otherwise.
3. Provide incentives for the return of lost adornments and decorative features, such as roof fixtures like Chimney Stacks once again with an approved contractor directory to make Old Builds practical to own, live and work in the 2020s onwards. If a Directory cannot be provided then specific wording and guides on esoteric restoration and new traditional building styles that would see modern-day use of decorative features must be provided by the Local Council.
4. Permissions for authentic replica and more durable materials, such as reproduction sash windows must be supported to prevent exorbitant high costs through procuring these, limited longevity and economic climates being unstable. This must be assessed on a case by case basis.
5. No more deliberate manipulation and selective misinterpretation of using contemporary modern designs using old-style fabric raw materials, such as stone cladding for new housing where the design and shape clearly undermine the concept of blending within or around a Conservation Area.
6. Compendium of approved and recognised TVA Architects based across the UK with a view to supporting the training in time of more Northern counterparts to reduce cost associated with travel expenses, etc. This will actively reduce the level of demolition applications countering the purpose of this SPD and other live Policy. If a Directory cannot be provided then specific wording and guides on esoteric restoration and new traditional building styles that would see modern-day use of decorative features must be provided by the Local Council.
7. New Conservation Areas should be established covering areas of surviving built historic environment to positively reverse fascia changes to more modern ones.
8. Blue Plaques should be fully supported across as many different Conurbations, especially if Applicants reach out for endorsements.

9. Discretionary Rate Relief should be provided to those proactively support LAs with conserving their respective Conservation Areas through their own resources, skillsets and time as an incentive to others to work alongside the Council positively and constructively.
10. Where long-lost prized buildings are reconstructed whether based in a Conservation Area or not this should confer discretionary financial support, e.g. Rate Relief for the length of time taken to produce this outcome acknowledging the embodied carbon now contributing positively towards the LA's Climate Change Action Plan Targets.
11. Retention of historic street furniture, such as Lamp Posts adorning high streets or Promenade style streetscapes with collaborate fundraising models utilised from key stakeholders, such as property owners, undisclosed third party investors, Residents' Groups, etc.
12. Retention of historic street furniture, such as Lamp Posts adorning high streets or Promenade style streetscapes with authentic identical reproductions permitted where all options to secure finance have been fully exhausted and/or the existing streetscape is at imminent risk of receiving contemporary replacement street furniture on health and safety grounds, eg. Lap Posts.

#### **SECTION 4: Climate Change:-**

1. Pleased to note that LAs broadly acknowledge and grasp this concept therefore the aim should be to increase the net number of carbon-rich Old Builds long-term through support packages that will combat the Climate Crisis, provide economic benefit and improve Conservation in a pioneering fashion that may draw wider funding opportunities for the area.
2. Retrofit Ventilation is a key point that should warrant future new construction utilising higher ceilings through the reconstruction of Old Builds outfitted for the modern day with retrofitted energy supplies, etc that will also serve to break down societal divides regarding perceived good and bad areas where streetscapes are harmonious yet distinctly unique in beauty like any one Conservation Area.
3. Embodied energy and embodied carbon- must remain a central priority and so influence new construction to readopt TVA principles as this will be pivotal towards the area's future green credentials as outlined in many existing auxiliary planning documents approved presently with Carbon Studies taken of existing architecture, notably buildings saved from demolition.
4. A brick by brick case study of as many buildings as possible may warrant invitation of national and international academic institutions to undertake a regional or national Carbon Study further justifying the retention of prized Old Builds elsewhere across the area, region and the UK.
5. Sustainable Materials- an approved contractor directory that could readily advise and source the necessary raw materials with realistically reduced costs substantially

again deterring potential demolition-driven applicants from consuming workload time of the Planning Department. If a Directory cannot be provided then specific wording and guides on esoteric restoration and new traditional building styles that would see modern-day use of sustainable materials must be provided by the Local Council.

6. Biodiversity- maximise greenery along all arterial roads and commuter routes with dense tree planting and the introduction of hedgerows and wherever possible financial incentives to get more private property owners on side.
7. Flooding Defences- existing and prospective hotspot areas should be clearly identified for emergency grant funding whereby Local Authorities, especially across a region may agree with the respective Government Department to distribute emergency flooding to prevent costly consequential recurrent repairs.
8. Transportation using arterial roads and commuter routes (Motorways and Railways) should prioritise linking each end of a Local Government sphere with the surrounding Local Government spheres, such as Southport at the very northern tip of Merseyside where transportation links are much weaker with Lancashire in the north and east than with the rest of Merseyside to the south.
9. Coastlines should be reclassified as SSSIs, especially where the economic potential is not being fully realised, such as Coastal Towns with underused Beaches, such as Southport in Sefton as one example for other LAs.
10. Financial Incentives for the demolition of Carbon-poor Glass Towers and contemporary construction should be utilised to restore the skylines across any one area whilst providing better mathematical application of the space for residential and commercial use, such as larger tenement buildings or the original streetscape reinstated yet designated specifically for housing where there may be a deficit.

## **SECTION 5: Historic Buildings:-**

1. Create a Designated AND a Non-Designated Heritage Asset List, such as AHV whereby existing buildings and those that may yet return can be logged and recorded to combat the Climate Crisis whilst making heritage work for LAs in modern day with attractive locations timeless for everyone to appreciate enhancing the investor appeal, all-round interest and acknowledging the industrial pioneering legacy of the City.
2. Clearance of vegetation along the Railway Lines alongside other equivalent parts of the Line to eradicate the perceived neglected aesthetic.
3. Exception Areas, such as those at risk or recently restored have the real potential for wider grant funding for ambitious projects out of the realm necessarily of undisclosed third party investors supporting Property Owners, therefore all and any support in reaching these person(s) will greatly contribute to all possible tangible success in the interim period.
4. Providing key guidance, such as agreed in-keeping historic street furniture, such as Cast Iron Lamp Posts, Bins, Planters approved upon inspection of historic photographs, agreed installation and where appropriate maintenance by the LA will ensure the iterative success of this transferring to other Conservation Areas, etc.
5. Scheme to rebuild and reconstruct long-lost buildings, prioritising vacant sites that could adapt some mixed use with residential accommodation and commercial application thereby supporting Climate Action, creating employment and recordable success through placing of necessary economic drivers, such as offices for Technology Sector if original use cannot be sourced in sufficient time simultaneously meeting housing targets.
6. Archive Blueprints for historic conurbations that have suffered architecturally over time through building conversions, demolitions, etc should be provided to key stakeholders, if necessary with a printing charge available for official spiral hard copy version to view detailed historic plans covering layouts, etc.
7. Those people and organisations that have either/ both maintained their properties well over the years or may wish to provide additional support to others, such as restorative support, archive blueprint guidance, etc should be eligible for discretionary reductions by the Council across various property taxes where they may be suffering hardship or through personal circumstances.
8. “Newer” style housing with true authentic rhythm, such as Suburban style faux Tudor fascia frontages with red clay tile pitched roofs and terracotta design windows (tile hung walls) are a good compromise whereupon finance and scheduling may otherwise adversely impact on housing settlements.
9. Fascia Frontage details should be reinstated whether in a Conservation Area or not, especially where approval has been granted to rebuild an entire house using breeze block to produce a stereotypical black, white and grey dwelling out of place.

10. LAs should work closely with Foundries to procure raw materials and building services in the event of harnessing their own Contractor Firm(s) in-house that could work cross-authority to make net savings whilst ensuring particular new housing neighbourhoods conform to an appropriate style.
11. Modern “Carbuncle” extensions should not be permitted at any one area- instead an authentic style addition may be used to retain blending.
12. Discretionary financial support packages to assist House Builders choosing the traditional vernacular route should be considered and utilised where it can be proven that this third party will restore the historic streetscape yet making it applicable or modern day requirements- residential or commercial. This may be especially so where they are able to help others prevent the demolition of a prized Old Build built before the 1950s.

#### **SECTION 6: Traditional Vernacular Architecture:-**

1. Provide a directory of approved and trusted Conservation Specialist Contractors- this will be key for repairs and maintenance reducing costs for all parties, expediting the physical process of regeneration and smoothen planning work schedules so that finer detail may be considered on priority cases or those that may be at risk of consequential repair, such as Places of Worship and detached Buildings with flat roofs, etc at higher risk of damage than customary dwellings.
2. These same people should be readily contactable for new construction
3. Encourage smart building methods and use of TVA as meticulously explained in this SPD outlining “Breathing” Solid Wall Construction using older style materials thereby reducing maintenance cost which combined with the approved contractor directory will further drive down costs, time and effort for everyone.
4. Alterations- must introduce a simplified listed building consent form and application process that is streamlined encouraging better maintenance of Old Builds and reducing the rising propensity of builders to allow buildings to deteriorate, such as the Historic Pub that had to be rebuilt in Kilburn, London post 2015.
5. Provide specialist Heritage Arts & Craft Skills Programmes that anyone can learn and use so that these high cost tasks can eventually stabilise in price making them more affordable and available to those that don’t have the time to do this themselves or may be risk averse even.
6. Extensions- there must be a proactive emphasis on in-keeping structural fabric to prevent future errors, such as the Municipal Building depicted in the SPD being replicated again thereby harming the Conservation value.
7. New Housing Estates should adopt historical archival blueprints, ie. A Georgian, Victorian or Edwardian layout with the likeliest period architecture utilised where this area remained greenbelt until the 1950s.

8. Area Expansion of housing must revert to traditional timeless designs that confer many practical advantages over modern styles that are harder to maintain are timeless with regard to dating and ensure a more evenly distributed community atmosphere in the long-term future.
9. Infrastructure should be appropriately considered for existing and new areas so that no one area is at risk of becoming congested through traffic for a particular commodity, such as Schools, Doctor Practice, Dental Practice, etc.
10. Site Layouts should complement the historic layout with a view to Post 1950s contemporary Architecture out of place being one day demolished to reinstate Long-lost beloved buildings from before the World Wars that could blossom economically today.
11. Building Form shouldn't permit for dated modern structures that delineate and essentially divide communities between the old and new parts of any one location.
12. Façade Design mustn't be compromised for contemporary architecture, especially in view of coveted Heritage Status for any one area being at risk of being lost if said contemporary architecture is pursued.

#### **SECTION 7: Making an application:-**

1. Identify recurring applicants that are harming civic heritage, be this across Conservation Areas, Non-designated heritage assets or elsewhere with experience of demolition to date- this should be considered before granting permission to apply or acquire planning approval.
2. Enforcement Penalties for key stakeholders that purposely allow their properties to fall into decline and hoped eventual demolition through this tactic, which is more prevalent since 2020.
3. Create an Action Plan to deter persons or organisations from pursuing demolition, such as financial incentives, sincere investor network directory set by Central Government to offload for profit and enforced Design Codes that cannot be manipulated through semantics like Design Guides in isolation as has happened elsewhere. This must be kept for emergency instances where there is an expected threat of decline or demolition.
4. Agreed that temporary alteration of heritage sites, such as stairs or ramps for wheelchairs should be utilised to prevent deleterious loss of historic surroundings and features alike.
5. Full Pre-Consultation publicised and utilised to ensure appropriate Design Codes for new housing alongside positioning and layout in case volunteer assemblies may assist property owners with restoration of historic buildings.
6. Brick by brick Analysis undertaken of projects set for Traditional reconstruction so that these statistics may provide both the Council with evidence for green grant funding support for other key infrastructure projects, such as Transportation and

Drainage Defences and property owners may incur a discretionary reduction in associated reconstruction costs of heritage buildings and vistas.

7. Ability to lock feedback in for Consultation automatically unless the council can alert interested consultees in taking part again whether they are locally, regionally or nationally based.
8. Special partnerships with Property Owners of historic buildings at risk of decline/ demolition to discreetly support them with the option to publicise this accordingly to reach out to others in the same position to secure alternative use for these structures as opposed to demolition.
9. Proactive effort to stop Breaking and Entering style of “Urban Explorers” who are coincidentally apparent whenever demolition is scheduled for buildings especially since 2020.
10. LAs to proactively work closely alongside Community Champions and other leading Heritage Groups, such as English Heritage giving these organisations a voice on the frontlines, especially where so many buildings are presently being overlooked for additional guidance and/ or support due to cost and time restraints facing these same groups and organisations (including the LA).

#### **SECTION 8: MISCELLANEOUS:-**

1. Provide all possible support for the reconstruction of Old Builds as is happening elsewhere across Europe, especially Budapest, Hungary, North America, etc to significantly increase Embodied Energy/ Carbon storage.
2. Establish a Plan to adopt Unadopted Roads or supply key services, such as carriageway resurfacing as disabled access and entry/ exit of Emergency Vehicles is presently a cause for concern.
3. Provide Pre-Approval and agreement of specialist Conservation Area style Historic Street Furniture, such as Cast Iron Lamp Posts, Bins and Planters for this prime Conservation Area including installation, maintenance costs (where appropriate).
4. Provide full access to the Archive Resources (at no/minimal cost) as an invaluable incentive for existing and parallel undisclosed third Party Investors. Discretionary waivers may be appropriate for those third parties proactively working to prevent decline and demolition of historic buildings.
5. Car Parking on and off street should be supported to ensure freedom of choice for everyone, accessibility and connectedness.
6. Car Parking abodes should be tastefully designed like modern-day stables for vehicles that are in-keeping with the built historic environment.
7. Provide publicly published names of consultees willing to work alongside the Local authority and other key stakeholders, such as property owners and undisclosed third party investors, etc.

8. Provide select tours for prospective investors and housebuilders of existing traditional architecture where Design Codes of this identical style would complement both old and new architecture bending the area better more cohesively, eg. the form and layout of Oxford City Centre which has changed minimally structurally since the 1800s.
9. Provide a focused effort on utilising people's skillsets on a meritocratic basis, ie. Procure specialists and volunteers that could work together on key emergency projects, such as Historic buildings at risk without layered bureaucracy on achieving positive outcomes, such as Community Assets where deadlines can be thwarted by separate third parties.
10. Create a Top Ten Historic Buildings at Risk Register where appropriate conditions, such as security against Urban Exploration, etc can be utilised safeguarding these structures, providing the respective property owners peace of mind whilst actual scope for revitalising these for solid economic gain.
11. Infrastructure assessments should be fully outlined, such as Air Quality risk from new construction at presently congested areas, hence the case for Traditional Architecture that will confer longevity benefits in the long-term with as much free car parking as possible.
12. Free Car Parking may be monitored through expected proof of purchase when visiting, eg. minimal £1.00 at a shop encouraging partnerships between private businesses and LAs.

**REF5.0012**

Sheffield Plan – Safeguarding of minerals infrastructure site at: Cement blending plant, Asphalt plant and associated rail head, Stevenson Road, Sheffield, S9 3XG

Cemex very much welcome the acknowledgement by the Council that facilities associated with the bulk transport, handling and processing of minerals, concrete and recycled or secondary aggregates within the City should be safeguarded from development which would otherwise result in the loss of such facilities, with specific reference to our interest – Cement blending plant, Asphalt plant and associated railhead, Stevenson Road, Sheffield, S9 3XG. However, Cemex does not consider that the emerging policy goes far enough to protect the existing operation. The policy seeks to protect redevelopment of the site from an alternative use outside of “minerals” unless certain criteria can be met i.e. the mineral infrastructure site is no longer economically viable, however, the site should also be protected from any potential conflicting development beyond the site boundary and I reference the “Agent of Change” principle set out in the NPPF dated December 2024 which has been carried into the Draft NPPF dated December 2025.

If a light industrial / storage use or residential use happened to be proposed “nearby”, it shouldn’t be for Cemex to curb its operations, the new development should have to include suitable mitigation measures i.e. effective noise mitigation measures.

Therefore, has the Agent of Change principle been considered in the drafting of Policy ES7 which seeks to safeguard mineral resources and infrastructure? In addition to the re-development of land beyond our site boundary and the potential operational concerns this might introduce, has the local road network which allows HGVs to access the strategic highway network been considered in the drafting of Policy ES7? The HGV routes should also be protected / safeguarded. Noise from fully loaded HGVs can be an issue if they are passing nearby sensitive receptors (especially at night) if suitable mitigation measures have not been considered at the Planning Application stage.

Cemex would like these concerns to be raised and considered in the Plan making process.

