

Petitions, Public Questions and Statements – Full Council

Meeting Date: 4th September 2024

(Note: This document will be published prior to the Council meeting, containing details of statements received for the meeting and answers to questions relating to the remit of full Council. It will then be updated and re-published within 10 working days of the meeting, containing details of responses to petitions submitted to the meeting and answers to questions relating to items of business on the published agenda and supplementary questions relating to the remit of Full Council.)

Details of ordinary petitions, and questions and statements received for this meeting from members of the public are set out below.

Answers to questions relating to the remit of Full Council are published one clear day before the Council meeting. These questions will not be asked and answered at the Full Council meeting.

All statements received from members of the public are published on the day prior to the Council meeting and circulated to all Members of the Council. If time allows, statements can be read out at the meeting. Statements do not require a response, but the Lord Mayor (as chair of the meeting) or Leader of the Council or relevant Committee Chair reserves the right to reply at the meeting.

Representations in relation to petitions can be made at the Council meeting, and the Leader of the Council or relevant Committee Chair will respond.

Questions relating to items of business on the published agenda and supplementary questions relating to the remit of Full Council (arising from the original written question and/or the response), can be asked at the meeting, and the Leader of the Council or relevant Committee Chair will respond. Written responses to both these types of questions are published within 10 working days of the meeting.

A period of up to 60 minutes shall be allocated at meetings of Full Council for members of the public to present ordinary petitions, ask questions and make statements. The order for receiving public participations within the allotted time is – 1) Petitions; 2) Agenda-Related Questions; 3) Supplementary Questions to the (Initial) Remit-Related Questions; 4) Statements (Agenda-related & Remit-related).

Questions (Remit)	Any received?	From	Response
As the population of Sheffield is increasing and more developments of housing schemes are being granted via the planning committee, is a review being planned of Doctors/Dentists and Schools to make sure they've got enough capacity for the increase in numbers in these neighbourhoods?	Yes	David Cronshaw	From Councillor Ben Miskell (Chair of the Transport, Regeneration and Climate Policy Committee) I want to reassure you that yes, the need for additional healthcare and education facilities to support housing development has been assessed as part of producing Sheffield's Local Plan (which covers the period 2022-2039). The Local Plan is supported by an Infrastructure Delivery Plan (IDP) which sets out the needs that have been identified through liaison with both the Education Authority and the Integrated Care Board. Details are set out in sections 3.2 and 3.3 of the IDP Addendum published in April 2024 – available on the Local Plan Examination website here .
Supplementary Question?	Any received?		Response
	No		
What is the Council's policy on allowing mobility scooters to be kept in the hallways of communal blocks, and why has this been changed in the last two years? For background, I have recently been told that I am no longer allowed to keep my scooter in our communal hallway despite it not blocking a fire escape or getting in anyone's way, although I was given	Yes	Linda Harrison	From Councillor Douglas Johnson (Chair of the Housing Policy Committee) The Council's policy for the management of fire escape routes in communal parts of flats and maisonettes was set on 22 nd May 2015 by the then Cabinet Member for Housing. Details of the decision are at: https://democracy.sheffield.gov.uk/mgDecisionDetails.aspx?Ild=17148&Opt=1 As part of this decision, the Interim Director of Housing and Neighbourhoods Service was authorised to develop a procedure for the management of mobility scooters within Council flats and maisonettes. The procedure is now described at https://www.sheffield.gov.uk/council-housing/mobility-scooters-flats-maisonettes

permission to do this two years ago.			<p>I understand this has not changed since 2015.</p> <p>I have asked officers to look into the individual case you raise.</p>
Supplementary Question?	Any received?		Response
	No		
<p>Q1 Sheffield taxi licencing is in the process of increasing taxi badge and taxi vehicle fees. It would be appreciated if the Council would consider introducing a 10-year taxi badge so it makes it simple for myself to renew my taxi badge in line with my DVLA driving licence and passport which expire every 10 years. This will make it simpler for me to renew all my three important documents at the same time and in return this will help the environment.</p> <p>Q2 I have recently upgraded my Hackney carriage taxi to comply with Sheffield's clean air zone. I have made a huge financial investment and I am struggling financially to cover the burden of the financial situation I am in. I would like</p>	Yes	Abdul Raheem	<p>From Councillor Joe Otten (Chair of the Waste and Street Scene Policy Committee)</p> <p>Q1. Under legislation, Sheffield City Council can only issue a hackney carriage and private hire drivers' licence for a maximum period of 3-years. Any changes to the maximum licence length would require amendments to national legislation.</p> <p>Q2. On Friday 19th July 2024, Sheffield City Council's Waste and Street Scene Committee approved a report to consult on proposed changes to taxi licensing fees.</p> <p>In line with legislation, a 28-day public consultation will shortly be held, during which time there will an opportunity to make objections regarding any proposed changes to taxi licensing fees.</p>

the Council to delay the process of increasing the taxi-related fees for the time being and keep the fee increase within the taxi drivers' income base. As you will be aware, uber and veezu are providing a very cheap fares service for members of the public and this has had a serious financial impact on my Hackney carriage taxi work.

