

Planning Services, City Futures

Head of Planning: Michael Johnson
Howden House • 1 Union Street • Sheffield • S1 2SH



Officer: Laura Stephens
Date: 4th December 2023

Tel: 0114 273 5274

For the attention of Inspectors:

J Gilbert
D Troy
R Morgan

Dear Madam/Sirs

Sheffield Plan – Progress on Updating the Evidence Base for the Sheffield Plan

When we submitted the Sheffield Plan on 6th October 2023, our covering letter drew attention to several further documents which we intend to make available for use during the examination. This letter provides an update on progress on those documents, given that we had indicated previously that some of the documents would be submitted to you in November.

As will be evident from our comments below, progress is not entirely in our own hands, as we are relying on timely responses from other agencies and local authorities who have resource pressures and competing priorities. We continue to pursue these matters as a priority.

Updated Housing and Economic Land Availability Assessment (2023) and Updated 5 Year Housing Land Supply Position Statement (2023)

These are going through final checks and we intend to send the documents to you no later than Monday 11th December.

Level 2 Strategic Flood Risk Assessment

The Level 2 Strategic Flood Risk Assessment (SFRA) is being prepared by our consultants (JBA) in partnership with the Environment Agency. The outputs will include detailed site assessment reports relating to sites within the Lower Don Valley, sites covered by the Sheffield Comprehensive Flood Review (SCFR) Model, and sites located in the vicinity of unmodelled watercourses.

We had anticipated that this work would be completed by the end of this year but there has been some delay. JBA have experienced difficulties in reaching agreement on elements of the methodology with the Environment Agency. From our perspective, these represent differences in professional opinion on technical aspects of the study and we have been frustrated by the delay. We are continuing to work constructively with the EA and the latest work programme now shows completion by the end of February 2024. However, given the potential for further differences of

opinion between the Agency and our consultants, we should flag that there is some risk that the revised deadline will not be met. We are continuing to press the Environment Agency to respond in a timely manner regarding methodology checks and draft findings sent to them by JBA.

Transport Assessment

You will be aware that the submission documents included an Interim Transport Assessment produced with positive engagement from National Highways. We are confident that the final updated assessment will show that the transport impacts of the Sheffield Plan can be effectively mitigated. In most cases, the mitigation measures are relatively modest and, whilst further work is being undertaken on costs, we expect that the mitigation will be capable of being funded through a combination of developer contributions, CIL and grant funding from the South Yorkshire Mayoral Combined Authority (SYMCA)/Department for Transport (based on our previous track record of securing such funding).

In terms of final revisions to the interim Transport Assessment Reports, we now expect these to be largely submitted by Monday 15th January. However, an addendum to the Assessment covering M1 Junction 34 may need to be submitted later in that month (this is explained below), and the Technical Report for the City Centre is unlikely to be completed until the end of February.

The updated reports will include the following:

Report on Strategic Road Network (SRN) Impacts & Preliminary Mitigation

- Update to Section 4.2 Merge/Diverge Assessment results, following further work with National Highways to agree the input data to this assessment.
- Updates to the results in Section 5.2 'Junction Capacity Assessment Results' following further work with National Highways to validate the base year local junction models and agree future year growth and forecasts of local plan traffic.
- Updates to Section 5.3 'Junctions Requiring Mitigation' following the revisions to section 5.2:
 - o In the current version of the report, mitigation is only proposed at two junctions on the A616 (A61/A616 Westwood Roundabout and A616/A629).
 - o The updated version will include revised versions of the proposals at these two junctions, and will propose mitigation at three more junctions (A616/ Thornccliffe Road Roundabout, M1 Junction 31 and M1 Junction 35).
- Updates to Section 6 to present a summary of the mitigation measures for all junctions.
- Updates to Summary and Conclusions.

We hope to reach agreement with National Highways this week on mitigation for all SRN junctions with the exception of M1 Junction 34. Final mitigation for M1 Junction 34 is unlikely to be agreed until sometime in January (see comments relating to the AIMSUN modelling below).

