

# THE SHEFFIELD PLAN

Our City, Our Future

**Duty to Co-operate and Statement of  
Common Ground – Local Planning  
Authorities (February 2024)**



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## 1. Introduction

- 1.1 Sheffield City Council ('the Council') has prepared and submitted the Publication (Pre- Submission) Draft Sheffield Local Plan ('Draft Sheffield Plan') in accordance with the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 1.2 The purpose of this document is to establish and confirm the position on two matters of the Draft Sheffield Plan-making process:
- First, the approach taken, and agreements reached between Sheffield City Council and the other relevant local planning authorities in relation to meeting their obligations under the Duty to Co-operate; and
  - Second, any matters agreed (and not agreed) between Sheffield City Council and the other relevant local planning authorities that have been formalised through negotiations and summarised in a Statement of Common Ground between the authorities.



## 2. Background

### Engagement, the Duty to Co-operate, and Statements of Common Ground

- 2.1 The Council has carried out consistent public consultation and engagement throughout the plan-making process. There is a long track-record of effective joint working on strategic matters across the sub-region.
- 2.2 Formal consultation has been undertaken in accordance with Regulations 18, 19, 20 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 2.3 Consultation on the ‘Sheffield Plan Issues and Options’ document took place in September/October 2020. That document was published under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). Further consultation on the ‘Publication Draft Sheffield Plan’ took place from 9th January – 20th February 2023. This was produced under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 2.4 The Localism Act 2011 introduced the concept of the Duty to Co-operate<sup>1</sup>. It places a legal duty on local planning authorities, county councils and prescribed bodies<sup>2</sup> to: *“engage constructively, actively and on an ongoing basis”* to maximise the effectiveness of local plan preparation in relation to strategic matters.
- 2.5 Strategic matters are defined in the Act as:
- Sustainable development that has or would have a significant impact on at least two local authority areas; and
  - Sustainable development in a two-tier area where the development is a county matter, or has or would have a significant impact on a county matter (i.e. typically waste and minerals proposals).
- 2.6 The Act also extends the purpose of the independent examination of a local plan to include determination as to whether the duty has been complied with<sup>3</sup>. At the examination, an Inspector will assess whether the Duty to Co-operate requirement has been met. Where the duty has not been complied with, the Inspector will have to recommend the plan is not adopted<sup>4</sup>.
- 2.7 Paragraphs 24 to 27 in the National Planning Policy Framework (2023) provide additional context and instruction for maintaining effective co-

<sup>1</sup> Through inclusion of Section 33A into the Planning and Compulsory Purchase Act 2004.

<sup>2</sup> As set out in the Town and Country Planning (Local Planning) (England) Regulations 2012.

<sup>3</sup> Through the inclusion of Section 20 (5) (c)

<sup>4</sup> Procedural practice in Examination of Local Plans, Planning Inspectorate, June 2016.



operation, and how to approach the preparation of a Statement of Common Ground<sup>5</sup>.

- 2.8 Paragraph 27 states that “[i]n order to demonstrate effective and on-going joint working, strategic policymaking authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these. These should be produced using the approach set out in national planning guidance and be made publicly available throughout the plan-making process to provide transparency”.

### Strategic Matters for the Draft Sheffield Plan

2.9 The Council’s ‘Duty to Cooperate Statement’ (September 2020<sup>6</sup>) and the ‘Duty to Cooperate Position Statement’ (December 2022<sup>7</sup>) identified the main strategic issues for the Sheffield Plan, they are:

- Housing;
- Employment;
- Transport;
- Digital Infrastructure;
- Valued Landscapes; and
- Biodiversity / Green Infrastructure.

2.10 These strategic matters stem from, and in the majority, reflect the key issues that are also considered as part of the *Joint Regional Statement of Common Ground*<sup>8</sup> (which covers the geographical area of the former Sheffield City Region).

2.11 Regular Duty to Co-operate meetings have been held with relevant officers from the relevant local planning authorities since 2020. This has provided the opportunity to raise and discuss technical points relating to different strategic themes. An account of engagement with authorities during the plan-making process is set out in the Council’s Duty to Co-operate Position Statement (October 2023)<sup>9</sup>.

<sup>5</sup> National Planning Policy Framework (2021): [NPPF \(2021\)](#)

<sup>6</sup> Sheffield Plan Duty to Cooperate Statement (September 2020): [Sheffield Plan Duty to Cooperate Statement \(September 2020\)](#)

<sup>7</sup> Sheffield Plan Duty to Cooperate Position Statement (2022): [Sheffield Plan Duty to Cooperate Position Statement \(December 2022\)](#)

<sup>8</sup> Joint Regional Statement of Common Ground (2023) [Joint Regional Statement of Common Ground 2023](#)

<sup>9</sup> Sheffield Plan Duty to Cooperate Position Statement (October 2023) [Sheffield Plan Duty to Cooperate Position Statement \(October 2023\)](#)



### 3. Statement of Common Ground

#### Introduction

3.1 The following Statement of Common Ground sets out those strategic matters where the authorities agree, and any strategic matters where the authorities do not agree. All authorities will continue to meet to discuss cross-boundary and strategic matters as the Sheffield Plan progresses through examination.