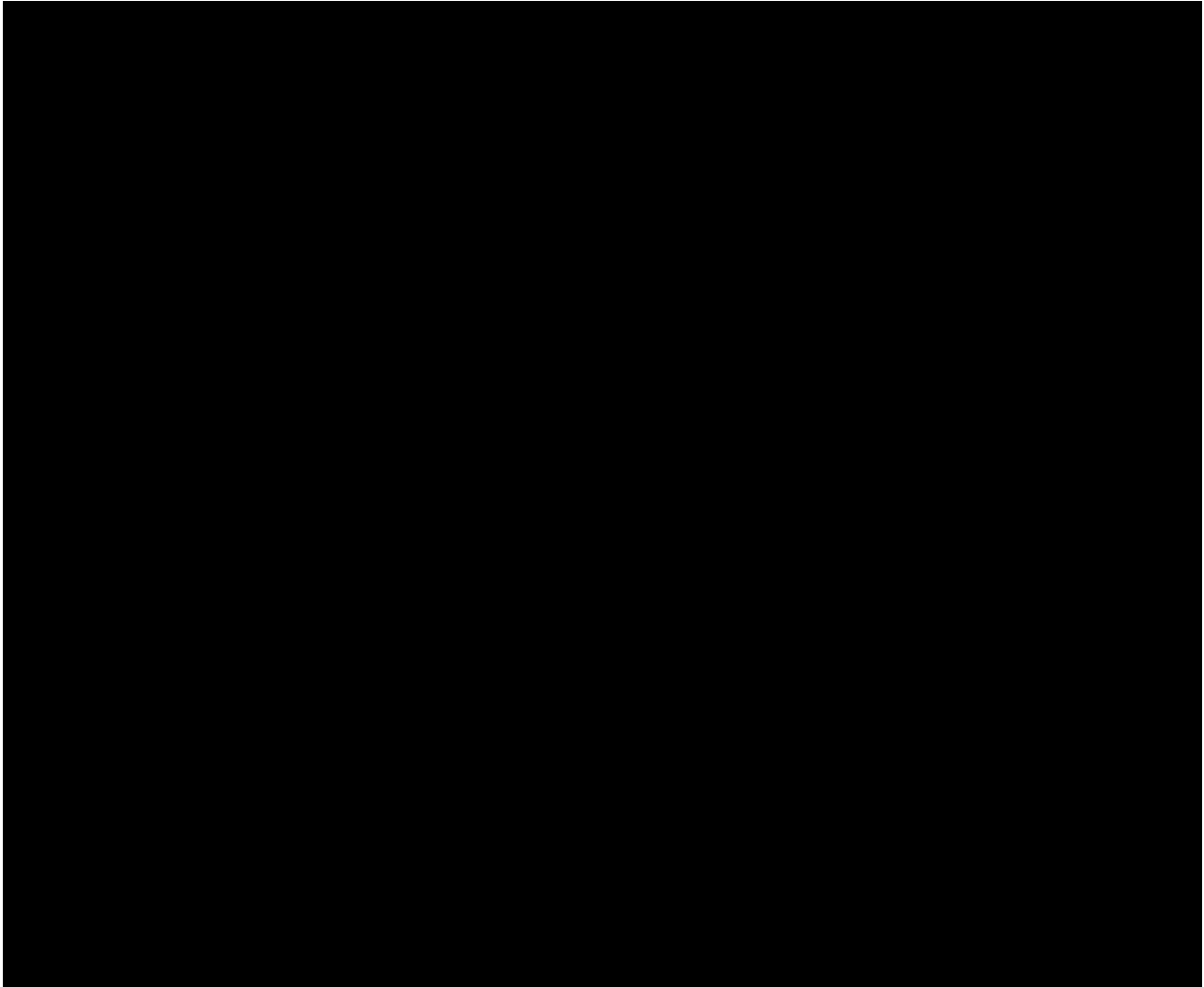
Please keep me updated on progress.

Kind regards,



**Thomas Cox**

Principal Development Planner



**REF5.0013**

## Objection to the Local Plan Main Modifications

Address included this time.....

To: Sheffield City Council Planning Policy Team / Government Inspectors

Regarding: Sheffield Local Plan – Main Modifications Consultation (March 2026)

Subject: Objection to Green Belt Release based on Brownfield Under-utilisation

Dear Inspectors and the Planning Team,

I am writing to formally object to the proposed Main Modifications of the Sheffield Local Plan which involve the release of Green Belt land for housing and employment. My objection is based on the fact that "exceptional circumstances" for Green Belt release have not been met, as the Council has failed to demonstrate that all brownfield and under-utilised urban land has been fully exhausted. The sites I am most concerned about is the concentration of suggested sites in S35. I don't feel there is an equal distribution across the city. Certainly not for employment land. Warren Lane site is absolutely not necessary and I can explain why.

Specifically, I wish to draw the Inspectors' attention to the following discrepancies:

1. Publicly Owned Brownfield Stagnation:

Several high-capacity sites currently on the Brownfield Land Register remain undeveloped despite being in public ownership for years. If the Council is "maximising" brownfield, why are the following sites still empty?

- Site S00768 (Attercliffe Waterside): Capacity for ~600 homes. This Council-owned site has been on the register since 2017.
- Site S00769 (Former Cannon Brewery/Fitzalan Works): Capacity for ~450 homes. This site has remained derelict for years while Green Belt sites are being fast-tracked.
- Site S00747 (Furnace Hill): Capacity for ~120 homes.

## 2. Land Banking via Partnership Agreements:

The Council appears to be "holding" land through the Sheffield Housing Company (SHC) partnership rather than delivering it. Site S00672 (Musgrave Road) is a clear example where the Council owns the land, but the register states it will only be "drawn down" when funding is secure. This is not "maximising" supply; it is market-timing.

## 3. Inaccurate Windfall and Capacity Estimates:

The current plan underestimates the capacity of "micro-sites" and the potential for re-designating stagnant "employment-only" brownfield sites for mixed-use housing. Until these urban options are aggressively pursued through Compulsory Purchase Orders (CPOs) or higher density mandates, the destruction of the Green Belt is premature.

I request that the Inspectors require the Council to produce a more robust Brownfield First delivery timetable with mandatory start dates for publicly owned sites before any Green Belt boundaries are altered.

Yours faithfully,

Matt Sieczkarek

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Sent from my iPad

**REF5.0014**

## Main modifications consultation

We, the people of Sheffield, have no interest in 'modifications' to an already flawed plan.

It has recently come to my attention, that this flawed mess of a plan is based on information and planning from Bolsover, a small rural community in Derbyshire. Their plan was compiled in 2008.

Instead of following an outdated plan that has no relevance to a large city like Sheffield, I would suggest you look to the plan Leeds have. Building to double density in urban areas, thereby not affecting the green spaces that need to be protected for wildlife and ecology.

By following Bolsover's plan, this council is endangering ecological bio diversity in the areas earmarked for building, destroying livelihoods.

Destroying communities.

By following a sensible plan like Leeds, 3000 homes could be built in urban areas and our green belt left intact.

Anne Marples.

**REF5.0015**

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**Re:Sheffield Plan – Main Modifications Consultation**

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**From** [REDACTED]  
**Date** Tue 2026-03-17 11:36 AM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

[REDACTED]

Hi,

Thank you for consulting me on Local plan modifications.

Referring to the numbers modifications Can I make the following comments:

Local Plan

MM9 -Potential transport connections on the Don Valley Line at Victoria and Bridgehouses should be adequately integrated into the Sheffield Innovation Spine to maximise any connectivity benefits.

MM60 - Don Valley would ask that further development is undertaken such that it allow suitable land allocation enabling optimal development of transport connections, eg Parking at stations/stops.

MM61 - Don Valley Railway support the wording of this amendment not specifying heavy or light rail modes referring to the line as a railway. To be clear we are not convinced Light Rail is the best option for its reopening.

MM94 - Don Valley Railway support the wording of this amendment not specifying heavy or light rail modes referring to the line as a railway. To be clear we are not convinced Light Rail is the best option for its reopening.

MM101 - Don Valley Railway support the wording of this amendment not specifying heavy or light rail modes referring to the line as a railway. To be clear we are not convinced Light Rail is the best option for its reopening.

MM101 - With regards creating connections between Rail and Tram networks we would emphasise Nunnery Square as a key location for this.

MM102 - The additional bullet point regarding sustainable freight should consider enabling the potential reinstatement of the now severed rail link to Stocksbridge Steel Works which will avoid a potential increase in road freight should production levels return to previous levels.

Please get in touch if you require further information.

Regards

Chris Bell

Don Valley Railway

Sent via BT Email App

**From:** SheffieldPlan

**Sent:** Mar 2, 2026 at 4:05 PM

**To:** sheffieldplan@sheffield.gov.uk

**Subject:** Sheffield Plan – Main Modifications Consultation

Dear Consultee

We are writing to you because you have previously expressed an interest in the Sheffield Plan, made a representation on the Sheffield Plan, or are a statutory consultee.

The Draft Sheffield Plan was submitted to Government for examination in October 2023. Three Planning Inspectors were subsequently appointed by the Government to examine the Plan.

Two stages of public hearings were carried out in 2024 that considered the spatial strategy, thematic policies and site allocations. The Inspectors examining the Plan wrote to the Council in February 2025 setting out their interim findings and requesting that the Council carry out further work to identify additional site allocations to meet housing and employment land needs. A pause in the examination allowed this work to be carried out, which resulted in proposed additional site allocations being consulted on in summer 2025. Examination hearings resumed in autumn 2025 to consider the proposed additional site allocations as well as development management policies.

The Inspectors have now proposed a series of Main Modifications to the Plan that they consider are necessary in order for it to be found 'sound'.

## **The Main Modifications Consultation**

The purpose of this Main Modifications consultation is to provide the opportunity for representations to be made on the 'soundness' and legal compliance of the proposed Main Modifications to the Plan, prior to the Inspectors issuing their final report. A schedule of Proposed Main Modifications and a Schedule of changes to the Policies Map arising from proposed Main Modifications are available to view as part of the consultation.

We are also consulting on:

- The Integrated Impact Assessment (Update and Addendum) (2026) and Non-Technical Summary.
- The Integrated Impact Assessment Report Addendum: Modifications Consultation – including Non-Technical Summary (2026).
- The Habitats Regulations Assessment Update (2026).

The Council has also published a Schedule of Additional Modifications to the Plan and Additional Modifications to the Policies Map. These are minor changes and do not constitute Main Modifications. Comments on them will be considered by the Council.

Alongside the consultation, a track-changed version of the Sheffield Plan will be made available for the purpose of assisting in understanding the effect of the proposed Main Modifications and Additional Modifications in context. This is not the subject of consultation.

**The period for representations will run for 6-weeks from Monday 2<sup>nd</sup> March to 5pm Tuesday 14<sup>th</sup> April 2026.**

## **Document availability**

The consultation documents, tracked change version of the Sheffield Plan, guidance note and Frequently Asked Questions will be available to view on the Council's consultation website: <https://haveyoursay.sheffield.gov.uk/projects>

Hard copies of all the documents will be available to view during normal opening hours at:

- the Council's main office at Howden House, 1 Union Street, Sheffield S1 2SH
- all libraries (Council and Volunteer-run)
- Hillsborough First Point
- Chapeltown First Point

All other supporting documents submitted as part of the examination, and produced during the examination, remain available to be viewed at our main office, Howden House, 1 Union Street, Sheffield S1 2SH and online on the examination website:

<https://www.localplanservices.co.uk/sheffieldplan>

## **Commenting**

You can make your comments in any of the following ways:

- Online via the consultation website: <https://haveyoursay.sheffield.gov.uk/sheffield-plan-main-modifications>
- On paper representations forms:
  - Scanned and emailed to [SheffieldPlan@sheffield.gov.uk](mailto:SheffieldPlan@sheffield.gov.uk) or
  - Printed and returned by post to Strategic Planning, Howden House, Union Street, Sheffield S1 2SH
- By email to [SheffieldPlan@sheffield.gov.uk](mailto:SheffieldPlan@sheffield.gov.uk)
- By letter to Strategic Planning, Howden House, Union Street, Sheffield S1 2SH

If you have difficulty accessing any of the consultation documents at library or First Point locations, or online via the Consultation Portal, or you need any further advice or information, please contact us at [SheffieldPlan@sheffield.gov.uk](mailto:SheffieldPlan@sheffield.gov.uk). You can also call us on 0114 2735274.

A copy of the relevant documents may be obtained by post or email. A charge will be made for any documents provided by post based on the print cost of the document.

If you need documents in an alternative format or want to obtain a copy of a document please contact [SheffieldPlan@sheffield.gov.uk](mailto:SheffieldPlan@sheffield.gov.uk) or phone (0114) 2735259. Alternately you can contact us by post at Howden House, 1 Union Street, Sheffield S1 2SH.

Please also contact us at the above address if you no longer want us to contact you about the Sheffield Plan.

Yours faithfully



Strategic Planning Service Manager

## **Data Protection**

With the exception of representations focused solely on the Additional Modifications, all representations will be forwarded to the Inspectors examining the Sheffield Plan. To ensure an effective and fair examination, it is important that the Inspectors and other participants in the

examination process know who has made representations on the Plan - therefore it is necessary to include the names of all respondents.

Please do not include identifying or sensitive information within the body of your response as we are not asking for this. For example: please **do not** include your address or street, names of others or details of anyone's health, ethnicity, family situation or similar information that could lead to people being identified.

The information you provide (including your name and contact details) will be kept in accordance with terms of the Data Protection Act 2018 and will only be used for the purpose of the Sheffield Plan consultation and examination. Sheffield City Council is the data controller for the information on this form for the purposes of the Data Protection Act 2018.

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**REF5.0016**

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**CPRE PDSY representation on Local Plan consultation on main modification's**

---

**From** Tony Wallace [REDACTED]  
**Date** Thu 2026-03-19 3:35 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>  
**Cc** [REDACTED]

[REDACTED]

Dear Local Plans Team,

I hope you are well.

Please find attached a representation on behalf of the CPRE PDSY. I would be grateful if the Council will take it into account as part of the next iteration of planning preparation.

Kind regards

Tony

Tony Wallace MRTPI | Planning Officer

[REDACTED]



Campaign to Protect  
Rural England  
Peak District and South Yorkshire

19/03/2026

Sheffield Local Plans Team (Town Planning)  
Sheffield City Council  
The Devonshire Suite  
Blades Enterprise Centre  
John Street  
Sheffield  
S2 4SW

Dear Local Plans Team,

**Re: Representation to the Sheffield Local Plan Examination Main Modifications Consultation.**

The charity would like to express on-going concerns at the proposed loss of Green Belt and the situation in which decision-making processes have not benefitted from a Multifunctional Land Use Framework, a Green Infrastructure Strategy or a Local Nature Recovery Strategy.

Nevertheless, the charity recognises that a sound plan is needed urgently in order to prevent less sustainable patterns of development. Despite the high overall housing requirement from national Government the plan's spatial strategy does still aim for most development to be on brownfield land or within the existing built-up-area. The charity asks that the Sheffield Local Plans Team and the Local Plan Inspectors do more to put in place better policy protections to ensure that the green belt developments are not too close to the Core Ecological Network (including Local Wildlife Sites and Priority Habitats) and that they deliver Nature Recovery and not just biodiversity net gain.

Given the risk of under delivery and the NPPF 'Grey Belt' policy, there is a need to not just help deliver brownfield sites but to also prepare a Green Infrastructure Strategy as soon as possible. The charity urges the Council to prepare and adopt a Green Infrastructure Strategy within 18 months. Such a strategy should take account of the emerging Local Nature Recovery Strategy and should be prepared in conjunction with a delivery plan for new accessible suitable alternative natural/semi-natural greenspace to alleviate pressure on the Peak District's 'Habitat Sites'.

The loss of countryside will be felt acutely in Sheffield and compensatory measures (whilst never truly compensating) should be secured, alongside the rapid preparation and adoption of a positive Green Infrastructure Strategy for Sheffield's 'Beautiful Frame' which should aim for more land to be managed for nature than is currently the case, in locations close to and accessible to the public.

On behalf of the CPRE PDSY

Yours faithfully,



Tony Wallace  
Planning Officer MRTPI

**REF5.0017**

## Consultation

---

**From** Ruth Beeley [REDACTED]  
**Date** Mon 2026-03-23 11:17 AM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

Hello,

If this green belt land has to be used for housing it MUST be released only when all other brownfield and grey sites have been used. I support the wording of exceptional.

The policy NC7 has removed easy walking distance to bus services and replaced it with easy public access to local services. Car usage is very high in this area and every effort needs to be made to promote bus usage.

The percentage of affordable housing has increased which is positive and should be non-negotiable. However it seems this requirement is often reduced considerably later on and offers are made to contribute to affordable housing elsewhere perhaps in areas already deprived in some way. Affordable and social housing on this site would add diversity to the community.

Ruth Beeley  
Lodge Moor

**REF5.0018**

## S12 green belt

---

From Steven Turner [REDACTED]

Date Mon 2026-03-23 12:13 PM

To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

[REDACTED]

[REDACTED]

I am writing with my objection to plan to build houses on green belt farm land off white lane The area is completely unsuitable due to its location next to a school and close to a terrible junction for traffic below the school That is on top of the destruction of wildlife habitat and it will also increase the burden on the local medical centre where it is already difficult to get an appointment Yours Steven Turner [REDACTED]

**REF5.0019**

## Sheffield plan for Beighton

---

From j\_carr2@sky.com [REDACTED]  
Date Mon 2026-03-23 3:35 PM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

[REDACTED]

Sir

we wish to add our comments with regard to this plan.

This area is over crowded, the road network inadequate and is grossly overwhelmed and there is already a camp similar to this proposal within this area.