Q3 Is the Council aware of the extent of the out of town taxis operating in Sheffield? This is also having serious financial implications on my everyday income.

The Council will inform all licence holders once the consultation period is open.

Q3. Sheffield City Council acknowledges the concerns raised and recognise the vital role that local hackney and private hire services play in Sheffield. These services are essential for many individuals, support our evening and night-time economies, and contribute significantly to employment, both directly and indirectly through associated industries.

The Council is also concerned about the numerous challenges associated with out-of-area working, which pose significant difficulties for licensing authorities and the local trade.

To address this issue, Councillors have previously written to the government, urging them to close the existing legislative loophole that allows drivers and vehicle from other local authorities to potentially operate to lower standards while accessing the same market.

In response, the previous government indicated that they were aware of the challenges that out-of-area working presents to licensing authorities and that this matter was recently considered as part of a 'Task and Finish Group on Taxi and PHV Licensing'. The government stated, however, that there was no

			<p>consensus on how to tackle the issue and concluded that it would not, at this time, introduce any changes to legislation to restrict out-of-area working.</p> <p>The issue was again raised at the recent W&SS Committee. The Chair of the Committee agreed to write to the government again; however, Cllr Parekh informed that he would raise directly through the Labour Group. We are awaiting a response.</p>
Supplementary Question?	Any received?		Response
	No		

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Questions (Published Agenda)	Any received?	From	Response (Include link to minutes)
	NONE		

Statements (Remit)	Any received ?	From
	NONE	

Statements (Published Agenda)	Any received?	From
	NONE	

Petitions	Any received?	From	Response (Include link to minutes)
<p>Petition 1 – Stop the Pedestrianisation of Surrey Street – Paper (60 Signatures) and e-petition (29 Signatures) - ePetition - Stop the Pedestrianisation of Surrey Street Sheffield City Council</p> <p>Reverse the decision to pedestrianise the section of Surrey Street from the top of Norfolk Street to Fargate. Possible consequences for the city centre could be damaging to existing businesses and the future of the city centre.</p> <p>What arrangements have been made for the necessary turning of large lorries, coaches which need to access Norfolk Street and Surrey Street for deliveries but which cannot turn around within Norfolk Street in order to exit the city centre? Amongst other businesses, we make life difficult for Marks and Spencer at our peril. Large lorries are currently reversing in Surrey Street to turn back down to Norfolk Street. On occasion, more</p>	Yes	Elaine Bird	<p>The written response provided by Councillor Ben Miskell (Chair of the Transport, Regeneration & Climate Policy Committee) to the organiser of the petition is set out below.</p> <p>Thank you for your petition. Firstly, I think it's important to say that I'm proud of the transformation that we're seeing in our city centre and from talking to businesses on Surrey Street, I know that they value the positive impact that this investment is having on footfall.</p> <p>With regards to the first part of your question.</p> <p>1. I am pleased to confirm that options are being considered to facilitate a 'turning area' for larger vehicles, along Norfolk Street in the vicinity of Surrey Street. Large HGV vehicles using the loading bay at Marks and Spencer currently reverse into the loading bay and exit the area via Norfolk Street, Arundel</p>

than one lorry or coach are waiting to complete this manoeuvre.

What arrangements have been put in place to collect refuse from shops on Surrey Street?
Currently, refuse is collected from directly outside the shops.

The Connect Bus will not have access to Surrey Street, resulting in a negative impact for accessibility for disabled people.

City Centre parking and disabled parking spaces will be lost. It will reduce the number of loading bays. Deliveries and post is already delayed due to the current restrictions. Proposed disabled parking bays on Leopold Street are not sufficient and do not meet the criteria for Blue Badge holders if one cannot walk more than 50 yards without pain or breathing difficulties.

Gate and High Street. This will be a significant improvement.