#### Strategic Matters on which the Authorities Agree

##### (A) Duty to Co-operate

3.2 The authorities agree that the Duty to Co-operate has been met, and that there has been continuous and regular engagement on strategic matters throughout the local plan-making process for the Draft Sheffield Plan.

3.3 This is most clearly evidenced through the creation of a shared evidence base, including:

- **Sheffield and Rotherham Strategic Housing Market Assessment (SHMA) (2018 / 2019).** The SHMA identified both Sheffield and Rotherham authorities as being self-contained housing markets, but with important cross-boundary migration links for certain groups of households.
- **Sheffield and Rotherham Strategic Housing Land Availability Assessment (SHLAA) (2015).** Sheffield and Rotherham have developed a common methodology in relation to the SHLAA.
- **Sheffield City Region Strategic Economic Land Assessment (SELA) (2020).** This was agreed in the SCR Statement of Common Ground (July 2020).
- **A Joint Sheffield-Rotherham Employment Land Review (ELR) (2015).**
- **Sheffield City Region Combined Green Belt Review – A Common Approach (2014).** This set out key stages for approaching Green Belt Review within individual authorities. The Common Approach informed the methodology used in the Sheffield Green Belt Review (2020). It also forms a key part of the common ground in respect of Green Belt issues, ensuring an appropriate level of consistency between authorities.
- **Sheffield City Region Demographic Forecasts (2014 - 2034).** This report was jointly commissioned by the nine SCR local authorities to inform housing requirement figures in emerging local plans. The report



presents information for each authority in SCR relating to the future housing need based on a range of economic growth scenarios.

- **Sheffield City Region Transport Model (SCRTM1)**. This has replaced previous transport models and is being used to assess the cumulative impact on the transport network of local plan growth options and assess potential mitigations. The working group membership includes National Highways.
- **Local Nature Recovery Strategy - South Yorkshire natural capital and biodiversity mapping** (July 2021)<sup>10</sup> This was led by the South Yorkshire Mayoral Combined Authority (SYMCA) and forms a robust basis for developing the Local Nature Recovery Strategies for South Yorkshire.

3.4 The process and timeline of engagement can be best summarised through reference to the following documents:

- Duty to Co-operate Statement (September 2020) – published alongside Regulation 18 consultation on Issues and Options for the Sheffield Plan;
- Interim Consultation Report - Summary of Comments (March 2021) – showing a summary of responses from relevant authorities and bodies to the Regulation 18 consultation;
- Duty to Co-operate Position Statement (December 2022) – providing an update on engagement between Regulation 18 stage and the Regulation 19 consultation on the Publication (Pre- Submission) Draft Sheffield Local Plan; and
- Draft Sheffield Plan Statement of Consultation (August 2023) – showing a summary of responses from relevant authorities and bodies to the Regulation 19 consultation.

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<sup>10</sup> South Yorkshire natural capital and biodiversity mapping (July 2021): <https://southyorkshire-ca.gov.uk/getmedia/f1530d63-8657-4650-90a0-43c8c04ccfa5/South-Yorkshire-natural-capital-and-biodiversity-mapping.pdf>