The site under the proposed development is one of the few natural environments here for the enjoyment of the local population not withstanding the detrimental effect to the wildlife that inhabit this area.

Has an impact assessment been undertaken to the locality - i.e additional traffic and congestion, air pollution,

site security to prevent unauthorised access?

Have other sites been considered that will have a lesser impact?

from two angry residents whose concerns and previous comments appear to have been disregarded.

**REF5.0020**

**Re: Eckington way (Case Ref: ZA24331)**

---

**From** Marie Larkin [REDACTED]  
**Date** Mon 2026-03-23 4:13 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

I am submitting here my objections to the local plan, to add industrial units and a traveller site to my local area of Beighton, for all the reasons previously submitted by Clive Betts and other political parties who have objected.

My opinion as a resident is that Beighton is already surrounded by industrial units that are an eyesore and can be seen on the horizon of every hill.

Traffic and it's chemical & noise pollution is a problem throughout the day.

Importantly the social divide and inequality between the areas within Sheffield are widening, because of the the councils failing to treat areas fairly, and ignoring what people say. You are not listening.

Sincerely

Marie Larkin

**REF5.0021**

## Main Modifications Consultation

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**From** Karen McGowan (LAB CLLR) [REDACTED]  
**Date** Mon 2026-03-23 4:24 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

I wish to raise concerns of the new information that has come to light. North East Derbyshire have now put out for consultation, the proposal for a piece of land available for development right next door to the Sheffield SS19 White Lane proposed Green Belt site development. If the North East Derbyshire site was also granted this would be over development of this area. Concerns about the huge increase in additional traffic this additional development on the border to the South East of Sheffield is a major concern. It will impact on those living in the vicinity as well as the wildlife. As local councillor for Birley Ward I feel I need to bring this to your attention.

Councillor Karen McGowan  
Birley Ward

**REF5.0022**

---

## Objections to new houses proposals in S12

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**From** Tim Crome [REDACTED]  
**Date** Tue 2026-03-24 6:34 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

[REDACTED]

We wish to express our concern about the proposed plans to build over 1000 new homes in the S12 area. This will be an increase of between 3000 to 4000 extra people.

Our principal objection is the erosion of greenbelt land on the proposed White Lane and Carter Hall Lane site. Once this begins, where will it end? The greenbelt land is a valuable asset for the current population of the Charnock area, for both physical and mental well-being.

Although we know that housing is in short supply, especially affordable housing, unless the appropriate levels of infrastructure are included in the plan it will lead to increased pressures on our already overstretched resources.

Transport congestion, and the added pollution, will increase. There will be the need for additional classrooms and staff in all schools and nurseries. Collecting and depositing children at Charnock Hall Primary will become more hazardous, as will use of the adjoining playground area, which is currently heavily used.

Health provision will require additional funding and space to meet an increase in demand from potentially thousands more patients.

Basic infrastructure such as water supply and sewerage capacity will need to be adequate too.

We are also aware that once the plan is accepted, the developers frequently renege on any commitment to affordable housing, so the intention to provide such accommodation may not happen at the required level.

Yours sincerely,

Tim and Cathy Crome

[REDACTED]

**REF5.0023**

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## Planned travellers site Eckington Way

---

**From** Chris Gaynor [REDACTED]  
**Date** Wed 2026-03-25 10:38 AM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

[REDACTED]

I write to object in the strongest possible terms to the proposed travellers site on land off Eckington Way.

I know all the points raised below are already registered as objections but I must add my weight to the argument.

1 This is farmland currently used to grow crops.

2 The land adjoins a housing estate and the site will severely affect the privacy and quality of life of nearby properties.

3 Eckington Way is by far the busiest road in the area and is regularly virtually gridlocked at rush hours and at weekends. This proposal will only exacerbate the traffic problem.

4 There is already a travellers site a mile away in Halfway.

5 There are surely many empty brownfield sites elsewhere in the city which are more suitable

In fact, this is one of the least suitable sites for the proposed use that I can think of. Please reconsider.

C GAYNOR

**REF5.0024**

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**Sheffield Plan Main Modifications Page**

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**From** Loach , Mandy (TPT TEAM LEADER) [REDACTED]  
**Date** Thu 2026-03-26 6:11 AM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>  
**Cc** [REDACTED]

 1 attachment (87 KB)  
Sheffield Local Plan Main Modifications - TPT and WWCT joint response.pdf;

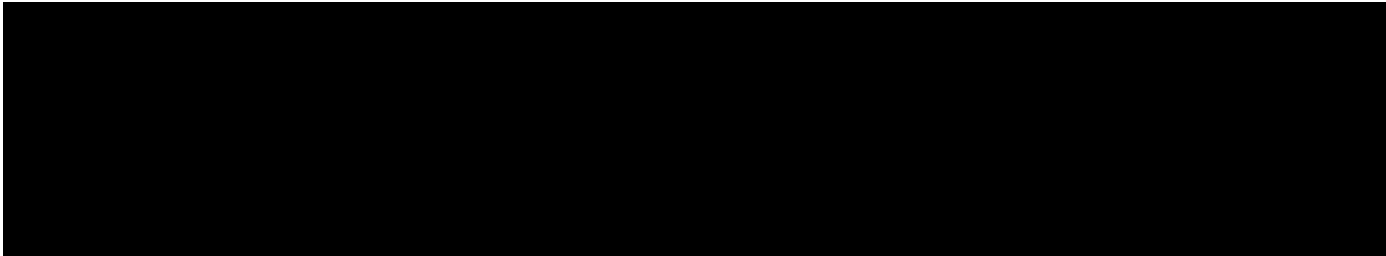
External email

[REDACTED]

Please find attached response on behalf of the Trans Pennine Trail National Office and the Walk Wheel Cycle Trust.

Regards  
Mandy

[REDACTED]





**Consultation Response**

<b>Organisation:</b>	<b>Sheffield City Council</b>
<b>Detail:</b>	Sheffield Plan Main Modifications Page
<b>Planning Ref:</b>	N/A
<b>Link:</b>	<a href="#">Sheffield Plan - Main modifications   Have Your Say Sheffield</a>
<b>Closing Date:</b>	14 <sup>th</sup> April 2026
<b>Response to:</b>	<a href="mailto:sheffieldplan@sheffield.gov.uk">sheffieldplan@sheffield.gov.uk</a>
<b>Submitted by</b>	Trans Pennine Trail National Office & Walk Wheel Cycle Trust
<b>Date:</b>	26 <sup>th</sup> March 2026

The Trans Pennine Trail (TPT) and the Walk Wheel Cycle Trust (WWCT) welcome the opportunity to comment on the proposed Main Modifications and supporting documents to the Sheffield Local Plan. The TPT and NCN is a nationally significant multi-user route, forming part of a wider strategic network for walking, cycling and equestrian use, and passes through and connects communities within Sheffield.

We wish to also take this opportunity to note neither organisation has been involved in earlier stages of the Local Plan consultation. As a result, our comments focus specifically on whether the proposed Main Modifications and related documents are sound and legally compliant, and whether they sufficiently recognise the role, protection and future potential of the TPT and NCN within Sheffield.

We recognise that the purpose of the Main Modifications is not to fundamentally rewrite the Plan, but to ensure that it is sound, justified, effective and consistent with national policy. In this context, we broadly support the ambition within the Sheffield Plan to promote active travel, green infrastructure and sustainable movement. However, we consider that there is inconsistent reference to the Trans Pennine Trail and National Cycle Network across the Plan and this may affect the Plan’s effectiveness and clarity.

Where the TPT and NCN is referenced within the Main Modifications and associated documents, this is welcomed and helps to:

- Acknowledge its strategic role within Sheffield’s walking and cycling network.
- Support protection of the route from severance or inappropriate development.
- Reinforce national and regional policy objectives relating to active travel, health and wellbeing, and sustainable transport.

These references demonstrate an understanding of the Trail's importance and align well with wider policy aims.

However, we note that in several places where strategic routes, green corridors, or active travel infrastructure are discussed, the TPT/NCN is not referenced, despite being directly relevant.

This omission risks:

- Creating ambiguity over our routes status compared to other strategic routes.
- Missing opportunities to strengthen policy alignment between local, city-region and national networks.
- Reducing clarity for developers, decision-makers and communities regarding the TPT/NCN's protection and enhancement.

While we recognise that the Main Modifications cannot introduce wholly new policy directions, greater consistency in referencing the TPT/NCN where appropriate would strengthen the Plan without altering its fundamental approach.

Clear acknowledgement of the Trail across relevant sections of the Plan would help ensure that future development proposals respond positively to it, supporting delivery rather than creating conflict or uncertainty.

In summary, while the proposed Main Modifications broadly support sustainable and active travel objectives, we consider that the Plan would be strengthened by:

- More consistent recognition of the Trans Pennine Trail where it is directly relevant.
- Clearer alignment between strategic route policies and nationally significant infrastructure.
- Improved engagement with the Trans Pennine Trail partnership moving forward.

These points can be addressed without altering the fundamental wording or direction of the Plan, and would help ensure that it is sound, effective and positively delivered.

**REF5.0025**

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## Objection to Development on Green Belt Land in Grenoside, Ecclesfield and Chapeltown

---

From Mark Howard [REDACTED]  
Date Thu 2026-03-26 11:48 AM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

**To: Strategic Planning Team & Government Inspectors**

**Re: Objection to Development on Green Belt Land in Grenoside, Ecclesfield & Chapeltown**

Dear Sir/Madam,

I am writing to again formally object to the proposed development of Green Belt land in the Chapeltown, Ecclesfield and Grenoside area, specifically:

Proposed housing sites:

- Land at Wheel Lane and Middleton Lane S35 8PU: Site Ref S03035 and Map Ref NES39
- Land South of Wheel Lane between Creswick Avenue and Wheel Lane S35: Site Ref S03051/S03034 and Map Ref NES37
- Land West of Grenoside Grange / Holme Lane Farm S35 8PB: Site Ref S03028/ S03100 and Map Ref NES38
- Land to the East of Chapeltown Road, S35 9ZX: Site Ref S03038 and Map Ref CH05

Proposed employment sites:

- Land bordered by M1, Thorncliffe Road, Warren Lane & White Lane, S35 2YA: Site Ref S03112 and Map Ref CH03 (Warren Lane)
- Land to the South of the M1 Motorway Junction 35, S35 1QP: Site Ref S04101 and Map Ref NES36 (Smithy Wood)
- Hesley Wood, North of Cowley Hill, S35 2YH: Site Ref S04639 and Map Ref CH04 (Hesley Wood)

I am submitting this representation in accordance with my legal right under the Planning and Compulsory Purchase Act 2004 and the Local Planning Regulations 2012. My submission addresses matters of legal compliance, soundness, and procedural fairness, and raises a number of detailed concerns that I believe must be considered at Examination in Public. I am writing to make it absolutely clear that my representation must be submitted in its entirety and in unredacted form to the Government-appointed Planning Inspectors. No part of my submission should be withheld, omitted, summarised, or altered in any way by Sheffield City council or its officers.

Since the original planning documentation was made available for consultation, a very large number of brownfield sites have been identified as potential areas to build these vast amounts of homes. The lack of investigation into these by Sheffield Council is worrying, as these seem to have been neglected instantly with the Council preferring to destroy greenbelt land. I strongly recommend that

these brownfield sites are taken into consideration to save greenbelt land. The identified brownfield sites are as follows:

- **Parkwood Springs, S3**
- **Jordanthorpe Playing Field, S8**
- Grange Mill Lane, S9
- Firth Park Old Dairy, S5
- Weedon Street, S9
- Petre Street, S4
- Lyons Street, S4
- Carlisle Street, S4
- Pitsmoor Road Flats, S3
- Windmill Lane, S5
- Civil Service Land Ecclesfield Road, S35
- Leppings Lane, S6
- Europa Link, S9
- Sandygate Road (Old Pub) 288, S10
- Henley Ave Norton, S8
- James Walton Drive, S20
- Old Penguin Site, S5
- Firshill Rise Old Flats, S4
- Steel City Old Tennis Courts, S5
- Gleedless Road, S14
- Radio Hallam, S6
- Wardsend Road, S6
- Clubmill Road, S6
- Broad Lane, S2
- Busk Meadow, S5
- Penrith Road, S5
- Ella Road, S4
- Remington Road, S5
- Deerlands Avenue, S5
- Loxley Brockwords, S6
- Old Loxley Chapel, S6
- Holme Lane, La Planta Works, S6
- Fisher Lane, S9,
- Senior Road Social Club, S9
- **Clay Wheel Lane (Union Carbide), S6**
- **Queens Road, S2**
- **Manor Lane Depot, S2**
- **Weston Tower**

These areas highlighted in bold are substantial areas of land and if found suitable, could ensure that more greenbelt land is not destroyed.

I strongly oppose the greenbelt development plans for the following reasons:

#### **Flood / Contamination Risk**

- The proposed sites lie uphill from areas already prone to flooding, including Warren Lane, Cowley Lane, Station Road, Falding Street, Chapeltown Park, Nether Lane, Ecclesfield Common, Cinder Hill Lane, Mill Road, The Wheel, Wheel Lane, Whitley Hall and surrounding roads.
- Flow into Blackburn Brook is already a flood risk area

- Existing homes, businesses, parks and habitats already suffer from surface water flooding during heavy rain e.g. houses near The Wheel/Cinder Lane Hill and houses on Mill Road
- Building here will significantly increase flood risk downstream and would overwhelm drainage systems which already happens in heavy rain.
- Hesley Wood site contains the remains of an old spoil tip and is highly contaminated

***We have experienced flooding on our road and the roads nearby and we are very concerned about the safety of our property and other people's homes and businesses if the development goes ahead. The amended plans do not show any proposal of how flood risks will be mitigated.***

### **Urban Sprawl and Overdevelopment**

- 37% of Sheffield's planned new homes (1494) are in the Chapeltown, Ecclesfield and Grenoside area, with a potential increase in local population of 40%. This is an unfair burden on our local community as flagged in the Inspectors letter of February 2025.
- These plans will cause Grenoside, Ecclesfield, Parsons Cross, Fox Hill, and Chapeltown to merge into one large urban area, losing our individual communities.
- 70% of the Greenbelt land planned for employment use is in Chapeltown, Ecclesfield and Grenoside despite significant employment land in the area being currently under occupied.
- This goes against the core purpose of the Green Belt, which is to prevent this kind of urban sprawl.

***The development will result in the loss of open greenbelt land, which currently contributes to the rural character of the area and serves as a buffer between urban settlements, contrary to Green Belt policy objectives. The amended plans do not show any decrease in the percentage of new homes planned for the S35 area.***

### **Traffic Congestion and Infrastructure**

- 1,494 new homes will equal approximately 2,000 extra cars using already congested local roads particularly during school runs and rush hour.
- Wheel Lane and The Wheel and surrounding roads are already used as a cut-through to the M1 and cannot cope with more traffic.
- Creswick Lane is already impassible at certain times of the day due to 3 schools being in close proximity to each other – Mansel, Yewlands and St Thomas More's.
- 3 additional employment sites will also bring increased HGV traffic into the area and further congestion at M1 junctions serving the area.
- The employment site classifications do not align to the local demand for jobs and would thereby require workers from outside the local area to travel into the area, further exacerbating traffic congestion
- Key routes such as Chapeltown Road, Ecclesfield Road, Cowley Lane, Station Road, Loundside, Burncross Road, Wheel Lane, The Wheel, Penistone Road, and Nether Lane are already under

significant pressure. These plans will make it significantly worse and dangerous.

- These plans will increase carbon emissions and noise pollution which contravenes the long standing commitment agreed by the Sheffield Council to achieve zero emissions and a reduced carbon footprint.

***As parents to young children, I am concerned about the impact on their health and safety (as well as that of other people due to the increased risk) of the increase in traffic that this development would lead to, including the impact of increased air pollution.***

***In a city that prides itself on being 'green', these plans contradict this directly. Also they are disproportionately impacting certain areas of the city, surely it would be fairer and have less of an impact on local infrastructure for development to be more thinly spread across wider areas. It does seem that certain areas of the city are treated unequally by the council, and residents in all areas should have just as much value, we all pay our council taxes after all. There is no clear plan on the amendments on how traffic congestion would be eased. Traffic from the M1 to Ecclesfield via Nether Lane is already nearly backed up to the M1 at peak times, and this will now be even worse.***

### **Loss of Wildlife and Green Space**

- These Green Belt sites contain a wide range of wildlife habitats including hedgerows and woodland where bats, owls, badgers, deer, birds of prey and hedgehogs live
- There is a legally protected badger sett and local nature site at Middleton Lane.
- Hesley Wood and Smithy Wood both contain ancient woodlands and Local Wildlife Sites
- Destroying these habitats would be a breach of environmental protections and a loss for future generations.