It's important to clarify that local businesses have been consulted on the plans and discussions with them will be ongoing throughout final design stage and as works progress to improve the street. I have stressed the need for this engagement work to continue and as I've done over the past 12 months, I'll also continue to engage with businesses on Surrey Street personally.

2. In relation to your second point and your concerns about refuse collection.

Similarly to the pedestrianised area of Fargate, it is proposed that vehicles servicing businesses will be permitted to drive on Surrey Street during the hours of Midnight to 10am, and 6pm to Midnight. This will mean that refuse vehicles can directly access the front of Surrey Street businesses during these hours. This is a standard approach taken by cities up and down the country.

As for plans generally, the needs of local businesses for specific requirements such as refuse collection are being considered as part of these improvements. Liaison with the City Centre Management team and the Council's waste services contractor are part of the process of general consultation with stakeholders and the wider public. We will always take into account the needs of local businesses and I will ask

			<p>council officers to continue to liaise with businesses as the proposals to improve Surrey Street are finalised.</p> <p>3. In relation to the third set of points that you raise, our free Sheffield Connect buses run every 7-8 minutes, 7-days a week. The nearest stop is less than 2 minutes away from Surrey Street. It is therefore very accessible.</p> <p>To answer your wider point about broader accessibility, part of the wider Connecting Sheffield City Centre project, an assessment was made of disabled parking, in order to assess demand and to prioritise blue badge holders. This was to ensure that we prioritise spaces for those with the greatest mobility needs, closest to some of the city's shops and services.</p> <p>You will be pleased to hear that 16 blue badge spaces are to be installed on Union Street and 2 on Union Lane, with a total provision of 18 disabled bays, as part of this project. I'm also pleased to confirm that the new blue badge bays will not be subject to time limits for stays, and will be marked at 6.6 metres each, with signage installed instructing users to keep the first and last bays clear for rear-loading vehicles. In total there will be a net increase of 2 Disabled Parking Bays in the City Centre as part of this project, meaning that provision will be improved.</p>
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			<p>You'll also be pleased to know that we're reviewing proposals for Leopold Street, designs for which are being developed, to explore options for more disabled parking spaces even closer to Fargate and Surrey Street.</p> <p>It is also important to say that the remaining disabled bays on Surrey Street, Norfolk Street, and Holly Street/ Balm Green will still provide other parking options. In addition, consultation is also underway with various stakeholders regarding disabled parking in the City Centre, and this will be used to inform a wider review through a Sheffield City Centre Access and Movement Plan that is being developed. I'd really welcome your input into this.</p> <p>In relation to all of the substantive points that you have made, it is important to note that whilst we respect your points that you have made here and, in the press, there are others who take a very different view about our plans to improve the city centre.</p> <p>For example, Stefano Capasso, owner of Café Tucci on Surrey Street, has told me in his own words, as a result of the changes:</p> <p><i>"It will be greener, more international, better looking. Welcoming people straight from the train station into the city. Pedestrianising these streets would be a blessing for me." he says.</i></p>
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			<p>Now, in line with the constitutional requirements when petitions are brought to full council, I'm required to propose a course of action.</p> <p>As you know, we've been engaging with businesses on Surrey Street on the proposed changes to the Traffic Regulation Order that are required to implement pedestrianisation of this section of Surrey Street, and this is due to be advertised next week.</p> <p>This will launch a period of statutory consultation, and should we receive objections the Committee will then need to receive a report for a decision before proceeding. Given this, I am happy to refer to this petition in the report. We anticipate that the report would be considered at the October or November meeting of the Transport, Regeneration and Climate Policy Committee, which you are as always welcome to attend. I am therefore happy to refer this petition to that Committee.</p> <p>NOTE: The representations made at the meeting and the response provided at the meeting can be viewed in the webcast and will be summarised in the minutes of the meeting. The webcast and minutes (when published) can be found here – Agenda for Council on Wednesday 4 September 2024, 2.00 pm Sheffield City Council</p>
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<p>Petition 2 – Emergency Lockdown Drills to be Compulsory in all Schools – 15 signatures - ePetition - Emergency Lockdown Drills to be Compulsory in all Schools Sheffield City Council</p> <p>Sheffield City Council to make it compulsory for all schools to have drills at least once a term showing the children what to do in the event of an emergency and the school needing to be put in lock down. This needs to be consistent across all schools and a policy in place. Recently our local school had an incident where the school had to be placed in lockdown due to a visitor being armed and dangerous.</p> <p>Some children at the school had previously been taught in primary what to do in the event of an emergency lockdown and that the bell would sound different. Many children (and some staff) weren't aware of what was expected of them and this was both frightening and overwhelming. This should be taught from the day they start school, (be age appropriate for the younger ones) how the bell would sound and how they would keep themselves safe.</p> <p>The same premise as a fire drill which are routinely done. All schools should follow the same protocol so when children leave primary for Secondary, they are all using the same method and there is little room for confusion.</p>	Yes	Jayne Mason	<p>The written response provided by Councillor Dawn Dale (Chair of the Education, Children and Families Policy Committee) to the organiser of the petition is set out below.</p> <p>I would like to thank Mrs. Mason for bringing this petition to Full Council today, as Members appreciate our residents engaging with the democratic process. I understand the anxiety caused when the local school implemented 'Lock Down Procedures' to keep children safe and I empathise with the parents. Schools are generally the safest places for children, and in my experience in the Education, Children and Families Policy Committee I have seen the extensive efforts schools make to ensure our children's safety. I am grateful to our schools and parents for their commitment to maintaining safety. This vigilance from all stakeholders ensures the ongoing safety of our children in and out of school. Schools receive their policies from the Department for Education, including statutory policies like Keeping Children Safe in Education 2024, and non-statutory guidance such as the 2024 'Protective Security and Preparedness for Educational Settings', which this drill would fall under. The non-statutory nature allows for variations in implementation based on governance systems and local demographics, making it challenging to enforce uniform lockdown measures nationwide. In short, schools and</p>
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<p>Petition 3 – Unite the Union, Demand Veolia Recognise Unite. Paper (91 signatures) and on-line petition (149 signatures) - Petition · Support Union Recognition. - Sheffield, United Kingdom · Change.org</p> <p>Sheffield City Council to pressure their outsourced provider of waste management services, to recognise the Unite Trade Union for negotiating purposes. With a significant Unite membership at Lumley Street depot, Unite should be recognised alongside the GMB union, so all unionised workers have official representation for bargaining purposes. The employer has allowed the union to have stewards and health and safety reps and yet still refuses to consult with the union of choice.</p>	<p>Yes</p>	<p>Nigel Scott Darby</p>	<p>The written response provided by Councillor Joe Otten (Chair of the Waste and Street Scene Policy Committee) to the organiser of the petition is set out below.</p> <p>Unite Members are currently engaging in ongoing industrial action. The dispute relates to the ask of Unite for recognition with Veolia, who currently have a longstanding single recognition agreement with GMB, which represents the majority of their workforce. Moving to joint recognition requires the agreement of both unions and Unite are being encouraged to sit down with the GMB and the TUC to discuss and progress to a resolution.</p>