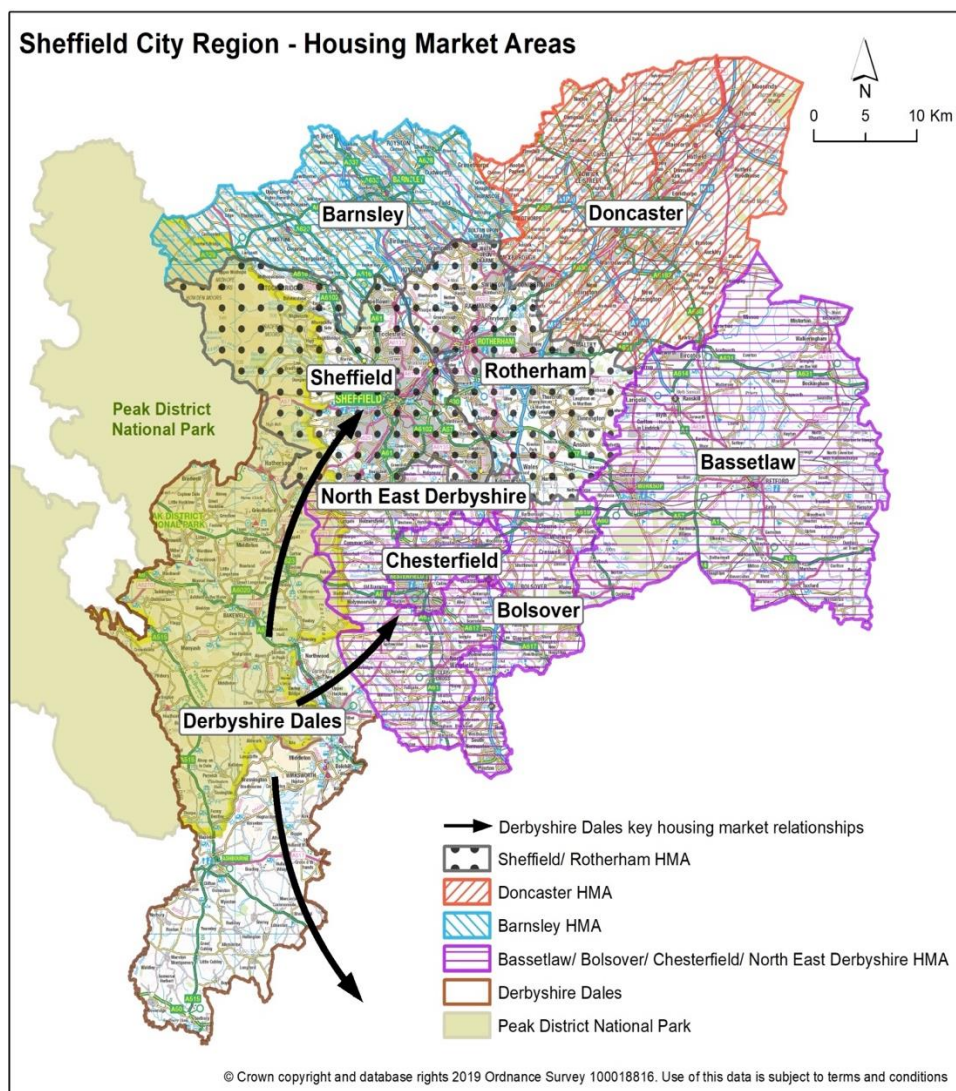


**(B) Housing**

3.5 The authorities agree that Sheffield and Rotherham have a shared Housing Market Area (HMA), that Bassetlaw / Bolsover / Chesterfield and North East Derbyshire have a shared HMA, and that all other authorities occupy distinct and separate HMAs. This is shown in Figure 1 below.

3.6 It is also recognised that HMAs can operate differently for different groups, and that there is some overlap and a degree of Sheffield housing market extending into Barnsley, North East Derbyshire, and Chesterfield. Also, there are market dynamics between Sheffield and the Peak District National Park; however, the Peak District National Park Authority agrees that its approach is to meet locally identified need. The more complex relationships have been assessed through the Sheffield and Rotherham Housing Market Needs Assessment (2018/2019).

**Figure 1: Housing Market Areas**





- 3.7 The authorities agree that there is no requirement for any other authority to meet Sheffield's housing needs. The Draft Sheffield Plan's strategy has set a housing figure that meets Sheffield's economic needs, reflects physical and policy constraints, and delivers City Centre-focused, brownfield regeneration.
- 3.8 The authorities' stance on this issue has remained consistent since initial correspondence in 2020. A further letter was issued by the Council in December 2022, formally asking other authorities to confirm their position regarding delivery of new homes to meet some of Sheffield's identified need. It also asked authorities to confirm that housing requirements continue to fully support jobs growth arising. Each authority has confirmed that they could not meet any of Sheffield's identified housing need, and that their respective strategies would continue to support jobs growth in each respective area.
- 3.9 An overview of the context for housing needs and future housing requirements within the sub-region is set out in the '*Joint Regional Statement of Common Ground*'. Table 1, in the Annex to the Joint Regional Statement of Common Ground, provides an overview of the housing need figures and Local Plan housing requirements for authorities within the sub-region. This table shows that based on these figures there is no significant shortfall in housing supply, and that the overall level of housing growth being planned for is enabling economic growth targets set out in emerging and adopted Local Plans to be met and reflects the aspirations of the SYMCA Strategic Economic Plan. This includes meeting 'footloose' need arising from economic-led migration from other parts of the UK and from abroad. The authorities acknowledge that the 35% uplift applied to Sheffield's housing need figure under the Government's standard methodology is not required to meet household growth arising from demographic changes.
- 3.10 The authorities agree that Gypsy & Traveller needs will be met within their own local authority boundaries, where applicable.
- 3.11 The authorities agree that there are no site allocations that pose any strategic or cross-boundary issues. However, two large site allocations adjoin neighbouring authorities, these are:
- Oughtibridge Mill (Policy NWS09), which is under construction and already subject to a separate agreement with Barnsley MBC, as well as being an element of an ongoing boundary commission review. It has been agreed that the site at Oughtibridge Mill will contribute to Sheffield's housing land supply.
  - Norton Aerodrome (Policy SS17), which borders North East Derbyshire District Council. Conditions set out as part of the site's allocation in the Draft Sheffield Plan provide satisfactory mitigation for any potential impacts on the Moss Valley Conservation Area and Stoneley and



Charnock Woods Local Wildlife Site, this is discussed in more detail at Sections (F & G).