### **Impact on Heritage and History**

- A scoping study in 2015 described The Wheel Lane sites as being of "major significant historical value", including remains of an old mill and ironworking sites.
- Grenoside and Ecclesfield have historic farm buildings, ancient woodland, and a Grade II listed courthouse.
- Smithy Wood has been found to contain heritage assets of archaeological/ historical interest
- Development risks permanently destroying the character and history of our villages and landscape.

***This local plan is not sound as sites were not scored against all five of the Greenbelt purposes. No scoring was conducted against Purpose 4 which assesses the impact on the setting and special characteristics of historic towns. Given Ecclesfield's mention in the Domesday Book, the lack of assessment on Purpose 4 makes the plan unsound.***

### **Healthcare and Social Care Pressure**

- The proposed development is projected to increase the local population by approximately 40%, yet there is no accompanying commitment within the plan to expand healthcare provision such as GP services, dental care, or social care infrastructure. Local GP and Dental surgeries are reporting long waiting lists
- Existing NHS data and local feedback confirm that residents already experience delays in accessing appointments.
- Without a clear and deliverable strategy to address the additional demand, the risk of service shortfall is substantial and foreseeable based on current capacity constraints.

### **Poor Public Transport Links**

- Grenoside and Ecclesfield have limited and infrequent bus services, and no tram or train access.
- Chapeltown has a railway station but no car park causing parking congestion on nearby roads
- New residents and workers travelling to the employment sites would be car-dependent, adding further strain to the road network and increasing carbon emissions and noise pollution.

### **Lack of Exceptional Circumstances**

The National Planning Policy Framework (NPPF) makes clear that Green Belt boundaries should only be altered in *exceptional circumstances* and only when all other reasonable alternatives have been fully explored. In this case, I would question whether compelling evidence has been presented to demonstrate that such circumstances exist.

Has the Council exhausted brownfield opportunities, including smaller brownfield sites, underused urban sites, or higher-density alternatives. Housing need alone does not constitute an exceptional circumstance, as confirmed by established case law. Without a robust and transparent justification, the release of Green Belt land in Grenoside, Ecclesfield and Chapeltown is unjustified, contrary to national policy and risks setting a dangerous precedent.

### **Lack of Transparency and Inaccessible Consultation Process**

The new Green Belt site allocations were announced just 20 days before the council vote. It was therefore far too short a timeframe for meaningful public engagement.

I do not feel I have had sufficient time to review the supporting evidence as this is buried within thousands of pages of highly technical documents, yet the public was given only five weeks to respond. This process effectively excludes residents who lack specialist expertise, time, or even digital access.

The consultation falls far short of the standards of accessibility, fairness, and transparency promised in the Council's Statement of Community Involvement (SCI) — and may also breach legal obligations around inclusive public consultation.

We have spoken to lots of people who would be impacted by the development, including elderly people without access to social media, and they were unaware of the plans or of the scale of the impact in the S35 area. We are concerned that this means that many people will not have the

opportunity to raise their concerns and objections about something that will hugely impact their lives.

We found out on social media, we have not received any information from the council. We did not see any of the consultation events advertised until after they had already taken place.

### **Contravention of Green Belt Principles**

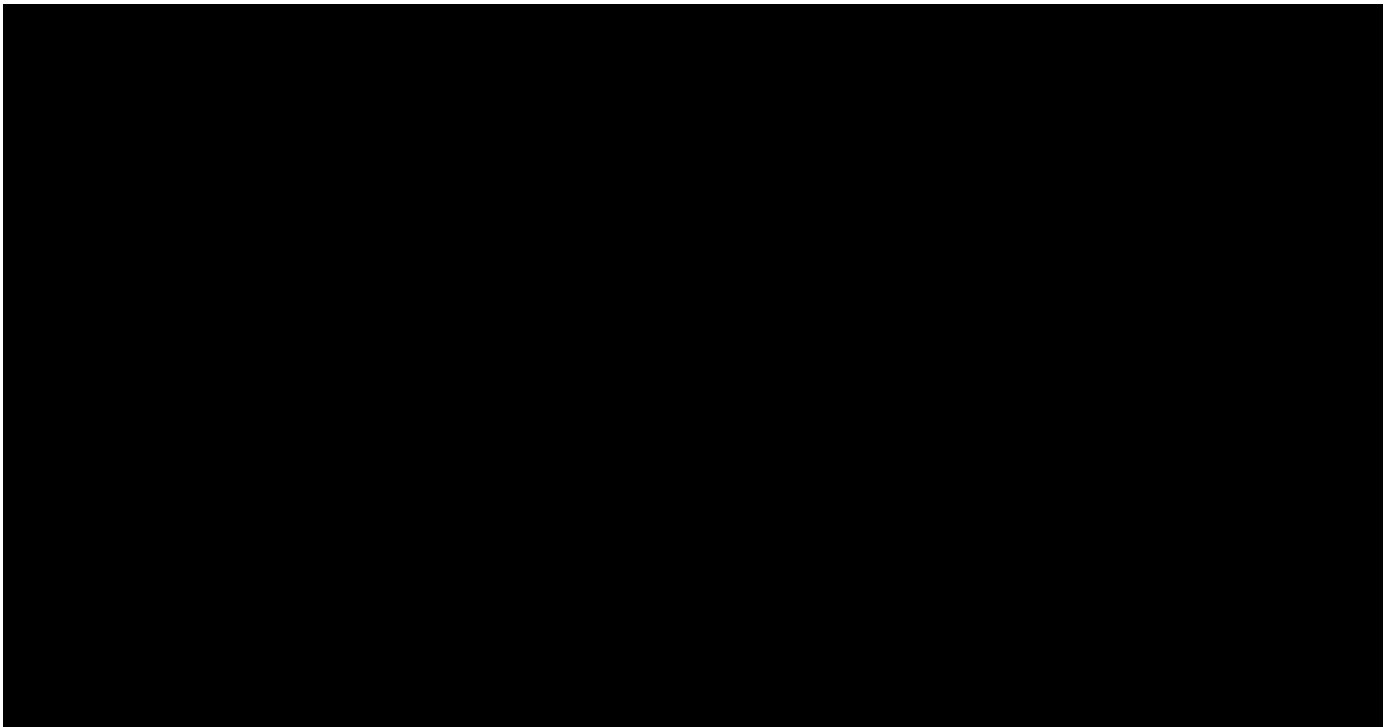
This proposal breaches all five of the stated purposes of Green Belt designation: preventing urban sprawl, avoiding towns merging, protecting countryside, preserving historic character, and prioritising brownfield development. I believe that none of these principles have been adequately considered.

In summary, these proposals are unsustainable, inequitable, and harmful to both the environment and the wellbeing of existing communities. I urge Government inspectors, and Sheffield City Council, to **reject these development plans** and to protect our Green Belt for current and future generations.

Please acknowledge receipt of this.

Yours faithfully,

**Mark Howard**




**REF5.0026**

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## Main Modifications - Representations from The British Land Company Plc

---

**From** Angie Fenton [REDACTED]  
**Date** Fri 2026-03-27 3:34 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>  
**Cc** [REDACTED]

 1 attachment (311 KB)  
240326\_BL SCC Local Plan Main Mods Reps.pdf;

External email

Dear Policy Team,

Please find attached representations made on behalf of British Land Company Plc, one of the key stakeholders within the city.

We trust that this letter will be promptly passed to the Inspector.

Please let me know if you have any queries.

Kind regards,

Angie Fenton


**Our ref:** Q250591  
**Your ref:** SCC Draft Local Plan  
**Email:** [REDACTED]  
**Date:** 24<sup>th</sup> March 2026



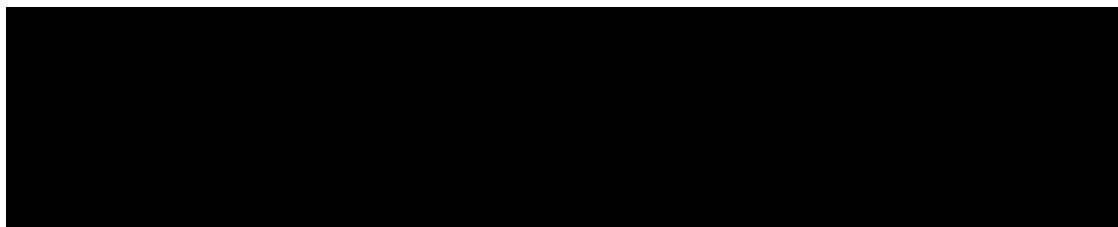
Strategic Planning Team  
Planning Service  
5<sup>th</sup> Floor, Howden House  
Sheffield, S1 2SH

By Email

Dear Strategic Planning Team,

## **Sheffield Local Plan – Main Modifications Representations on behalf of British Land Company Plc**

- 1.1 These representations are made on behalf of British Land Company Plc (British Land). British Land have significant land interests in Sheffield (as shown in Appendix 1), the Meadowhall Shopping Centre and surrounding land, and land at the River Don District and other plots in the area, some of which are allocated within the draft Local Plan. British Land are one of the key stakeholders within the city and have been for many years.
- 1.2 British Land have been engaged throughout the development plan process in Sheffield, participating at all stages, including the submission of two Statements of Common Ground, with regard to Site Allocations ES01 and ES02, ES04 and ES55.
- 1.3 British Land and SCC have worked closely together to agree on most matters as set out in the submitted SOCG's. However, a significant concern and area of disagreement is the lack of any evidence to support the inclusion of the Innovation Corridor (IC) which dissects the ES01 site allocation.
- 1.4 No part of the evidence base suggests that land needs to be safeguarded for the IC to support the identified growth underpinning the Sheffield Plan. No evidence has been provided that the IC can be delivered during the lifetime of the Local Plan. The Infrastructure Plan does not include a transport scheme on the land indicated as safeguarded on the Policies Map.
- 1.5 The safeguarded route through ES01 no longer connects with any other transport route due to the new Local Wildlife Site to the north of ES01. Unless a new route is constructed on the LWS (including provision of 10% BNG, which is unlikely to be achievable), the route through the site is effectively a road which goes to nowhere.
- 1.6 Safeguarding this land is wholly unjustified, is unsound and contradicts and undermines other policies which seek to allocate the wider parcel of land ES01 for economic development.
- 1.7 **Safeguarding land on a Policies Map for unevidenced and unjustified infrastructure blights the land and has the potential to invoke blight provisions in the Town & Country Planning Act 1990.**





## 2 Representations on Main Modifications

- 2.1 These representations focus on the Schedule of Main Modifications set out in the Local Plan Part 1 and Part 2 (Policies AS1, G5 and SA4) and the Site Allocations Schedule sites ES01 and ES02).
- 2.2 Due consideration does not appear to have been given to the Statement of Common Ground between British Land and Sheffield City Council. There is no reference to or commentary on the IC in the Main Modifications. This is an area of significant disagreement between British Land and SCC, such that the inclusion of the IC effectively sterilises the remaining land on the ES01 site. It prevents a viable employment development from being delivered, contrary to other policies within the Plan.

## 3 British Land Interests

- 3.1 British Land maintain their position that the draft Local Plan allocations with regard to the company's interests in the Meadowhall area, remain unsound.

### Part 1: Spatial Strategy / Sub Area Policies

- 3.2 The only reference to the IC in the entire Local Plan is within Policy SA4(j), which requires the safeguarding of the IC. There is no evidence base to justify the safeguarding of this land to accommodate growth in the Plan period and there is no published technical case, scheme or funding which justify blighting land in this way. The purpose of the safeguarding is not apparent.
- 3.3 The land to the north of ES01 is now allocated as a Local Wildlife Site. Unless a route can be constructed through this site (and provide 10% Biodiversity Net Gain and ecological mitigation), this route through the site does not connect with any other route. It ends within the ES01 site and goes nowhere.
- 3.4 There is no text in the Local Plan to support Policy SA4(j) to evidence the need for a route to be safeguarded for an unspecified "Innovation Corridor". Nor is there any policy to support the funding of this from developer contributions. We therefore invite the Inspectors again to recommend a Main Modification to remove part (j) of Policy SA4.
- 3.5 The transport mitigation infrastructure identified in Tables 6&7 of the Infrastructure Plan does not include a transport scheme on the land indicated as safeguarded on the Policies Map. See EXAM 57 which is wholly silent on the need for a new transport route along the alignment of the land shown as safeguarded.
- 3.6 Identification of this land as safeguarded is wholly unjustified, is unsound and contradicts and undermines other policies which seek to allocate the wider parcel of ES01 land for economic development.
- 3.7 British Land maintain their position, made at the Hearing Session into Matter 12 that the proposed designated safeguarding of land for the IC is **unsound** being neither "justified" nor "effective" and, therefore, not "consistent with national policy".



## Policy Map – ES01

- 3.8 The Site boundary for site allocation ES01 has been amended to exclude the Local Wildlife Site to the north. The MM states that this is as agreed in the SOCG which is correct and welcomed. The matter of disagreement in the SOCG was that the IC remains on the policy map, running through the Local Wildlife Site and dissecting ES01. Policy SA4(j) requires this land to be safeguarded, but no commentary of justification is provided.
- 3.9 The current live planning application (25/03667/OUT) for an employment generating development on Plot 3 (the western part) of ES01 does not safeguard the IC land. The illustrative three development options submitted to indicate the developability of the remaining land on ES01 are not deliverable if this land must be safeguarded. The IC would result in the loss of land such that the remaining land in Plot 3 of ES01 is simply not large enough to accommodate an employment development with associated yard, parking, landscaping etc...
- 3.10 Planning permission (18/03796/OUT) was granted on 23<sup>rd</sup> July 2020 for an economic development on ES01. Condition 53 of this planning permission provided a time limited safeguarded route until 23<sup>rd</sup> July 2023. The requirement to safeguard the land for the IC therefore expired almost three years ago. The condition states in full:
- “There shall be no development within the safeguarding zone for the potential innovation corridor road link on Plot 3 as identified on plan reference 43616/5505/009 within 3 years of this permission unless the Council have provided formal notification that they are not to take forward a scheme for the construction of an innovation corridor road link affecting the road alignment shown on the above plan”.*
- 3.11 Indeed, the Section 106 Agreement linked to this planning permission required the Council to provide details relating to the current position and progress on proposals to deliver the Link Road, including (our comments in red):
- Whether any funding has been secured by the Council - *we understand that funding is yet to be secured.*
  - Whether any necessary consents have been secured – *we understand that planning permission has not been sought, nor any other consents required to build the road.*
  - The anticipated timescales (if known) for delivery of the Global Innovation Corridor or the Link Road, including such part of the Link Road as is proposed to be located within the Safeguarded Land – *we understand that these timescales remain unknown and / or are not yet publicly available.*
  - Details of any variations to the proposed location of the Global Innovation Corridor or the Link Road; and
  - Details of any resolutions made by the Council in connection with the funding or delivery of the Link Road or Global Innovation Corridor. *We are not aware of any resolution made by the Council with regard to funding or delivery of the Link Road or Global innovation Corridor.*



- 3.12 The deliverability of the IC is therefore very uncertain and highly unlikely to come forward during the lifetime of the Local Plan.
- 3.13 It is unclear what the purpose of the IC is, but what is known is that its presence will sterilise and prevent “Plot 3” of the ES01 site from being developed in line with the requirements of other policies in the Local Plan.

### Site Allocation ES01

- 3.14 As set out above, the site boundary has changed to remove the Local Wildlife Site from ES01. This is agreed by British Land. The ‘conditions on development’ also remain as agreed, however two additional ‘conditions’ have been included:

*“Explore opportunities to provide ecological corridors having regard to the Local Nature Recovery Network. Where feasible, Biodiversity Net Gain should be delivered on site within these areas in the first case, in line with the BNG hierarchy. – this has been added to all site allocations.”*

*A buffer is required to the Local Wildlife Site(s). Grassland requires a minimum 6 metre buffer; Ancient Woodland/woodland requires a minimum 15 metre buffer (measured from the edge of the canopy); watercourses (rivers and streams) require a minimum 8 metre buffer”.*

- 3.15 This buffer is not a statutory requirement, being guidance only, and should be decided on a case by case basis, as is the case with Site ES55. An ecological buffer on ES01 will result in a significant proportion of the site being lost. Furthermore, this buffer contradicts the proposed IC which runs directly through the Local Wildlife Site, before entering ES01. The Local Plan cannot both protect the Local Wildlife Site at the same time as proposing the IC through it – they are mutually exclusive.
- 3.16 We therefore invite the Inspector to remove the specific distances and allow the size of each buffer to be reviewed on a case-by-case basis.

### Site Allocation ES02

- 3.17 The Site boundary of ES02 has changed to that agreed in the SOCG. The policy now also includes specific Local Wildlife Site buffers.
- 3.18 No justification has been provided for these buffers and should revert to the previously agreed watercourse buffer only.

### Policy AS1: Development on Allocation Sites

- 3.19 British Land previously made representations setting out that there is no justification for the 80% floorspace requirement for allocated uses. British Land suggested an reduction to 50% to ensure that the policy retains flexibility for other employment generating uses, as required by the NPPF.
- 3.20 The July 2020 planning permission approved a range of commercial uses including car showrooms. Although car showrooms have a *sui generis* land use, this is an employment generating use which should not be restricted on site ES01. The planning permission also



allowed a hotel, retail and leisure uses. British Land invites the Inspector to remove this restriction or reduce to 50% as previously requested.