Report on Local Road Network (LRN) Impacts & Preliminary Mitigation

- Updates to Section 4 'Local Road Network – Junction Capacity Impacts' following further work with National Highways to validate the base year local junction models and agree future year growth and forecasts of local plan traffic.
- Updates to Section 6 – 'Preliminary Mitigation Measures'. Very briefly, the changes here will be:
 - o **Church Street/Bridge Hill/Orchard Street/Langsett Road (Northwest Sheffield)** - updates to the text and the mitigation scheme following further work.
 - o **Station Road/New Street (Southeast Sheffield)** – following on from further modelling and analysis, this will be added in as a junction requiring mitigation.
 - o **Eckington Way/Holbrook Avenue (Southeast Sheffield)** – this will be added in as a junction for which the local plan traffic causes issues (the junction is pushed close to the threshold for requiring mitigation), however this can be dealt with by promoting more sustainable modes of travel.
 - o **A6135 City Road /Wulfric Road (Southeast Sheffield)** - report to suggest that mitigation is not appropriate here due to the effect on the operation of the tram. Impacts can be managed through existing network management strategies.
 - o **Mosborough Parkway/Coisley Hill Roundabout (Southeast Sheffield)** – minor updates to the text and the mitigation scheme following further work.
- Updates to Summary and Conclusions.

Report on Strategic Model Results

- A new chapter to present an overview of the proposed mitigation measures for the LRN and SRN.
- A new chapter to present the results of a 'with mitigation' model run, to reflect the cumulative impact of all of the proposed Local Plan mitigation measures.
- Updates to Summary and Conclusions.

Report on Active Travel and Public Transport

We do not expect to make any changes to the document that was submitted on 6th October.

Report on Potential Public Transport and Active Travel Mode Share

This is an additional supplementary report which explores the potential for corridor modal shift given implementation of the proposed Local Plan public transport and active travel measures, using the best available tools, comparable case studies and relevant research.

AIMSUN Transport Modelling

We intend to publish separate technical reports on analysis produced using the more detailed AIMSUN model that has been used to inform the overall Transport Assessment. This element of the work covers the City Centre and the Lower Don Valley.

National Highways requested further scenario testing in relation to M1 Junction 34 which is one of the main reasons for the delay in completing the Transport Assessment. We expect the scenario testing to be completed by Christmas, meaning that final discussions with National Highways on mitigation can take place at the beginning of January.

The AIMSUN Technical Report for the City Centre is unlikely to be completed until the end of February 2024 but this has no bearing on the agreements reached with National Highways. The City Centre work has taken longer than expected to complete due to the need to adjust the model to better represent the low/nil car parking developments that the Local Plan seeks to secure in that part of the city. This has involved recalculating trip rates.

Infrastructure Delivery Plan (IDP) Addendum

We expect to make some relatively minor additions to the infrastructure schedule that forms part of the IDP. These relate to mitigation measures on both the Strategic and Local Road Network outlined above in the explanation of the updates to the Transport Assessment. We expect the addendum to be completed by the end of January 2024, once discussions with National Highways on Junction 34 have been completed.

Statements of Common Ground

SYMCA

The overarching SYMCA Statement of Common Ground was endorsed by the Mayoral Combined Authority board and Mayor on the 14th November 2023. To date, it has been signed by almost all of the constituent and associated local authorities.

Relevant Local Authorities

A Draft SoCG has been sent to the other 8 local authorities in Sheffield City Region. We now hope to reach agreement on the final text of the SoCG by the end of January 2024 at the latest. We are still holding constructive discussions with Doncaster specifically in relation to the approach to the provision for logistics uses.

Environment Agency

We continue to engage positively with the Environment Agency, however completion of this SoCG is dependent on completion of the Level 2 Strategic Flood Risk Assessment. We therefore expect this to be agreed in March 2024.

Historic England

We met recently with Historic England to discuss the draft SoCG which we sent them in October. The meeting was positive, as was initial feedback on the SoCG text and we expect it to be agreed before Christmas.

Homes England

A draft of the SoCG is with Homes England and we are awaiting their response. We expect to be able to send you the signed document before Christmas.

National Highways

Completion of this SoCG is dependent on completion of the Transport Assessment. However, as noted above, we have largely agreed the mitigation measures required on the Strategic Road Network and are now discussing potential funding requirements to implement those measures. We hope to agree the SoCG by the end of January 2024. It is possible that an addendum may be needed to cover mitigation measures at M1 Junction 34 if agreement on that takes longer than expected.

Natural England

A draft of the SoCG is with Natural England and they have stated that they intend to respond by the 8th December. Assuming they do not have any major issues, we should be able to send you the signed document by the week commencing 8th January 2024.

Sport England

A draft of the SoCG is with Sport England and we are awaiting their response. We hope to be able to send you the signed document by the week commencing 8th January 2024.

We hope the above update is helpful but please let us know if you have any queries or would like to meet with us to talk through any of the matters raised.

Yours sincerely

A solid black rectangular box used to redact the signature of Michael Johnson.

Michael Johnson
Head of Planning