- 3.12 Further discussion on any strategic / cross-boundary transport issues prompted by growth along key transport corridors is set out in Section D below.

**(C) Employment, including Large Scale Logistics**

- 3.13 The authorities agree that Sheffield is planning to meet its own general employment needs without contributions from any other authorities.
- 3.14 It is agreed that the Draft Sheffield Plan identifies 13.4 year's supply of employment land (i.e. sufficient to last to 2035). It should be noted that the employment land supply figure may alter due to individual site allocation capacities, and as the specifics of each planning permission are realised and completions are monitored. Assessments continue to show that this is sufficient to support the economic strategy in the plan on the basis that additional land will come forward through the redevelopment of existing employment sites to meet needs to 2039, and as the Sheffield Plan is reviewed.
- 3.15 As required by the Planning Practice Guidance (PPG), the Council's Logistics Study provides the evidence base for large scale warehousing and distribution (logistics) to support the Sheffield Plan<sup>11</sup>. The PPG requires logistics need and supply to be assessed separately to wider employment land need and supply. The Logistics Study considers the requirement at scales wider than Sheffield alone.
- 3.16 The Council has identified that there is sufficient capacity within the Functional Economic Market Area (FEMA) (which consists of the South Yorkshire authority areas of Sheffield, Barnsley, Doncaster, and Rotherham only) to meet large scale logistics needs. This is achieved through significant land supply within Doncaster and Rotherham. It should be noted that there is not full agreement on this conclusion across the South Yorkshire authorities - this is discussed in more detail in Chapter 4 – Section (A) - Strategic Matters on which the Authorities Do Not Agree.
- 3.17 The Council has identified that there is sufficient capacity within the '*wider property market area*' (which includes the authority areas of Sheffield, Rotherham, Barnsley, Doncaster, North East Derbyshire, Chesterfield, Bolsover, and Bassetlaw) to meet large scale logistics needs. This is notably due to the supply of land and sites in Doncaster, and the allocation in Bassetlaw, at Apleyhead Junction, which has been recently confirmed through the Bassetlaw Local Plan examination process. Whilst the Council's evidence and analysis indicates that there is sufficient land supply to meet the '*wider*

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<sup>11</sup> Sheffield Logistics Study (December 2022): [Sheffield Logistics Study \(December 2022\)](#)



*market area*' needs, this conclusion is again not supported by all of the relevant authorities - this is also discussed in more detail in Chapter 4 – Section (A) - Strategic Matters on which the Authorities Do Not Agree.

- 3.18 The Draft Sheffield Plan will not fully meet the demand for logistics uses in the city, but the demand is wider than local, and analysis commissioned by the Council to support the Sheffield Plan shows the supply of land across the wider market area is sufficient. The Council's view is that the provision of land in the Draft Sheffield Plan will enable a contribution towards meeting the demand for logistics uses, whilst also supporting policy aims to promote the Innovation District. Many large, flat sites that are suited to logistics use are in the Council's designated Innovation District, and so their potential for logistics is reduced in order to deliver the aims for the Innovation District. Having explored this issue with neighbouring authorities during Duty to Co-operate meetings all authorities are aware of Sheffield's position, and it is agreed that there is no additional requirement for authorities to contribute to Sheffield's logistics provision for this Local Plan.
- 3.19 The Council's Retail and Leisure Study (2022) identifies that Sheffield City Centre continues to provide a regional retail offer, drawing comparison and convenience goods expenditure from across the city-region<sup>12</sup>. Equally, the unique role and function of Meadowhall means that it too draws retail trade from across the city-region - especially for comparison goods, as well as expenditure associated with leisure and food and beverage. The authorities agree that there are no strategic matters or cross-boundary issues relating to retail, retail catchments, or retail trade draw. The authorities also agreed that the policies put forward in the Draft Sheffield Plan are appropriate to deliver sustainable economic growth. The Council will continue to engage with relevant authorities to ensure that the impacts and benefits of Sheffield's retail offer is understood.

#### **(D) Transport**

- 3.20 All relevant authorities have been included in all stages of producing the Council's transport modelling work and agree that the use of the Sheffield City Region Transport Model 1 (SCR TM1) (with additional inputs and validation by all respective authorities) is an appropriate basis upon which to assess the potential cumulative impacts of planned growth and site allocations set out in the Draft Sheffield Plan. This validation process has also involved direct collaboration with National Highways (which remains ongoing).
- 3.21 It is agreed by the relevant authorities that the transport modelling has appropriately assessed the relevant component parts of the Strategic Road Network (SRN) and Local Road Network (LRN), as well as on Public Transport and Active Travel.