#### **Policy GS5: Development and Biodiversity:**

3.21 New wording has been added, specifically with regard to development that is likely to adversely affect a Local Wildlife Site. Part D of this policy now requires buffer zones to be included. However, the amendment is presented as though a requirement for buffer zones was included in previous versions of the Plan – this is not the case.

3.22 Furthermore, the supporting text of the policy updates the appropriate definition buffer, including grassland Local Wildlife Sites to 6 metres. This has come from the SCC guidance on 'ecological buffer zones'. The Inspector should clarify that this is guidance only and not a policy requirement. Buffers should be considered on a site-by-site basis.

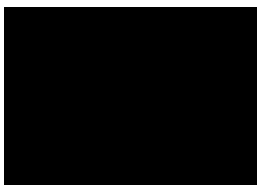
## **4 Summary**

In summary, British Land support the need for additional employment land allocations to support the identified need for employment across the Plan period. With regard to British Lands site interests, we confirm the following:

- Agreement with the proposed boundary of ES01 comprising removal of the Local Wildlife Site, removal of land at Meadowhall Way/Vulcan Road/Sheffield Road and inclusion of land at Weedon Street/Carbrook Street and the River Don, comprising an area of 15.72 hectares.
- British Land maintain that the inclusion of the IC which bisects Site Allocation ES01 is not based on any evidence is unjustified, not effective and unsound. **It must be removed in order for the Local Plan to be found “sound”**. We invite the Inspector to remove Part (j) of Policy SA4 which is the only part of the Local Plan where the IC is mentioned.
- The size of ecological buffers should be considered on a case-by-case basis. There are specific requirements already in place, enforced by the Environment Agency, to manage these buffer zones where necessary.

British Land reserve the right to comment on any further evidence base with regards to their land interests.

Yours sincerely



Angie Fenton,  
Senior Director



**REF5.0027**

## Sheffield Plan

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**From** Mark Corrigan [REDACTED]  
**Date** Tue 2026-03-31 4:55 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

 1 attachment (480 KB)

Sheffield Main Modifications Local Plan 31.03.2026.pdf;

External email

Good Afternoon,

Attached is a response to the Main Modifications to the Sheffield Plan on behalf of the British Horse Society,

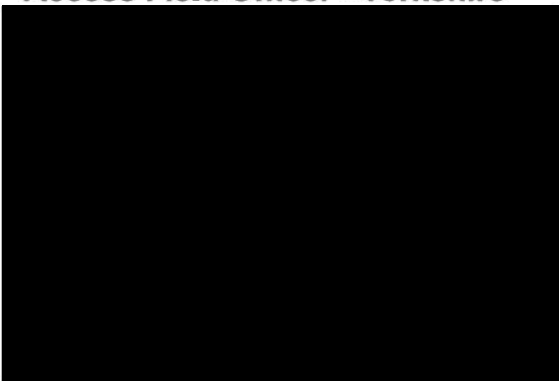
I would be grateful if you could confirm safe receipt and add this document to the planning portal,

Regards,

Mark.

---

**Mark Corrigan**  
**Access Field Officer - Yorkshire**





**This email is confidential and intended solely for the use of the individual or individuals to whom it is addressed. Any views or opinions presented are solely those of the author and do not necessarily represent those of British Horse Society or associated companies. If you are not the intended recipient be advised that you have received this email in error and that any use, dissemination, forwarding, printing or copying of this email is strictly prohibited.**

**The British Horse Society is an Appointed Representative of Howden Insurance Brokers Limited (Firm reference 309639) who are authorised and regulated by the Financial Conduct Authority.**

**If you have received this email in error please contact the sender.**



31st March 2026

The Consultation Team  
Sheffield Plan Examination  
Howden House  
1 Union Street  
Sheffield  
S1 2SH

By email only: [planningapps@sheffield.gov.uk](mailto:planningapps@sheffield.gov.uk)

Objection  
Main Modifications to the Sheffield Plan

Dear Sir/Madam,

I am writing on behalf of the British Horse Society (BHS) in response to the current consultation on the “Main Modifications to the Plan and associated documents.”

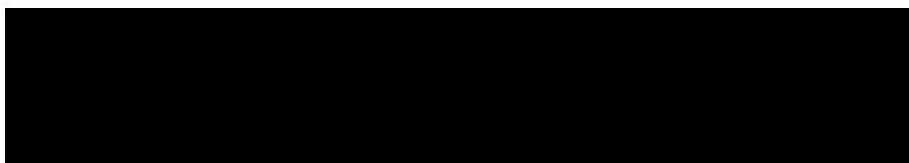
We note that this consultation includes the examination of the Green Belt Review, with associated additions and deletions. This response is based solely on matters relating to access and rights of way.

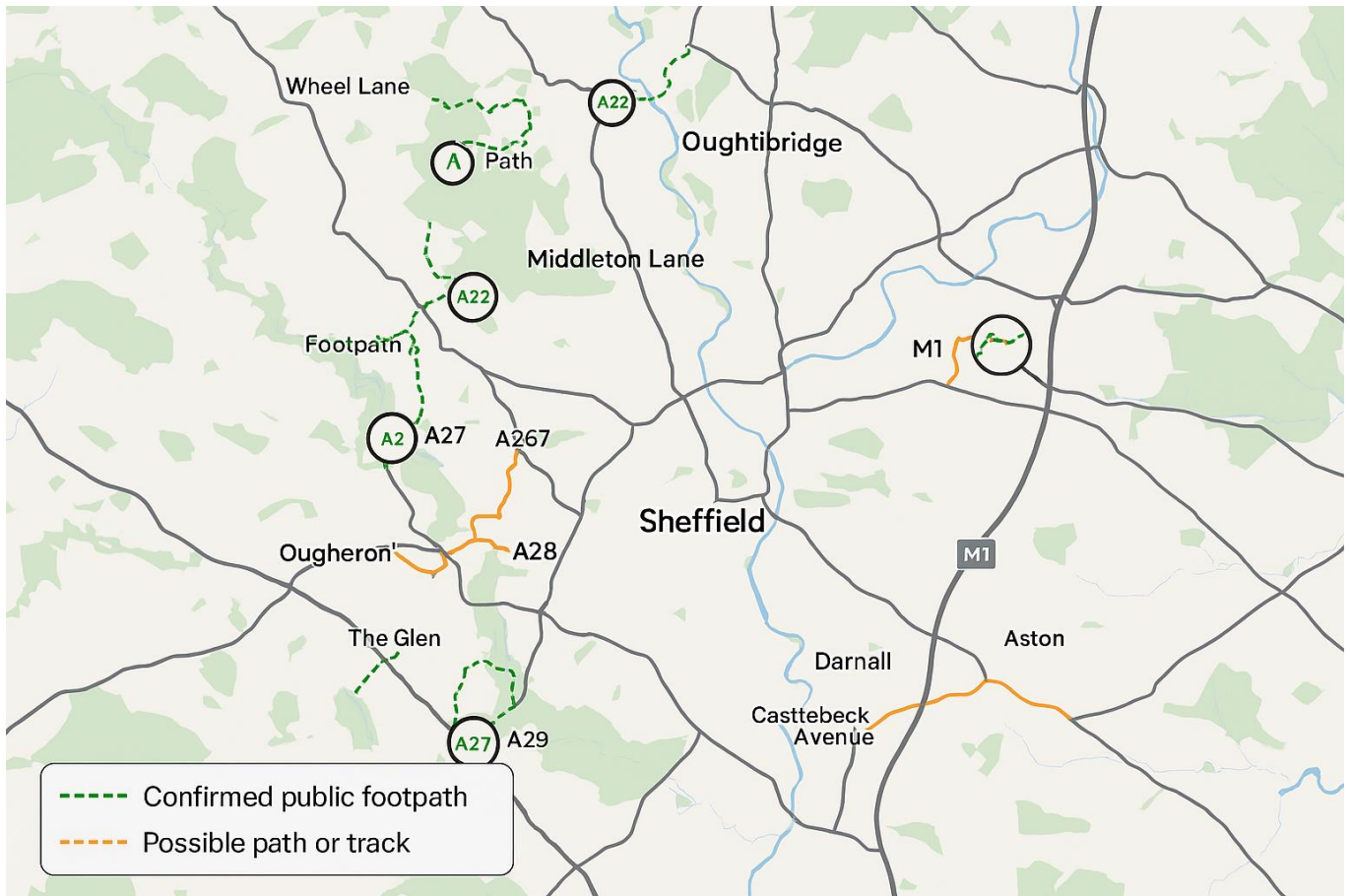
Because of the difficulties that equestrians encounter on roads, they avoid using them wherever possible. However, road use is often unavoidable, sometimes simply because people have nowhere else to exercise their horses. The main off-road access available to riders is the network of Public Rights of Way (PRoW). In many areas this network is fragmented—often due to the most heavily used routes being adopted as vehicular highways—and roads are frequently the only available links between one PRoW and the next. Connecting off-road routes should therefore be given a high priority in the interests of all vulnerable road users.

Sheffield has around 745 km of PRoW, but only approximately 113 km (13%) of this network is available to horse riders—already well below the national average of 22%. There are currently no restricted byways in Sheffield. We would like to see an increase in the network available to horse riders.

We believe there are unrecorded routes shown as paths or tracks within the documents, along with under-recorded footpaths. There are also Definitive Map Modification Order (DMMO) applications lodged with Sheffield City Council’s Rights of Way Department—some dating back many years. These applications are not being considered and should not be allowed to be subsumed within future developments.

It is difficult for horse riders, cyclists and pedestrians to make a meaningful response if they cannot see which current and future rights of way are affected by these plans.





The above AI generated map notes the confirmed footpaths and possible paths or track within the modification area only.

Permissive paths are not shown or noted within the documents we would like to see these paths included and formalised as permanent public rights of way.

#### Definitive Map Modification Order (DMMO) Applications.

According to Sheffield City Council's statutory registers (late 2025 / early 2026):

- Determined/Pending Applications: There are currently 10 applications submitted but not yet determined under Schedule 14 of the Wildlife and Countryside Act 1981.
- Backlog: There are approximately 55 additional paths identified as requiring investigation, but staff resources are currently insufficient to progress them.

As the plan appears to be unsound due to the lack of coherent detail, and thus confusing to the public, we object to the Main Modifications to the Sheffield plan.

When the above matters have been satisfactorily resolved, we will withdraw our objection.

Yours faithfully,

[Redacted signature]

Mr Mark Corrigan  
Access Field Officer – Yorkshire

[Redacted contact information]



**REF5.0028**

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## Comments and Observations on the Modified Sheffield Plan, particularly with reference to site SWS18

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From Jenny Gittins [REDACTED]  
Date Tue 2026-03-31 10:21 PM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

### Regarding Modification Ref. MM440 map for site SWS18

There is no buffer zone shown on the map from the Conduit Path which is understood to be a Nature Reserve.

Looking at the Habitats Regulations Assessment and in particular at the NPPF Golden Rules regarding taking land out of the Green Belt for building dwellings.

***Views into and out of a National Park must not be obscured.***

Proposed site SWS18 currently affords direct views into the Peak District National Park from the Conduit Path leading off Blackbrook Road and from the Spider Park which enables direct access from the Lodge Moor conurbation. Building on land adjacent to the Conduit Path will obscure the view into the National Path thus contravening this rule.

***Building sites on land taken out of the Green Belt must ensure that recreational land is provided within the new estate.***

Site SWS18 is too small to enable this regulation.

***Land taken out of the Green Belt must not be used as a reason to build adjacent to it in future years.***

This is exactly what is happening now in the proposal to take site SWS18 out of the Green Belt following the building of the former Lodge Moor Hospital site in the 2000's.

This fact also affects many of the other proposed sites to be taken out of protected Green Belt. These Green Belts also act as the Buffer Zone between distinct communities

eg: between Ecclesfield and Chapeltown, between Ecclesfield and Grenoside, between Stocksbridge and Outbridge etc. All were once distinct communities.

***When building on former Green Belt land 45% of the dwellings must be for Social Housing.***

How will this be enforced?

### Looking at the Habitats Regulations Assessment in relation to the Peak District National Park

PDNPA raised concerns regarding increased footfall if site SWS18 is built providing another 258 dwellings. This has been proven after conversion of the former Lodge Moor Hospital site in the 2000's with 280 dwellings built. The paths leading into the PDNP, only 1km away from site SWS18, have become very busy following completion of the site with loss of habitat for birds such as nightjar and woodcock.

Additionally, the paths around Redmires Reservoirs, only 1km away from site SWS18 have become over-used and have to be regularly repaired.

Measures put forward to reduce footfall in the National Park; parking, damage to fragile moorland habitats seem flimsy. More robust measures are required to protect this important and cherished National Park.

### Sheffield Plan Traffic and Transport

The road system to the south of proposed site SWS18 has not been addressed. All the minor roads after Moorcroft at the top of Blackbrook Road within the Mayfield Valley should be classified as 'Quiet Lanes' as all these roads are small country lanes that do not enable two modern cars to pass one another.

Leave this valley and the Redmires valley as the buffer zone for the National Park.

Submitted by resident, Jennifer Gittins, [REDACTED]

**REF5.0029**

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**RE: Sheffield Plan – Main Modifications Consultation – notice of extension to consultation period**

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**From** [REDACTED]  
**Date** Tue 2026-03-24 7:03 AM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

[3a159ce533565fe4f880c692fc90ad08\\_2026-3-20 Final Draft MM schedule - whole plan with inset maps V2 FINAL PRINT - updated p 2-70-110.pdf](#)

Sean Maloney



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**From:** SheffieldPlan <sheffieldplan@sheffield.gov.uk>  
**Sent:** 23 March 2026 14:56  
**To:** SheffieldPlan <sheffieldplan@sheffield.gov.uk>  
**Subject:** Sheffield Plan – Main Modifications Consultation – notice of extension to consultation period

Dear Consultee

**Sheffield Plan – Main Modifications Consultation – notice of extension to consultation period**

We are writing to you because you have previously expressed an interest in the Sheffield Plan, made a representation on the Sheffield Plan, or are a statutory consultee. We wrote to you on 2<sup>nd</sup> March 2026 to advise you of a period of consultation on proposed modifications to the Sheffield Plan.

This is a notice to let you know that the consultation period on proposed modifications to the Sheffield Plan has been extended to **5<sup>th</sup> May 2026**. Following the launch of the consultation, several documents have been updated reflecting additional dialogue with the Inspectors. Further details of these updates can be found in a document entitled '**Sheffield Plan: List of**

**Updates to the Main Modification Documents'** that now also forms part of the consultation.

### **The Main Modifications Consultation**

The purpose of this Main Modifications consultation is to provide the opportunity for representations to be made on the 'soundness' and legal compliance of the proposed Main Modifications (see schedule of Proposed Main Modifications and Schedule of changes to the Policies Map arising from proposed Main Modifications) to the Plan, prior to the Inspectors issuing their final report.

We are also consulting on:

- The Integrated Impact Assessment (Update and Addendum) (2026) and Non-Technical Summary.
- The Integrated Impact Assessment Report Addendum: Modifications Consultation – including Non-Technical Summary (2026).
- Habitats Regulations Assessment Update (2026).

The Council has also published a Schedule of Additional Modifications to the Plan and Additional Modifications to the Policies Map. These are minor changes and do not constitute Main Modifications. Comments on them will be considered by the Council.

Alongside the consultation, a track-changed version of the Sheffield Plan will be made available for the purpose of assisting in understanding the effect of the proposed Main Modifications and Additional Modifications in context. This is not the subject of consultation.

**The period for representations will run for 9-weeks from Monday 2<sup>nd</sup> March to 5pm Tuesday 5<sup>th</sup> May 2026.**

### **Document availability**

The consultation documents, tracked change version of the Sheffield Plan, guidance note and Frequently Asked Questions will be available to view on the Council's consultation website: <https://haveyoursay.sheffield.gov.uk/projects>

Hard copies of all the documents will be available to view during normal opening hours at:

- the Council's main office at Howden House, 1 Union Street, Sheffield S1 2SH
- all libraries (Council and Volunteer-run)
- Hillsborough First Point
- Chapeltown First Point

All other supporting documents submitted as part of the examination, and produced during the examination, remain available to be viewed at our main office, Howden House, 1 Union Street, Sheffield S1 2SH and online on the examination website:

<https://www.localplanservices.co.uk/sheffieldplan>

### **Commenting**

You can make your comments in any of the following ways:

- Online via the consultation website: <https://haveyoursay.sheffield.gov.uk/>
- On paper representations forms:
  - Scanned and emailed to [SheffieldPlan@sheffield.gov.uk](mailto:SheffieldPlan@sheffield.gov.uk) or
  - Printed and returned by post to Strategic Planning, Howden House, Union Street, Sheffield S1 2SH
- By email to [SheffieldPlan@sheffield.gov.uk](mailto:SheffieldPlan@sheffield.gov.uk)
- By letter to Strategic Planning, Howden House, Union Street, Sheffield S1 2SH

If you have difficulty accessing any of the consultation documents at library or First Point locations, or online via the Consultation Portal, or you need any further advice or information, please contact us at [SheffieldPlan@sheffield.gov.uk](mailto:SheffieldPlan@sheffield.gov.uk) You can call us on 0114 2735274.