<p>Please support trade unions in its rawest state regardless of any union you may be in.</p>			<p>The impact of the strike on the Veolia workforce, means that there are some delays to scheduled bin collections. Regular service updates are being provided to residents via service alerts, Gov Delivery, press release and social media.</p> <p>NOTE: The representations made at the meeting and the response provided at the meeting can be viewed in the webcast and will be summarised in the minutes of the meeting. The webcast and minutes (when published) can be found here – Agenda for Council on Wednesday 4 September 2024, 2.00 pm Sheffield City Council</p>
<p>Petition 4 – Eliminate Unnecessary Double Yellow Lines in Neepsend, Sheffield. On-line petition (3836 signatures) Petition · Eliminate Unnecessary Double Yellow Lines in Neepsend, Sheffield - United Kingdom · Change.org</p> <p>As small business owners in Neepsend, Sheffield, my sister and I are facing a pressing issue - the implementation of excessive double yellow lines. Our salon, along with many local businesses including barbers, cafes, restaurants, bars and shops, rely on the accessibility and convenience of urban life to thrive. However, these recently implemented parking restrictions are threatening our livelihoods.</p> <p>The absence of sizeable nearby parking facilities has compounded the issue. The few available spots at the local bed shop are often occupied,</p>	Yes	Charlotte White	<p>The written response provided by Councillor Ben Miskell (Chair of the Transport, Regeneration & Climate Policy Committee) to the organiser of the petition is set out below.</p> <p>Thank you for your petition regarding changes in Neepsend and for taking the time to come to the meeting today.</p> <p>To give some context, the proposal to implement a parking scheme was considered and agreed by the Transport, Regeneration & Climate Policy Committee in December 2023, after an additional period of engagement with businesses in the autumn of that year. This followed wider engagement with residents and businesses across the Kelham and Neepsend, where over 8,500 properties were sent information.</p> <p>Kelham and Neepsend is one of Europe’s best and most up and coming neighbourhoods and I want to</p>