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<sup>12</sup> Sheffield Retail and Leisure Study (November 2022): [Sheffield Retail and Leisure Study \(November 2022\)](#)



## Highways (SRN & LRN)

- 3.22 It is agreed by the relevant authorities, subject to rechecking of the junction of Sheffield Road and Bessemer Way where a scheme has been committed since previous modelling, that the transport modelling need only consider 14 junctions of the SRN, and it is agreed that the modelling appropriately assesses impacts across two forecast years (2029 and 2039) focussing on a comparison with a Reference Case scenario.
- 3.23 For each authority, there are relevant parts of the SRN that generate cross-boundary strategic matters. For each authority, the relevant parts of the SRN are highlighted in Table 1.

**Table 1: Parts of the SRN that have potential cross-boundary implications**

SRN Section	Junction Name	Cross-boundary Relationship to other LPA
<b>M1</b>	M1 Junction 30 (w A616 / A6135)	Derbyshire County Council
	M1 Junction 31 (w A57)	Rotherham
	M1 Junction 32 (w M18)	Rotherham
	M1 Junction 33 (w A630)	Rotherham
	M1 Junction 34 South (w A637 / A6178)	Sheffield
	M1 Junction 34 North (w A6109)	Sheffield
	M1 Junction 35 (w A629)	Sheffield
	M1 Junction 35A (w A616)	Barnsley
	M1 Junction 36 (w A61 / A6195)	Barnsley
<b>A616</b>	A616 / A61	Barnsley
	A616 / A629	Barnsley
	A616 / A6102	Sheffield
	A616 / A628	Barnsley
	A616 (Thorncliffe Road)	Barnsley

- 3.24 For the LRN, it is agreed by the relevant authorities that Aimsun modelling, and the use of other local junction modelling tools is an appropriate basis from which to assess the local impacts of the Draft Sheffield Plan. This work is ongoing, and the authorities agree to continue to collaborate and share their understanding of any potential cross-boundary issues, and, where appropriate, jointly develop mitigation measures.
- 3.25 The relevant authorities agree that the final analysis of impacts on both the SRN and the LRN is ongoing. Relevant authorities agree to work together to refine and confirm any strategic matters and cross-boundary issues, including the finalisation of any necessary mitigation measures. For the SRN, the



relevant authorities agree that this process will directly involve ongoing work with National Highways. The Council will also be seeking a parallel SoCG with National Highways to document specific matters of agreement. This work will also involve adjacent local authorities to ensure mitigations at SRN junctions do not result in adverse outcomes (e.g. induced demand, displacement of traffic and / or of traffic congestion) in adjacent local authorities.

### **Public Transport & Active Travel**

- 3.26 There are strategic matters relating to the tram and tram-train network that have cross-boundary implications with Rotherham, as well as in respect of cross-boundary bus services and other bus services operating in Rotherham out of Sheffield depots. It is agreed that relevant authorities will continue to collaborate with SYMCA to secure the long-term future of the tram network and explore opportunities to expand the network. The proposed new tram-train station at Magna (in Rotherham) is supported. The authorities agree to continue to collaborate and share their understanding of any congestion or other issues impacting directly or indirectly on cross boundary tram-train services, and, where appropriate, jointly develop mitigation measures.
- 3.27 There are also strategic matters relating to the rail network that have cross-boundary implications. It is agreed that relevant authorities will continue to collaborate with SYMCA to advance the Business Case for re-opening the Barrow Hill Line to passengers, including proposals for a new station at Waverley (partly in Rotherham), and improving connectivity between Sheffield and Chesterfield / North East Derbyshire. It is agreed that authorities will collaborate with each other and SYMCA in support of proposals for a new Mainline Station in Rotherham as a means of improving sustainable transport between Sheffield and Rotherham, and also encouraging mode shift for journeys that might otherwise be made by car via the SRN.
- 3.28 The Council and Barnsley MBC agree to collaborate with SYMCA to advance the Business Case for re-instatement of passenger rail services on the Upper Don Valley line.
- 3.29 Equally, there is agreement with Rotherham that proposals to improve connectivity to the Innovation District, and onwards to Rotherham, should include a package of improvements supporting public and active transport.

### **Territorial and extra-territorial emissions of greenhouse gasses**

- 3.30 At a sub-regional scale, there is support and agreement for the SYMCA Bus Service Improvement Plan (2021) and South Yorkshire Enhanced Bus Partnership (2022), which is a five-year approach aimed at developing a network that is more reliable, higher quality, and offer better value for money.