A copy of the relevant documents may be obtained by post or email. A charge will be made for any documents provided by post based on the print cost of the document.

If you need documents in alternative format or want to purchase a print copy of a document please contact [SheffieldPlan@sheffield.gov.uk](mailto:SheffieldPlan@sheffield.gov.uk) or phone (0114) 2735259

Please also contact us at the above address if you no longer want us to contact you about the Sheffield Plan.

Yours faithfully  
Simon Vincent  
Strategic Planning Service Manager

### **Data Protection**

All representations will be forwarded to the Inspectors examining the Sheffield Plan. To ensure an effective and fair examination, it is important that the Inspectors and other participants in the examination process know who has made representations on the Plan - therefore it is necessary to include the names of all respondents.

Please do not include identifying or sensitive information within the body of your response as we are not asking for this. For example: please **do not** include your address or street, names of others or details of anyone's health, ethnicity, family situation or similar information that could lead to people being identified.

The information you provide (including your name and contact details) will be kept in accordance with terms of the Data Protection Act 2018 and will only be used for the purpose of the Sheffield Plan consultation and examination. Sheffield City Council is the data controller for the information on this form for the purposes of the Data Protection Act 2018.

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**REF5.0030**

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## Sheffield Local Plan Consultation Update

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From Jean Needham [REDACTED]  
Date Wed 2026-04-01 7:01 PM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>  
Cc [REDACTED]

 3 attachments (94 KB)

My response.docx; Consultation 2 Letter\_251130\_154914.docx; 2025\_12\_10\_Consultation 2 Check List\_251130\_154941.pdf;

External email

To whom it may concern

It may be ineffectual to write again at this juncture but it is all that I can think to do.

Attached are the initial comments I submitted for the first consultation and documents for the response due by the 11<sup>th</sup> December 2025 outlining my objections to the housing developments in Grenoside.

It is not a good position to be in, to feel that ones opinion is irrelevant and that one does not have a democratic voice in what are significant changes to ones life and home. It has been called a community-led development, which it isn't. I understand that the leader of our Council, Tom Hunt has acknowledged that the distribution of Green Belt release is 'unfair' that 'given more time' the plan may have looked different' and the Council 'may not have got it right'

Michael Johnson, Head of Planning has said that there would be 'an impact on communities and sacrifices will be needed, also that he 'sympathised with residents'. This may make Mr Johnson feel better about himself but it doesn't help us residents, who feel that we haven't had a voice in this. Also the MP Clive Betts apparently told the local plan examination that 'this plan has been done to the people and not with the people'. It makes me feel that local democracy is under threat.

Yours sincerely

Jean Needham  
[REDACTED]

## **Response to the Sheffield Local Plan Consultation – Proposed Additional Site Application**

1. I object to the proposed development of green belt sites in principle and the consequent loss of the intended benefits from their creation and maintenance.

2. I object to the proposed development with specific reference to the site references **NES37 (609 homes, multi-faith burial ground, secondary school, SEND school)**, **NES39 (148 homes)** and give the following reasons for my objections:

- The loss of the buffer between urban settlements.
- The loss of the buffer of green space, trees and hedgerows that mitigates against current levels of air pollution from the M1, the A61 and within the existing road network.
- Therefore, the increase of atmospheric and noise pollution from the inevitable increase in the number of vehicles associated with 757 homes, a multi-faith burial ground, a secondary school, a SEND school.
- The volume of traffic and so the congestion and pollution on the immediate access roads connecting to the A61 in particular which is already increasing and will worsen with increased vehicles from the additional homes and bus routes.
- In turn, and together with other developments there will be increased congestion on the A61 and the associated pollution and road safety issues.
- Additional road safety risks, especially for children from the increasing traffic and the extension of bus routes in an area of housing and the existing three schools on Chaucer Road and Creswick Lane, schools increasing to five.
- Particular traffic volume and road safety concerns in that two more schools are to be built.
- Ecological impact due to the loss of wildlife habitats, ancient trees and hedgerows, fields and woodland and the human and

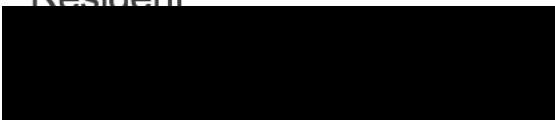
nature benefits that have accrued from the creation and maintenance of the green belt.

- The potential damage to an historic landscape, which is known to be of archeological interest.
- The reduction to personal health and exercise benefits from restricted and changed access to the local footpaths.
- The lack of information about access and egress to and from the site and particularly where the two new schools could feasibly be located.
- Although the plan states that 'The Council reviewed all the available brownfield sites and found that all possible development had been accounted for already' they are now part of a scheme exploring the use of small brownfield sites for house building (The Star newspaper 5.6.25).

I feel that the extent of these possibilities in Sheffield should be taken into account, before proceeding with the use of the green belt.

- The Government plan to fine speculative land developers, who are holding back developments pending land cost increases and to insist on usage. (Sunday Times 25.05.25). I feel the impact in Sheffield of this should be assessed in relation to house building before proceeding with the use of the green belt.
- To aid a balanced consideration, there is no information about the nature of the anticipated 'tens of thousands of new jobs' which this plan is supposed to generate.

Jean Needham  
Resident



**IMPORTANT:** This must be completed and emailed or posted so it arrives by **Thursday 11 December at 5pm.**

**Send by Email:** sheffieldplan@sheffield.gov.uk

**Send by Post:**

Strategic Planning  
Howden House  
1 Union Street  
Sheffield  
S1 2SH

**Dear Strategic Planning Team,**

**Re: Comments on Late Examination Documents**

I am writing to comment on the late documents published for consultation on the Local Plan. I have indicated my areas of concern below.

**Late Release of Documents**

Since the original consultation closed, Sheffield City Council has released more than 100 new EXAM documents, yet residents have been given only three weeks, just before Christmas, to read, understand and respond to a large amount of highly technical information. This is not meaningful consultation. The volume, timing and complexity of the documents make it impossible for ordinary residents to take part properly, and the process falls far short of the fairness and accessibility promised in the Council's own policies.

As a resident directly affected by these proposals, I have found the material overwhelming and the timescales unreasonable, so I am using this template and checklist to ensure my concerns are formally recorded. These comments are submitted despite the unfair process, not because I consider it acceptable.

***The attached Tick-box Checklist summarises the key issues raised in the Examination documents. I have ticked the boxes for the areas that concern me and added my own comments below.***

**Additional Concerns**

I do not support the release of Green Belt land in S35. The Green Belt exists to prevent urban sprawl, protect open countryside, safeguard wildlife and biodiversity, and maintain the historic identity and character of our communities. It is also deeply concerning that over 50% of all Green Belt land proposed for release across Sheffield is concentrated in S35, while many other parts of the city are not facing any Green Belt loss at all. This creates an unequal and unfair impact on our communities, who are being asked to bear a disproportionate share of the citywide burden.

**Conclusion**

After the Street Trees Inquiry, the Council promised to rebuild trust with residents through openness, honesty and early involvement in decisions. This consultation has not upheld



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## Tick-box Checklist of Late Documents for Local Plan (Nov/Dec 2025)

General Declarations		Tick if agree
I support the detailed objection submission from the CEG Community Action Group.		<input type="checkbox"/>
Dr Marie Tidball MP's verbal submission at the Inspectors' hearings does not represent my views.		<input type="checkbox"/>
EXAM Documents Produced by or on Behalf of Sheffield City Council		
EXAM	CEG Summary of Evidence	Tick if agree
182 130b	<b>How Green Belt Sites Were Assessed and Categorised</b> The way Sheffield divided sites into "strategic" and "dispersed" relied on assumptions rather than confirmed evidence, including future infrastructure that is not funded. Some S35 sites were classified as strategic even though they do not meet normal tests. This means the scale and location of Green Belt release is based on provisional modelling rather than firm evidence.	<input type="checkbox"/>
130a 130b 136 136a 183	<b>Green Belt Loss and Fairness</b> The Council's own evidence shows that over half of Sheffield's total Green Belt release has been concentrated in S35, even though many less harmful sites elsewhere were rejected. This creates an unfair and disproportionate impact on our area, permanently reducing open countryside and the separation between communities.	<input type="checkbox"/>
140 141 180 181 182 192	<b>Housing Need, Capacity and the Case for Green Belt Release</b> Updated figures show that Sheffield can meet most of its housing need on urban land. Proposed S35 Green Belt sites have already had their capacities reduced due to constraints, and EXAM 141, produced by the Chapeltown, Ecclesfield & Grenoside Action Group, identifies many suitable brownfield alternatives across the city in line with the Government's brownfield-first policy. This leaves little justification for releasing any Green Belt in S35.	<input type="checkbox"/>
150 151 151a 152 152a 152b	<b>Flooding and Drainage</b> The Council has not used the most up-to-date national flood data, and several key assessments remain incomplete. Surface-water risks have increased in places, yet there is no clear evidence that drainage, access, or climate-change impacts can be safely managed. This means the flood-risk evidence is unreliable, and proposed developments in S35 may not be safe or appropriate.	<input type="checkbox"/>
4Bi 35a 127 127a	<b>History and Heritage</b> Many proposed S35 sites fall within historic farmland that shapes village character. Several heritage and archaeology assessments rely on limited or outdated evidence, and Council reviews confirm likely harm to the setting of listed buildings, conservation areas and long-established farmsteads. With an incomplete evidence base and permanent loss of historic landscape, S35 allocations risk lasting damage to local heritage.	<input type="checkbox"/>
128a 182 183 188 195	<b>Infrastructure, Services and Site Deliverability</b> Many of the S35 sites rely on major upgrades to roads, drainage, schools and utilities, yet much of this work has no secured funding or timescales. Some sites also lie in former mining areas with known ground-stability risks. Without firm commitments, development could outpace the infrastructure needed to keep communities safe and supported.	<input type="checkbox"/>
159	<b>Air Quality</b> S35 has only one air-quality monitor for the whole area, despite being next to the M1 and major HGV routes. The Council's own report shows pollution levels across Sheffield remain fragile, meaning extra traffic from new housing and employment sites in S35 could push levels higher with no reliable local data to assess the impact. Without proper monitoring or safeguards, there is no evidence that air quality here will remain safe.	<input type="checkbox"/>
187	<b>Affordable Housing</b> Most affordable homes in the plan will come from urban sites, not from the Green Belt. EXAM 187 shows that affordable delivery is overwhelmingly urban, so Green Belt release is not needed to meet this requirement. The numbers expected from Green Belt sites rely on uncertain assumptions and cannot be treated as exceptional	<input type="checkbox"/>


	circumstances. Affordable housing therefore does not justify Green Belt loss in S35.	
<b>Site Specific EXAM Documents Produced by or on behalf of Sheffield City Council</b>		
<b>EXAM</b>	<b>CEG Summary of Evidence</b>	<b>Tick if agree</b>
144 177 194	<b>NES36 – Employment Allocation (Smithy Wood)</b> Evidence shows that NES36 is not justified or deliverable. There is no clear need for more employment land here, the Green Belt harm would be significant, and key parts of the site are not available due to landowner objections. The site also has serious ecological, landscape and traffic constraints, and major surveys and infrastructure requirements remain unresolved.	<input type="checkbox"/>
137 155 162 166 178 184	<b>NES37 – South of Wheel Lane / Creswick Avenue</b> NES37 is a long-established working farm, with the current tenants having farmed the land for over 45 years, and the site itself is a high-value wildlife habitat. Surveys identify veteran trees, priority species, high-distinctiveness habitats and a watercourse that has not been properly assessed. Creating access from Yew Lane would remove part of the Local Wildlife Site. The area already has nearby burial and cremation provision, and EXAM 137 shows that need lies elsewhere, with an extension option available at Ecclesfield Cemetery. School land requirements are also uncertain. Overall, NES37 is not needed and not environmentally suitable, and does not justify Green Belt release.	<input type="checkbox"/>
143 190	<b>NES38 – Holme Lane Farm</b> Evidence shows NES38 has major unresolved problems. The site relies on access or infrastructure through a Local Wildlife Site, which the Inspector has already questioned. Key ecological, drainage, slope and heritage issues remain untested, and land availability, access, and layout are still unclear. The eastern area is effectively severed by the LWS, so the allocation is not environmentally sound or deliverable. We also highlight unresolved impacts on the adjoining therapeutic hospital site, which cares for extremely ill patients who depend on sustained calm and a greenbelt setting for rest and recovery.	<input type="checkbox"/>
142	<b>NES39 – Wheel Lane / Middleton Lane</b> This site lies within a high-quality open landscape that the Inspector said was beautiful. Development would harm the area's rural character and openness, and there are unresolved issues with access, drainage on steep slopes, historical aspects and impacts on the Local Wildlife Site. The allocation is not appropriate.	<input type="checkbox"/>
56b 147 148 149 158	<b>CH03 –Warren Lane</b> Ecological evidence shows CH03 would remove important grassland and woodland habitats, sever a key wildlife corridor linking Parkin Wood and Smithy Wood, and risk harming protected species including bats, birds and badgers. Surveys remain incomplete, multiple areas were inaccessible, and the site may not meet Biodiversity Net Gain requirements. We also note this corridor forms part of the wider tranquil greenbelt setting that supports the adjoining therapeutic hospital site, which cares for critically ill patients who depend on sustained calm for rest and recovery.	<input type="checkbox"/>
56b 146 185 191	<b>CH04 – Hesley Wood</b> Council evidence confirms this site can only be delivered through heavy engineering and access roads inside a protected Local Wildlife Site, causing direct habitat damage. There is no proven safe access and no evidence that harm can be avoided or fully compensated, making the site unsuitable for development. We further highlight that urbanisation here would permanently erode the calm greenbelt environment relied upon by the neighbouring hospital for patient wellbeing and recovery.	<input type="checkbox"/>
145	<b>CH05 – East of Chapeltown Road (Strawberry Fields)</b> This site would remove one of the last open Green Belt areas separating Chapeltown and Ecclesfield and bring major traffic, safety and drainage issues. It would put more pressure on local services, and there is no clear justification for releasing this Green Belt, which would significantly change the area's character.	<input type="checkbox"/>

**REF5.0031**

## Sheffield Plan

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**From** Jonathan Robinson [REDACTED]  
**Date** Fri 2026-04-03 2:29 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

 1 attachment (29 KB)  
Untitled.pdf;

External email



Please find attached my further comments on the Sheffield Plan.

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.

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

Yours faithfully

J H Robinson



**REF5.0032**

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## Sheffield S13 Greenbelt Housing proposal

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**From** Caroline [REDACTED]  
**Date** Sat 2026-04-04 1:28 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>  
**Cc** officeofclivebettsmp@parliament.uk <officeofclivebettsmp@parliament.uk>

External email

[REDACTED]

I strongly oppose the housing development proposal for the S13 area.

Recent communication from Sheffield City Council asking residents for an increase in council tax was looking to the year ahead and mentions a brand new leisure program at Springs, with Castle gate getting a new Park with no mention of any new leisure facilities in the S13 area.

Sheffield City Council promote themselves as being fair and progressive, however in this case it clearly is not. We are being faced with a giant housing project put forward by Sheffield City Council for the S13 area and I feel this is too much of a burden for one area.

A total of 1,697 houses to be built over two sites on existing green belt areas.

The Bramley area is used regularly by residents for walks it has trees and wild life currently existing there.

Along with King Charles I believe as strongly as him we need to protect green spaces as they are a vital sustainer of human life and the economy.

The amount of houses you are proposing will create an overloaded urban area increasing pollution with no trees or greenery to help with carbon emissions.

Recently a plaque was placed at the Sheffield Town Hall to recognise the campaigners who saved trees from being felled incorrectly by the council , but many trees would be felled incorrectly under this building proposal.

We cannot get a doctor or dentist appointment now , how will we cope when all those houses are built ?

Handsworth road is already a very busy road with travel to work, schools and the supermarkets we have had built in the area over the last few years causing traffic congestion which will increase with the number of houses proposed for this area.

I appreciate we need more houses but this needs to be shared across all areas in Sheffield preventing anger and frustration for the existing residents in the S13 area along with future anti social behaviour as our children will only have the streets to play on.

Kind regards  
Mrs Caroline Knight.



**REF5.0033**

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## Sheffield Local Plan Main Modifications Consultation

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From rebecca childson [REDACTED]  
Date Sun 2026-04-05 7:09 PM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

To the Sheffield Local Plan Team,

I am responding to the Main Modifications consultation on the Sheffield Local Plan. I previously submitted representations and wish to comment specifically on whether the proposed Main Modifications adequately address the concerns raised by the Inspectors in relation to site allocations in the S35 area.