- 3.31 The authorities agree that carbon emissions and associated transport movements are a significant issue for the sub-region / region. The authorities agree to acknowledge the significance of medium and long-distance travel (for both passenger and freight) as being disproportionately responsible for carbon emissions. This includes acknowledging that each districts' carbon footprint extends far beyond each of its boundaries.
- 3.32 Authorities agree that the assessment of the impacts of carbon emissions requires further co-ordination and scoping, and that as the issue primarily revolves around medium and long-distance trips, the most appropriate scale for detailed assessment would be at a regional level, through the advancement of the Local Transport Plan 4, which is expected to analyse and set carbon targets. The Local Transport Plan 4 is programmed to be published in 2024.
- 3.33 Notwithstanding paragraph 3.32, it is agreed that South Yorkshire local authorities will collaborate with each other and with SYMCA in seeking to reduce carbon emissions in line with previously stated targets. This will include identifying necessary mitigations, considering not only Sheffield territorial emissions but also extra territorial emissions both in adjacent authorities and globally.
- 3.34 Relevant authorities agree to investigate how developer contributions and sources of external funding may be used to enhance cross-boundary transport services and to mitigate cross-boundary adverse impacts of increased demand for travel. This may include non-transport interventions e.g. improved digital connectivity. This will build upon the success of recent joint-working and bidding to investment programmes held by Government / Department for Transport; and those managed by other partners, such as Network Rail, and Active Travel England. This will be achieved collaboratively as local authorities and transport authorities, as well as through joint-working with SYMCA.

**(E) Digital Infrastructure**

- 3.35 The authorities agree that continuing to improve the speed, quality, and geographical provision of gigabit capable broadband infrastructure is a priority for all, in line with Government targets. This includes supporting the Government's "Project Gigabit", delivering against the objectives set out in the South Yorkshire Digital Infrastructure Strategy (2021), and relevant themes in the Sheffield City Region Economic Plan (2021 - 2041). Targeting locations that will experience urban renewal / regeneration, and rural areas will be the focus.
- 3.36 As part of wider commitments at the sub-regional scale, authorities agree to evolve the planning framework for digital connectivity, including new policy requirements and planning conditions, such as those set out in Policy C03 in Part 2 of the Draft Sheffield Plan.



**(F) Green Belt**

- 3.37 All relevant authorities have agreed to the use the Common Approach methodology to carry out Green Belt reviews as part of local plan-making.
- 3.38 This methodology has informed the Sheffield Green Belt Review (2020) and has informed the approach taken by the Council to the release of Green Belt sites within the spatial strategy and overall growth plan set out in the Draft Sheffield Plan.
- 3.39 A SoCG is already agreed between Sheffield and North East Derbyshire in relation to the Green Belt. The Draft Sheffield Plan spatial strategy does not propose Green Belt release, other than on a large previously developed site at Norton.
- 3.40 The approach to the assessment of potential impacts from the site allocation at Norton Aerodrome have been considered in conjunction with North East Derbyshire, and it is agreed that the conditions attached to the site allocation are sufficient to provide any necessary mitigation. Specifically, this has resulted in additional criteria being added to Policy SS17, this is to ensure due consideration be given to potential impacts on the significance and setting of the Moss Valley Conservation Area (including views in to and out of the site); and the provision of a 15m buffer to the Stoneley and Charnock Woods – a Local Wildlife Site, that borders the site and extends into North East Derbyshire.
- 3.41 No additional cross-boundary issues are prompted by this theme.

**(G) Protected Landscapes, Biodiversity & Green Infrastructure**  
**(1) Habitats Regulation Assessment**

- 3.42 The relevant authorities agree that the Habitats Regulation Assessment Appropriate Assessment (HRAAA) provides the evidence base to identify any likely significant effects (including in-combination effects) on the site integrity of protected Habitats Sites (previously known as Natura 2000 or European Sites); and on internationally designated sites, such as the South Pennine Moors Special Protection Area (SPA) and Peak District Moors Special Areas of Conservation (SAC).
- 3.43 The relevant authorities acknowledge the collaborative work with Natural England (under the Duty to Co-operate) to agree the HRA Addendum. The relevant authorities also agree with the HRA Addendum's conclusions, which are that likely significant air quality effects from the Draft Sheffield Plan (including in-combination effects) can be adequately mitigated through the



Council's existing Air Quality Strategy, along with the Sheffield City Region Transport Strategy (2040)<sup>13</sup> and the Sheffield Transport Strategy (2035)<sup>14</sup>.

- 3.44 The relevant authorities (and Natural England) agree that the in-combination recreational pressures on the South Pennine Moors SAC and Peak District Moors SPA can be offset by the creation of accessible natural greenspace as part of open space provision in new housing developments. The relevant authorities acknowledge and agree that the Council has proposed amendments to the supporting text of Policies NC15 and GS5 to achieve this mitigation.
- 3.45 The relevant authorities agree with the conclusions to the assessments in the HRA Addendum, which show that there will be no significant effects resulting from the Draft Sheffield Plan on Functionally Linked Land and Water Resources; and that no further assessment is required.

## **(2) Local Nature Recovery Strategy**

- 3.46 The relevant authorities agree as to the sub-regional approach to Local Nature Recovery and are actively collaborating to produce the emerging Local Nature Recovery Strategy. The South Yorkshire authorities have already completed natural capital mapping for the county and agree to continue to work together to finalise the Local Nature Recovery Strategy and the accompanying mapping. Further joint-working will focus on identifying 'opportunity areas' for nature recovery.
- 3.47 Consultation responses received as part of the Regulation 19 consultation of the Draft Sheffield Plan have been used to modify the Council's policy approach to its Local Nature Recovery Network – see Policy SP1 and has also resulted in amendments to Policy BG1 and Policy GS5 to provide greater emphasis on the Local Nature Recovery Network.

## **(H) Minerals and Waste**

- 3.48 The South Yorkshire local authorities agree that waste matters are being considered via a new and separate Waste Local Plan, and therefore there are currently no waste related strategic or cross-boundary matters that affect the Draft Sheffield Plan. The authorities will continue to work jointly to prepare the new Waste Local Plan.
- 3.49 The authorities agree that minerals matters are most appropriately considered via each authority's own local plans and policy frameworks. Sheffield, along with all other South Yorkshire / SCR authorities are part of the Yorkshire and Humber Aggregates Working Party. This is shown in Figure 2.

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<sup>13</sup> Sheffield City Region Transport Strategy (2040): [Sheffield City Region Transport Strategy \(2040\)](#)

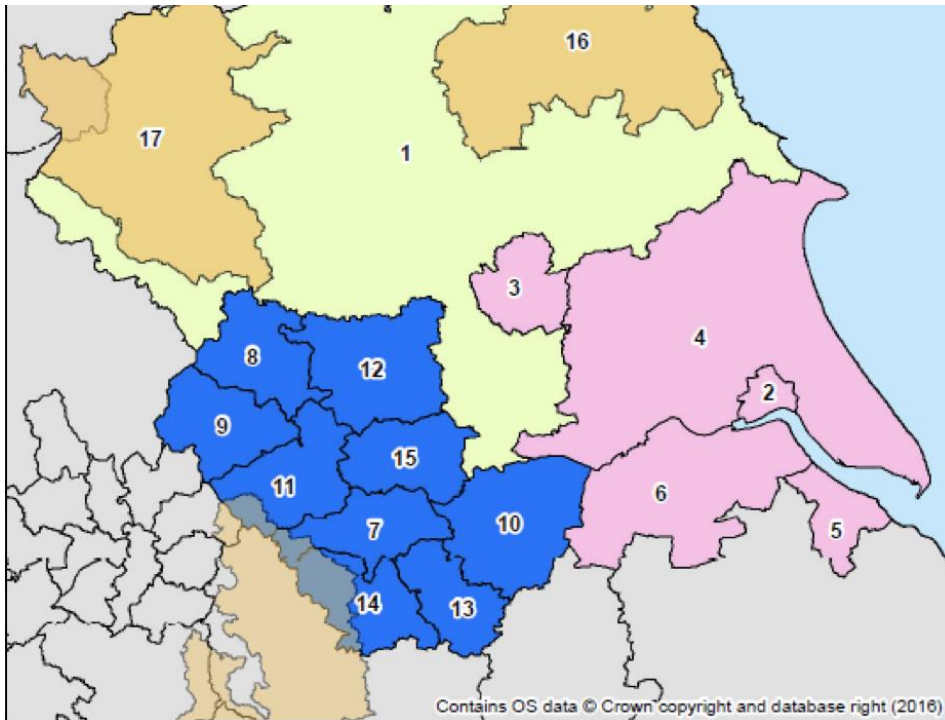
<sup>14</sup> Sheffield Transport Strategy (2035) (March 2019): [Sheffield Transport Strategy \(2035\) \(March 2019\)](#)





- 3.50 Relevant authorities agree that the policy framework set out in the Draft Sheffield Plan, through Policy ES7 and Policy ES8 provide an appropriate framework to safeguard mineral resources, as well as manage the exploration, appraisal, extraction, use, and production of minerals and aggregates.