My comments relate in particular to the following sites:

- NES36 (Land south of M1 Junction 35 – Smithy Wood area)
- NES37 and NES39 (Wheel Lane / Middleton Lane)
- CH03 (Warren Lane employment site)
- CH04 (Hesley Wood employment site)
- CH05 (Land to the east of Chapeltown Road)

While I note the Inspectors' conclusion that the Plan could be found sound subject to Main Modifications, I do not consider that the proposed modifications sufficiently resolve the following issues.

### 1. Scale of development at CH05

The Main Modifications do not demonstrate that the proposed allocation of approximately 549 dwellings at CH05 is justified. There is insufficient evidence that this scale of development represents the most appropriate strategy when considered against reasonable alternatives. As such, the Plan is not justified. A modification should be made to either reduce the scale of development or provide clear evidence supporting this level of growth in this location.

### 2. Cumulative impact across the S35 area

The Main Modifications fail to adequately assess the cumulative impact of allocations including NES36, NES37, NES39, CH03, CH04 and CH05. The concentration of development in this area raises significant concerns regarding transport capacity, infrastructure provision, and environmental impact. Without a comprehensive cumulative assessment, the Plan cannot be considered justified or effective. A modification should require a clear cumulative impact assessment and mitigation strategy.

### 3. Infrastructure provision and deliverability

The scale of growth proposed, particularly when considering CH05 alongside other nearby allocations, is not matched by clear, deliverable infrastructure commitments. The Main Modifications do not provide sufficient certainty regarding healthcare, education, transport improvements, and utilities provision. This raises concerns as to whether the Plan is effective.

A modification should require that key infrastructure is identified, funded, and delivered in alignment with development.

#### **4. Impact on Green Belt and spatial strategy**

The Main Modifications do not sufficiently justify the release of Green Belt land at CH05 and other S35 sites, nor demonstrate that reasonable alternatives have been fully explored. This undermines the Plan's justification and risks urban sprawl and settlement coalescence, contrary to national policy objectives. Further modification is required to demonstrate exceptional circumstances and site selection rationale.

#### **5. Environmental and ecological impacts (including Smithy Wood)**

The Main Modifications, including updates to biodiversity policy and supporting assessments, do not provide clear, enforceable measures to protect sensitive habitats such as Smithy Wood. Indirect impacts including light pollution, disturbance, and habitat fragmentation remain insufficiently addressed. This raises concerns regarding consistency with national policy. A modification should include site-specific mitigation requirements and defined buffer zones.

#### **6. Adequacy of updated evidence (HRA and IIA)**

While updated Habitats Regulations Assessment and Integrated Impact Assessment documents have been published, they do not adequately demonstrate that the impacts of development in the S35 area have been fully assessed or mitigated. In the absence of robust evidence, the Plan is not justified. Further modification is required to ensure the evidence base is proportionate and reliable.

#### **7. Land contamination and air quality**

Site NES36 includes land associated with a former spoil heap from the Smithy Wood Colliery. The Main Modifications do not demonstrate that potential risks relating to land contamination, ground disturbance, and associated air quality impacts have been adequately assessed or mitigated. In the absence of clear evidence, it is uncertain whether excavation and construction activities could result in adverse effects on local air quality.

In addition, the scale of development proposed across the S35 area, including employment allocations, is likely to result in a significant increase in traffic and HGV movements during both construction and operation. The Main Modifications do not provide sufficient assessment or mitigation of the resulting air pollution impacts. This raises concerns regarding whether the Plan is justified, effective, and consistent with national policy in relation to protecting human health and the environment.

For these reasons, I consider that, as modified, the Plan remains unsound in respect of being justified, effective, and consistent with national policy, particularly in relation to the S35 site allocations listed above.

I respectfully request that the Inspectors give further consideration to whether the proposed Main Modifications adequately address these issues.

Regards,

Rebecca Childs

**REF5.0034**

**SES30 SES29 planning**

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**From** Clair Longbottom [REDACTED]  
**Date** Mon 2026-04-06 6:16 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

I am emailing to say the that both site modifications are unsound. This area of green belt should be protected along with the wild life, people rely on this who suffer from mental health the open space is a natural healer, and how do we teach our next generations about trees and wild life where do we take them to explore. It's just an utter shame to destroy something that is so natural.

Regards Clair longbottom

[Sent from Yahoo Mail for iPhone](#)

**REF5.0035**

MM411

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**From** Linda Scott [REDACTED]  
**Date** Mon 2026-04-06 6:58 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

[REDACTED]

I totally disagree with the plan.  
You've decided it's good to take away all our green belt and turn it into houses and units. They are the farmers fields which produce food which we all need and at a price we can afford.  
The noise, dirt and dust is going to be so bad whilst the buildings are going on.  
The roads around here are really badly maintained already what will happen when the buildings start taking place.  
A new school has been built on Waverley which has already been extended and will have to turn children away in September because it's already full, parents are already finding it difficult to get places in schools and nursery so that's going to get so much worse again.  
Trying to get a doctors appointments is almost non existent how much worse once again is it going to get.  
The pollution is going to go right up with the extra amount of traffic it's going to cause. I'm sure you could build fewer houses on both sites and use other sites as well.  
Linda Scott a very unhappy [REDACTED]

[REDACTED]

**REF5.0036**

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## Objection to Main Modifications MM410(SES29) / MM411(SES30) – S13 Green Belt Sites

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From Rebecca Broxholme [REDACTED]  
Date Wed 2026-04-08 8:21 AM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

[REDACTED]

To whom it may concern,

I am writing to formally object to the proposed Main Modifications MM410(SES29) and MM411(SES30) to the Sheffield Plan.

I consider these modifications to be fundamentally flawed. In my view, they would result in the unnecessary loss of valuable Green Belt land that should remain protected for the long-term benefit of the community and environment. The Green Belt shapes the history and identity of Handsworth and should remain that way for future generations.

Removing near enough all of our Green Belt is not acceptable—it is a disgrace. It will lead to the loss of wildlife habitats, trees, and open spaces that are vital to the area. This will have a direct negative impact on local biodiversity as well as on residents' health and wellbeing.

The scale of development proposed—particularly across sites such as Bramley Common and Handsworth Hall Farm—would cause significant and irreversible harm to the character of the area and the surrounding landscape.

In addition, there has already been major development nearby at Waverley. This has not been properly taken into account, seemingly due to it falling under a Rotherham postcode. However, it is only a stone's throw from Handsworth and will already place added pressure on local infrastructure, traffic, and services.

There are also more suitable alternative sites that should be considered instead of sacrificing protected Green Belt land. For example, land at Infield Lane Allotments (off Infield Lane, Darnall S9) is currently an unused dumping ground and an eyesore off Greenland Road, which could be regenerated. There is also land in the Silkstone Road (S12) area that has previously been used for housing, which would be more than adequate and represents a more appropriate and affordable location for development.

Furthermore, there are clear concerns regarding the practical delivery of this development. Access arrangements have not been adequately resolved, and there are inconsistencies in the supporting evidence, including environmental impacts and infrastructure capacity. Even the Council's own assessment indicates negative environmental outcomes, which raises serious doubts about the sustainability of these proposals.

For these reasons, I strongly request that the sites proposed under MM410(SES29) and MM411(SES30) be removed from the Sheffield Plan and retained as Green Belt.

Thank you for considering my representation.

Yours faithfully,

Rebecca Broxholme



**REF5.0037**

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## Objection to S13 Green Belt Development (MM410 / MM411)

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From Jenna Cain [REDACTED]  
Date Thu 2026-04-09 6:34 AM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

[REDACTED]

To whom it may concern,

I am writing to formally object to the proposed S13 Green Belt development, specifically modifications MM410 (SES29) and MM411 (SES30).

I consider these modifications to be unsound.

The Council's own assessment indicates that the modified Plan performs worse in terms of landscape impact, biodiversity, soil quality, and transport. This raises serious concerns about the overall sustainability of the proposal. In particular, the transport implications are troubling. The Council's own modelling shows significant and unsustainable traffic pressure around Beaver Hill Road, Retford Road, and Rotherham Road, with Handsworth Grange Road at risk of becoming a rat-run. This would have a clear negative impact on local residents and road safety.

In addition, the ecological impact appears to be understated. Important habitats will be harmed or lost as a result of the development, yet these sites continue to be promoted. This undermines confidence that environmental considerations are being properly prioritised.

There are also concerns regarding the housing numbers. The actual developable area is likely to be significantly less than assumed, meaning the justification for releasing Green Belt land has not been adequately demonstrated.

Finally, this proposal represents Green Belt release by the back door. Land currently earmarked for a school and burial ground is not guaranteed to be delivered. Should these uses not come forward, the land would likely be used for additional housing, potentially pushing SES30 beyond 1,000 homes.

For these reasons, I strongly request that these sites be removed from the Plan and retained as Green Belt.

Yours faithfully,  
Jenna Cain

Sent from my iPhone

**REF5.0038**

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## Comments re Modifications to the Sheffield Plan

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From [REDACTED]  
Date Sat 2026-04-11 9:02 AM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

Dear Sirs

**I am writing with particular reference to MM411 - Main Modifications for proposed Site Allocation SES30**  
**Site Reference: SES30 Address: Land between Bramley Lane and Beaver Hill Road, S13 7JH**  
**Allocated use: Housing Site area: 35.28 Hectares**  
**Net housing area: 23.65 Hectares Total housing capacity: 827 Homes**  
**Net education use area: Up to 5.00 Hectares**

Having read the document I consider the modification unsound for the following reasons:

- The real buildable area is much smaller than the Council has assumed. This means that the housing numbers are overstated and the justification for releasing this land is questionable.
- There are no guarantees that the land set aside for a secondary school and a burial ground is needed and will be used for these purposes. What evidence is there that another secondary school is required in this area when both Handsworth Grange and City secondary schools are close by? What evidence is there that the site is suitable for a burial ground and, again, that another one is needed in this area when there are 2 nearby in Woodhouse and Handsworth? If, at a later date, it was found that either or both of these 2 schemes were not financially viable or justified, Green Belt land would have been released on false pretexts potentially opening the door to more housing.
- Access is a very serious problem. The Council's own modelling shows unsustainable traffic levels on Beaver Hill Road, Retford Road and Rotherham Road.
- The modified plan is worse for ecology and biodiversity. It seems to me that the loss of these important habitats is being downplayed.

**In view of all this I would like the site to be removed from the Plan and kept as Green Belt.**

I would like to be notified of the Inspectors' final report and the adoption of the Plan.

Yours faithfully

Ann Lyons (Mrs)

**REF5.0039**

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## Comments on the Modifications to the Sheffield Plan

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From [REDACTED]  
Date Sat 2026-04-11 10:42 AM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

Dear sirs

**With reference to MM411 - Main Modifications for proposed Site Allocation SES30**  
**Site Reference: SES30 Address: Land between Bramley Lane and Beaver Hill Road, S13 7JH**  
**Allocated use: Housing Site area: 35.28 Hectares**  
**Net housing area: 23.65 Hectares Total housing capacity: 827 Homes**  
**Net education use area: Up to 5.00 Hectares**

The modifications outlined in the report do not in my opinion give a true reflection of issues on this site and I find them unsound for the following reasons.

- Planned access to the site via Beaver Hill Road has not been fully thought through. In the councils own words it is "subject to further transport assessment". The road is a well-used thoroughfare with Handsworth Grange School, the Fire Training School and Woodhouse Juniors FC using the road for parking. As well as a major bus route. It is difficult to see how the development can be considered if the proposed access is not safe or suitable.
- The environmental impact has not been fully considered. The council state that they place high importance on the area yet are proposing to build houses on it. How can these two aims co-exist. What is the actual environmental impact on the site.
- Within the site land has been reserved for a proposed new school and burial ground which may not be needed. This seems at odds with the Education Department's preferred option to expand existing schools rather than build new. The council are releasing precious green belt land for development that may not be required. One the green belt status has been lost the land can be used for further housing development that is not part of the proposed plan.

**In view of the above I would like the land between Bramley Lane and Beaver Hill Road to be removed from the plan.**

Please keep me informed of developments and the inspectors final report on the plan

Yours faithfully

Arthur Lyons

**REF5.0040**

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## Sheffield Local Plan Main Modifications Consultation

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From Sharon Childs [REDACTED]  
Date Sat 2026-04-11 3:26 PM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

To the Sheffield Local Plan Team,

I am responding to the Main Modifications consultation on the Sheffield Local Plan. I previously submitted representations and wish to comment specifically on whether the proposed Main Modifications adequately address the concerns raised by the Inspectors in relation to site allocations in the S35 area.

My comments relate in particular to the following sites:

- NES36 (Land south of M1 Junction 35 – Smithy Wood area)
- NES37 and NES39 (Wheel Lane / Middleton Lane)
- CH03 (Warren Lane employment site)
- CH04 (Hesley Wood employment site)
- CH05 (Land to the east of Chapeltown Road)

While I note the Inspectors' conclusion that the Plan could be found sound subject to Main Modifications, I do not consider that the proposed modifications sufficiently resolve the following issues.

### **Scale of development at CH05**

The Main Modifications do not demonstrate that the proposed allocation of approximately 549 dwellings at CH05 is justified. There is insufficient evidence that this scale of development represents the most appropriate strategy when considered against reasonable alternatives. As such, the Plan is not justified. A modification should be made to either reduce the scale of development or provide clear evidence supporting this level of growth in this location.

### **Cumulative impact across the S35 area**

The Main Modifications fail to adequately assess the cumulative impact of allocations including NES36, NES37, NES39, CH03, CH04 and CH05. The concentration of development in this area raises significant concerns regarding transport capacity, infrastructure provision, and environmental impact. Without a comprehensive cumulative assessment, the Plan cannot be considered justified or effective. A modification should require a clear cumulative impact assessment and mitigation strategy.

### **Infrastructure provision and deliverability**

The scale of growth proposed, particularly when considering CH05 alongside other nearby allocations, is not matched by clear, deliverable infrastructure commitments. The Main Modifications do not provide sufficient certainty regarding healthcare, education, transport improvements, and utilities provision. This raises concerns as to whether the Plan is effective. A modification should require that key infrastructure is identified, funded, and delivered in alignment with development.

**Impact on Green Belt and spatial strategy**

The Main Modifications do not sufficiently justify the release of Green Belt land at CH05 and other S35 sites, nor demonstrate that reasonable alternatives have been fully explored. This undermines the Plan's justification and risks urban sprawl and settlement coalescence, contrary to national policy objectives. Further modification is required to demonstrate exceptional circumstances and site selection rationale.

**Environmental and ecological impacts (including Smithy Wood)**

The Main Modifications, including updates to biodiversity policy and supporting assessments, do not provide clear, enforceable measures to protect sensitive habitats such as Smithy Wood. Indirect impacts including light pollution, disturbance, and habitat fragmentation remain insufficiently addressed. This raises concerns regarding consistency with national policy. A modification should include site-specific mitigation requirements and defined buffer zones.

**Adequacy of updated evidence (HRA and IIA)**

While updated Habitats Regulations Assessment and Integrated Impact Assessment documents have been published, they do not adequately demonstrate that the impacts of development in the S35 area have been fully assessed or mitigated. In the absence of robust evidence, the Plan is not justified. Further modification is required to ensure the evidence base is proportionate and reliable.

**Land contamination and air quality**

Site NES36 includes land associated with a former spoil heap from the Smithy Wood Colliery. The Main Modifications do not demonstrate that potential risks relating to land contamination, ground disturbance, and associated air quality impacts have been adequately assessed or mitigated. In the absence of clear evidence, it is uncertain whether excavation and construction activities could result in adverse effects on local air quality.

In addition, the scale of development proposed across the S35 area, including employment allocations, is likely to result in a significant increase in traffic and HGV movements during both construction and operation. The Main Modifications do not provide sufficient assessment or mitigation of the resulting air pollution impacts. This raises concerns regarding whether the Plan is justified, effective, and consistent with national policy in relation to protecting human health and the environment.

For these reasons, I consider that, as modified, the Plan remains unsound in respect of being justified, effective, and consistent with national policy, particularly in relation to the S35 site allocations listed above.

I respectfully request that the Inspectors give further consideration to whether the proposed Main Modifications adequately address these issues.

Regards,  
Sharon Childs

**REF5.0041**

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**Why no research into the number of homes that will become available during the life of the Plan currently occupied by those residents aged 70 - 85?**

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**From** Jenny Gittins [REDACTED]  
**Date** Sat 2026-04-11 4:28 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

When I looked at the details of the proposed Sheffield Plan, I asked Planning Dept whether any research had been done into the number of homes, whether owner occupier, social or private rented , that would become available through the life of the Plan - up to 2039, from people between the current ages of 70 - 85, ie the 'baby boomers' or 'bulge' years children born after WW2. I didn't receive a response.

It seems to me that this age group must hold a large number of dwellings that will become available over the next 15 years, yet, apparently, this figure hadn't been used when calculating the number of homes required.

Why was this?

Sent from resident Jennifer Gittins [REDACTED]

**REF5.0042**

## Objection to SES13 and SS19 building projects

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From [REDACTED]

Date Sat 2026-04-11 8:05 PM

To [REDACTED]

Cc [REDACTED]

 2 attachments (30 KB)

ATT00001.txt; Objection to proposed housing developments.docx;

External email

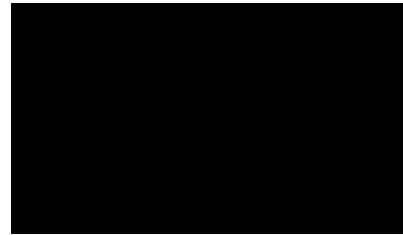
[REDACTED]

Please find attached my letter of objection for the above building projects.

Kind regards

Vincent and Pauline Green

Copies sent to:




Strategic Planning Team at Sheffield City Council

Dear Sir/ Madam

**Objection to proposed housing developments: Jaunty Park and local Green Belt**

I'm writing to raise my objection to Sheffield City Council's proposal to build 75 homes on Jaunty Park. From our perspective, this plan has been buried in official information that isn't easy for local residents to find or understand.

 we've not been informed directly by SCC. We only became aware of the proposal after seeing people surveying the land in February 2025 and asking what they were doing. Even now, we've still had no clear, specific notification, which feels, frankly, underhanded.

To be clear, the land in question is officially named "Jaunty Park" by SCC, including a plaque stating this. The park sits directly behind homes on Jaunty Avenue and is a genuine wildlife haven. We regularly see badgers, foxes, deer and pheasants, and there are also bats in the area. I can provide photographic evidence of the wildlife and the plaque if helpful. Building 75 homes here would destroy this habitat, and it's hard not to conclude that wildlife is being treated as an afterthought.

We're also concerned about flood risk. The ground in the park is often soggy, and gardens on Jaunty Avenue are frequently waterlogged. It's entirely possible that the trees and long grass are currently helping absorb water. Replacing that with foundations, roads and hard surfaces could make flooding worse for nearby homes.

On top of that, this development is likely to add at least 100 additional vehicles to estate roads. That might not sound huge on paper, but in reality all traffic would be forced through a quiet cul-de-sac designed for around 20 houses. The only entrance/exit is also right next to a public footpath to Frecheville, used by children travelling to and from Birley Academy. From both a congestion and, more importantly, a pedestrian safety standpoint, this access point isn't suitable.

What's particularly frustrating is receiving leaflets praising progress on road safety, parking and support for children and the community, while this proposal appears to ignore the very real impact it will have on local families.

I'd appreciate your comments on the above—especially around notification, safety, flooding and environmental impact.

Finally, I also want to raise concerns about the proposed 304 homes on Green Belt land between White Lane and Carter Hall Lane. Again, it feels like SCC is pushing ahead without

properly addressing the knock-on effects: wildlife loss, road safety, congestion, school capacity, GP/dental provision, and air pollution. Even this development alone will affect local children, with no clear provision for additional school places, and it risks seriously damaging local habitats—especially if further developments follow.

As residents, we find the overall approach deeply concerning, particularly the way it's being handled. As our local team, I'd like to understand your position and whether you can support or champion our concerns.

Yours sincerely

Mr V A and Mrs P Green

**REF5.0043**

## Green Belt Grab

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**From** Keith Myers [REDACTED]  
**Date** Sun 2026-04-12 11:12 AM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

External email

As you travel from Ecclesfield to Wincobank past Wooley Wood you pass a 27 acre brown field site ( running alongside the railway & close to the m—way) which is for sale -- a perfect site for a large warehouse ,but Sheffield council maintain there are no brown field site s available !

I, and many others, find this hard to believe .It would appear that profit takes priority over the environment and the opinions of the local community .

Mr. K. Myers.

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**REF5.0044**

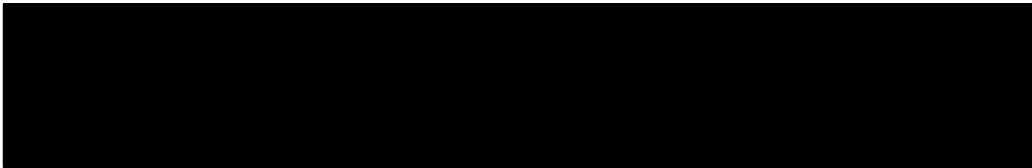
## ALG response to 2026 Main Modifications

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**From** Sheffield Access [REDACTED]  
**Date** Mon 2026-04-13 4:58 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

 1 attachment (23 KB)

Access Liaison Group Response to Main Modifications 2026.docx;



Dear sir/madam,

Please find attached the ALG response to main modifications 2026. Please can you confirm receipt, and do get in touch if you require any additional information or clarification.

Many thanks,

James Martin  
Chair – Access Liaison Group

# Access Liaison Group Response to Main Modifications 2026

Response prepared by the group Chair James Martin.

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## About the Group

This response has been prepared on behalf of the Access Liaison Group – a pan-disability group that meets regularly to use their lived experience of disability to identify and advocate for an accessible built environment that ensures dignified and independent living for Sheffield's citizens. This response was formed around work with members between meetings and discussion in the April 2026 meeting.

# NC Policies

## NC3 – Affordable Housing

To ensure the maximum likelihood of M4(3)(2)(b) wheelchair accessible/adaptable properties being available throughout the lifetime of the plan and beyond to wheelchair users we feel that a carefully worded priority statement is required, particularly for the greenbelt with much higher proportions of social housing expected.

A paragraph as follows is suggested:

“The required proportion of M4(3)(2)(b) properties must be allocated to Social Housing Providers unless a full market rate private buyer who requires M4(3)(2)(b) is the first purchaser. It is expected likewise that most M4(3)(2)(b) properties will be allocated to social rent to ensure ongoing circulation unless an affordable home ownership eligible wheelchair user who requires M4(3)(2)(b) is the first purchaser.”

Explanatory note: The intent of wording is that M4(3)(2)(b) properties are mainly social rent, but not to limit the options for affordable ownership and full market rate buyers who need an adapted home. The 2% requirement should never purely be allocated to private, full market rate sales where the majority of citizens needing the facilities cannot afford that option thus rendering the policy largely ineffective without the inclusion of our proposed paragraph.

## NC4

The group welcomes MM129 and the removal of the paragraph allowing easements on driveway gradients for M4(3)(2) properties.

## NC8

The group welcomes MM139 to ensure space standards apply to co-living and other emerging housing solutions.

## **NC15 – Open space in new housing – assistance dog toileting considerations**

The group is happy with the wording of MM147; however, it needs to be made into a specific paragraph or subparagraph to ensure that this is clearly a specific point for consideration by developers and easily referenceable by planning officers in their interactions. As such we suggest:

“4.55.1 Developers should also consider how open space within residential schemes can play a role in providing facilities for assistance dogs’ toileting, taking account of the availability of alternative informal open space in the nearby area.”

## **CO2 – Parking provisions**

The group approves of the following modifications as they respond to previous representations for equality of opportunity for wheelchair users and others with significant mobility impairments:

- MM464 Provision of spaces in car free developments.
- MM465 for 100% active Electric Vehicle Charging Points.

# DE Policies

## DE2 – Design and alteration of buildings

Though improved, the caveats around level access to waste and recycling areas is still concerning. All disabled people irrespective of mobility impairments need to be able to access bins. Each development must provide level access for residents to the bin store in the building to which the accommodation belongs especially for all new builds.

From discussion exceptions should only arise in some converted buildings this may mean special access to another bin store which would need reflecting in conditional planning approval to ensure a public record of rights of access for any future mobility impaired residents such that there is an obligation on building management to facilitate access.

Therefore, we suggest MM199 should be updated to read:

“...level access is achieved to waste and recycling bins, while also avoiding creating convoluted and poorly overlooked routes. Where it can be demonstrated that it is not feasible, then alternative provision should be provided onsite to ensure level access.”

## DE3-7

The group is pleased to see:

- No changes to DE3.
- The removal of shared spaces from DE4.
- MM204 DE5 improving shop access for disabled people.
- MM206 DE6 ensuring consideration of accessibility standards at conversion point for tall buildings.
- MM212 DE7 ensuring adaptive brightness is required for illuminated advertising signage.

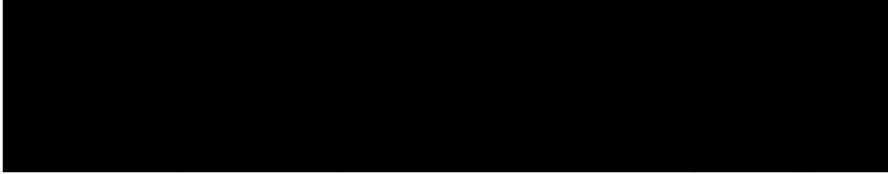
These should make the plan more robust and inclusive.

**REF5.0045**

## Planning

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**From** Julie Dowkes [REDACTED]  
**Date** Mon 2026-04-13 3:05 PM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>



More shopping on the moor.  
Main shops like all other cities.  
More eating out places.  
More markets every day.  
More buses electric

Kind Regards

Julie Dowkes  
[REDACTED]

**REF5.0046**

## Local Plan

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**From** Rory Webster [REDACTED]  
**Date** Tue 2026-04-14 5:22 AM  
**To** SheffieldPlan <sheffieldplan@sheffield.gov.uk>

[REDACTED]

Good morning would be nice that we have double yellow lines here where I live [REDACTED] we have many vehicle obstructing foot paths, I am disabled and so are some other people I know. On Spring Close Mount I have had to help people with prams trying to get down steps just trying to get there kids to a nursery. We have no speed cameras here I witnessed near misses everyday and help elderly to cross the road. There needs to be a zebra crossing from Sping Close Mount towards Gleadless Common where we have had 6 Deaths that I know about. There are lamposts with no cameras on them at all we are being ignored to the point I want to leave like others from Sheffield

**REF5.0047**

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**SES30 Bramley - objection to plan modifications MM411**

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From [REDACTED]

Date Wed 2026-04-15 10:01 AM

To SheffieldPlan <sheffieldplan@sheffield.gov.uk>

Good morning

Please note once again my formal objection to the latest plan. I find this to be wholly unsound and respectfully request that SES30 is removed from the plan and kept as greenbelt land!

I wish to start by saying I am an intelligent person, with some degree of understanding of what is being proposed. I am taking the time to email you because I currently have the time and opportunity to do so, being off work due to illness. Please do not think that if you don't get too many objections it is because local people don't care. This couldn't be further than the truth.

The council have made the whole process from start to now extremely difficult for most. Last minute announcements, being kept in the dark, not using plain terms that people can understand, moving the goal posts....the list goes on. Not only are people busy with their lives, they are worn down by the whole process, feeling defeated and wondering why bother. For many that's the point that they give up and think what's the point, it's a done deal.

A far better approach would be for you to see how loved and well used this small-and let's be honest it is small- green space is in our community. We don't have much in terms of community facilities here in Handsworth but this is a space where people go to walk their dogs, get exercise, fresh air and aid their mental health. Where children go to climb a tree, play in the winter snow and build a den. When you look at a map it's a tiny precious green space. It would be a travesty for all if we were to lose it, not to mention the impact on abundant wildlife...

There are more suitable brownfield sites that should be prioritised over these fields. SES30 space currently serves to prevent urban sprawl but more importantly a place for nature to thrive and for people to seek solace to aid their mental and physical health.

Moving on, as I realise hearts and minds don't come into this.

**One of my many concerns about this process relates to the clear double standards on deliverability.**

Elsewhere in the modifications, sites are being deleted because they are

unavailable for delivery (for example, SES27 on page 136 of the Policies Map changes). The reason given is “site unavailable”. Yet the new strategic Green Belt sites are being proposed without the same rigorous evidence of availability and deliverability.

As an example, it is unclear if Town End Farm in Ecclesfield (NES37) or SES30 will ever be “available” in the lifetime of the plan due to their agricultural tenancies that will have to be broken - a lengthy process.

**The council’s own consultants (AECOM) say the modifications were significant enough to need further appraisal because they change the spatial strategy, release Green Belt, and add school, burial and habitat-related consequences.**

The modifications propose increasing the number of homes in South East Sheffield from 1,640 to 3,013 - an eye-watering increase of 84%!! The Inspectors themselves acknowledge the scale of this shift, stating: “The option of delivering potential additional housing sites on greenfield sites in the Green Belt would represent a significant departure from the spatial strategy which has informed site option work to date” (Stage 2 post-hearings letter, Page 8, Para37).

While the Council has recognised some of the impacts, the IIA repeatedly defers key questions to the planning application stage. It relies on future studies, uncommitted school delivery and minor road junction works, rather than showing now how the impacts will be addressed. That calls into question whether the cumulative effects of adding so many homes to this area can be properly and viably mitigated.

**These are not minor tidying-up changes. I respectfully challenge whether the package is sound and properly evidenced.**

The above points relate to City-wide concerns. Now turning specifically to my local area, as I have been a resident of the Bramley Estate next to SES30 for over 30 years.

A total of 9 hectares of Green Belt are being set aside for a school (5 ha) and a burial ground (4 ha). But neither use is confirmed.

At the hearings, the evidence showed the school may not be needed - the Council’s education department says its preference is to expand existing schools. No evidence has been produced to show the site is suitable for burials.

The modification says that if these uses are not needed, the land will be “reconsidered at the first plan review”

The most likely outcome would undoubtedly be more housing. That could push the total on this site to shockingly well over 1,000 homes!!

The NPPF says Green Belt should only be released in **exceptional circumstances**. The exceptional circumstances for releasing this land include a school and burial ground. If those uses don’t happen, the justification for releasing the Green Belt disappears - but the land will already be gone.

**This very much feels like Green Belt release by the back door.** The Plan should not be removing land from the Green Belt on the basis of uses that will never happen and to deliver housing that is not part of the plan.

Furthermore, The site is subject to multiple constraints: an 800m watercourse, it is adjacent to ancient woodland (Shirtcliff Wood), has kilometres of hedgerows, many veteran trees, public footpaths, areas of coal mining risk, and the need for ecological buffers. All of these reduce the land available for building and the number of houses that can be built - the entire justification for releasing this Green Belt.

For the Plan to succeed on its own figures, the Council expects 150 homes a year to be built on the site. That is far above normal rates for a site this size (typically 60-70). The nearby Waverley development (4,000 homes, multiple builders) only manages about 150 a year on a huge, flat brownfield site with no ecological or landscape constraints.

**Put simply, the Plan's numbers just don't add up.**

in summary, 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.

Please keep me updated on this issue

Kind regards

Lisa Porter


Sent from my iPhone

**REF5.0048**

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## Objection to the Proposed Main Modifications to the Sheffield Local Plan- site SS19

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From Lucy Shuttleworth   
Date Wed 2026-04-15 10:39 AM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>



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 Impact Assessment Report Addendum: Modifications Consultation (referred to in this document as IIA from this point, which can be found [here](#)) 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 (document here) 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 can be found here) 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,

Lucy Shuttleworth

Sent from [Outlook](#)

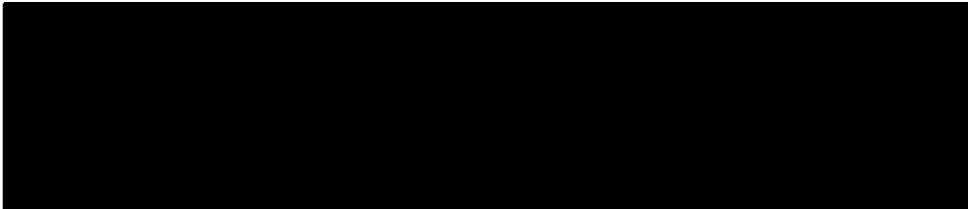
**REF5.0049**

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**Objection to the Proposed Main Modifications to the Sheffield Local Plan- site SS19**

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From Stevie Maher [REDACTED]  
Date Wed 2026-04-15 12:13 PM  
To SheffieldPlan <sheffieldplan@sheffield.gov.uk>



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 Impact Assessment Report Addendum: Modifications Consultation (referred to in this document as IIA from this point, which can

be found [here](#)) 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 (document [here](#))

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 can be found [here](#)) 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,

Stevie Collins

**REF5.0050**

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Objection to the Proposed Main Modifications to the Sheffield Local Plan site SS19

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From abigail shepherd [REDACTED]

Date Wed 2026-04-15 5:29 PM

To SheffieldPlan <sheffieldplan@sheffield.gov.uk>  
[REDACTED]

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 Impact Assessment Report Addendum: Modifications Consultation (referred to in this document as IIA from this point, which can be found [here](#)) 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 (document [here](#)) 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 can be found [here](#)) 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

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Yours sincerely,

**Abigail Shepherd**

Sent from my iPhone