**Figure 2: Yorkshire and Humber Aggregate Working Party Authorities**



## 4. Strategic Matters on which the Authorities Do Not Agree

### (A) Employment, including Large Scale Logistics

- 4.1 In relation to large scale logistics, and the ability to accommodate identified need within the wider sub-region, there are areas where the authorities do not agree.
- 4.2 Barnsley, Doncaster and Rotherham authorities have identified that they do not wholly agree within the outcomes of the Council's Logistics Study. They have concerns over the implications for supply within the Functional Market Area (which includes the authority areas of Barnsley, Doncaster, and Rotherham) and note that there may be additional pressure on land supply within their areas to provide for larger 'B8' uses. Doncaster have stated that they are not in a position to meet a wider than local need for logistics developments. Doncaster do not consider that the Sheffield Local Plan provides a sufficient supply of land for logistics. It is considered that additional pressure on B8 land in the Functional Market Area would be reduced if the Local Plan identified a higher B8 land supply. It is noted that Rotherham objected to the Sheffield Plan as they did not support the Apleyhead site allocation (in Bassetlaw) on transport and carbon impact grounds.
- 4.3 Similarly, Bassetlaw does not agree that the Draft Sheffield Plan provides a justified approach to employment land supply, specifically large scale logistics. Bassetlaw has expressed concern that the Draft Sheffield Plan does not adequately provide for large-scale logistics needs and has suggested that there is an imbalance between the promotion of land for advanced manufacturing and that promoted for logistics.
- 4.4 Bassetlaw also does not agree to the proposed contribution that it is expected to make to the wider than local need. Bassetlaw's consultation response to the Draft Sheffield Plan noted that the emerging Bassetlaw Local Plan is allocating only one strategic employment site capable of meeting sub-regional/regional logistics needs; and that other sites that appear to contribute to the Bassetlaw's total (Table 5.4 of the Sheffield Logistics Study) are identified as only meeting their own district's general employment needs. This has been confirmed by the Planning Inspectors for the Bassetlaw Local Plan Examination.
- 4.5 To further highlight the areas of disagreement, Bassetlaw has noted that Sheffield City Council is a signatory to the A1 Corridor Property Market Area SOCG. The evidence for the SOCG is the Bassetlaw A1 Logistics Study, referred to as evidence in the Sheffield Logistics Study. The A1 Logistics Study identified a property market area more extensive than that identified by the Sheffield Logistics Study. The A1 Logistics Study



recognises that there is 'general consensus' from agents that the A1 corridor (and sister M1 corridor) centred around Bassetlaw stretches from Doncaster to Nottingham. Bassetlaw therefore considers the focus of the Sheffield Logistics Study, centred around the South Yorkshire MYCA to be too narrow in focus and unjustified particularly for large scale logistics.

- 4.6 The Bassetlaw A1 Study states that the large-scale logistics supply for that property market area, which includes Sheffield, is estimated to support 9 to 13 years of future need (based on either take up or deliveries).
- 4.7 Within a 15-year plan period this shows that the wider than local need is not fully met, so it is reasonable for the Sheffield Plan to make a reasonable and fair contribution to meeting a wider than local need.
- 4.8 Bassetlaw also note that the Bassetlaw Plan is still within the Examination period, and that the Inspectors have yet to report on the approach to be taken to employment provision, including the mix of uses at the strategic employment site. Any reduction in B8 use would lead to a change in the supply and therefore the position proposed by the Draft Sheffield Plan.
- 4.9 Bassetlaw consulted on the proposed Main Modifications to the Local Plan until 3 October 2023<sup>15</sup>. The outcome of this consultation exercise and the Inspector's Report may alter the discussion on logistics once again, and the authorities agree to continue to engage on this matter.

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<sup>15</sup> Bassetlaw Local Plan 2020 – 2038: Main Modifications: <https://www.bassetlaw.gov.uk/planning-and-building/the-draft-bassetlaw-local-plan/bassetlaw-local-plan-2020-2038-examination/news-on-the-bassetlaw-local-plan-and-cil-examination/>



## 5. Signatories to the Statement of Common Ground

Name	Role	Local Authority	Signature & Date	Strategic Matters that party is signed up to (Chapter / Section)
Michael Johnson	Head of Planning	Sheffield City Council		3A, 3B, 3C, 3D, 3E, 3F, 3G, 3H. 4A
		Barnsley Metropolitan Borough Council		3A, 3B, 3C, 3D, 3E, 3F, 3G, 3H.
		Bassetlaw District Council		3A, 3B, 3C, 3D, 3E, 3F, , 3H. 4A.
<b>Councillor Julie Leigh</b>	Portfolio Holder for Identity and Place	Bolsover District Council		3A, 3B, 3C, 3D, 3E, 3F, , 3H.
		City of Doncaster Council		3A, 3B, 3C, 3D, 3E, 3F, 3G (2), 3H. 4A.
Alan Morey	Strategic Planning and Key Sites Manager	Chesterfield Borough Council		3A, 3B, 3C, 3D, 3E, 3F, 3G (1), 3H.
Councillor Carolyn Renwick	Cabinet Member for Infrastructure and Environment	Derbyshire County Council	<i>Renwick</i>	3A, 3B, 3C, 3D, 3E, 3F, , 3H.
Mike Hase	Policy Manager	Derbyshire Dales District Council		3A, 3B, 3C, 3D, 3E, 3F, 3G (1), 3H.
		North East Derbyshire Council		3A, 3B, 3C, 3D, 3E, 3F, 3G (1), 3H.



## Signatories to the Statement of Common Ground

		Peak District National Park Authority		3A, 3B, 3C, 3E, 3F, 3G (1), 3H.
		Rotherham Metropolitan District Council		3A, 3B, 3C, 3D, 3E, 3F, 3G, 3H. 4A.