drastically reducing parking opportunities for our customers. We understand that the pay and display system has to come into force to prevent city centre workers parking in Kelham for free (we agree as this is why the parking was already difficult) but this will cause massive problems for small businesses such as ours for clients parking. It would be better to replace a lot of the double yellow lines with short term pay & display e.g. max stay 4 hours. We feel it isn't necessary to impose such drastic measures without considering small businesses in the area, especially when the majority of this area are independent businesses.

Neepsend has experienced a surge in popularity recently. We need to support and sustain this progress, not hinder it. A study found that accessibility can impact up to 30% of the customer's choice of shopping location (source: Journal of Transport Geography). With people travelling from all over Sheffield to visit the vibrant businesses here, the lack of convenient parking will inevitably deter potential customers threatening the vibrancy and economic health of our community.

We urge the local government to reconsider these restrictions, remove any unnecessary double yellow lines, and to focus on forward-thinking solutions that consider the needs of small businesses and their customers. It is not just about our salon - it is about keeping Neepsend/Kelham Island, Sheffield buzzing, for its businesses and its people.

give some reassurance that the actions we're taking aim to address some of the longstanding challenges related to parking availability and safe access in the area, as well as increasing choice about how people travel.

We understand concerns, however, the previous historical arrangement of uncontrolled parking resulted in spaces being taken up by people parking for free all day, many of whom were then walking into the city centre for work.

As Bev from the Crusty Cobbs sandwich shop put it on BBC Radio Sheffield earlier this week: *"It's like a competition of who can get here first. You have to get there at 6.10am to beat people who are parking up and walking into the city centre"*.

This has led to available parking spaces being at a premium for people wishing to visit the area, people whose shifts started later, or any resident leaving and coming back during the day.

It also impacted on loading and unloading during the day and with people parking close to junctions, as well as access for larger vehicles. The changes proposed will formalise where drivers should park, and where they should not park, by providing pay and display bays with permits available for eligible business and residents, yellow line restrictions, and places for loading on-street.

Similar parking schemes in other areas of the city have been proven to increase the turnover of parked vehicles and therefore provide a greater level of

<p>Let us keep the wheels of Kelham Island/ Neepsend's economy running.</p>			<p>availability of parking spaces and access for people living, working in, and visiting the area.</p> <p>It is important to say that managing parking effectively and safely aims to support the ongoing regeneration and investment in the area, planning for the future.</p> <p>Without action, the pressure for parking in the area will increase with new residential developments planned, and a city centre which continues to develop and grow, with many high-profile developments currently in construction – including the major new development at West Bar, which is one of the largest office projects in Northern England, regenerating a 7.3 acre site, as well as £67 million of investment through our work with Homes England, delivering 1,500 new homes.</p> <p>This is on top of the 550 new homes already earmarked in the Cannon Brewery site.</p> <p>As you can see, not acting to prepare for this development would not be a sensible way forward for any city.</p> <p>Having said all of this, it's important that we respond to any concerns or worries raised.</p> <p>As a result of engagement, we have made the following alterations and I am keen for us to continue to listen, learn and adapt:</p>
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			<ul style="list-style-type: none">• This has resulted in a more flexible approach to the number of permits issued to businesses, which should be welcomed by all.• Following feedback, we have also changed some of the operational hours of pay and display.• We've added in 20 minutes' free parking period.• To boost the nighttime economy, we've also introduced a special evening 'flat' rate of £2 (after 4.30pm, Monday to Saturday) and all-day Sunday. <p>The Parking Scheme is being introduced at the same time as the delivery of the Connecting Sheffield: Neepsend - Kelham - City Centre active travel project, which will significantly improve cycling, walking and wheeling, as well as public transport links for residents, businesses and visitors to the area.</p> <p>Importantly, it also connects communities in Pitsmoor and Burngreave to employment opportunities in the city centre, enhancing social mobility through greater transport choice.</p> <p>The projects have been designed to complement one another, with certain yellow line restrictions needed for the delivery of the improved cycling, walking and wheeling infrastructure and associated improvements to the streets in the area, sitting</p>
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			<p>alongside our award-winning grey-to-green landscaping.</p> <p>You may also be aware that we've recently adopted Vision Zero, which is a strategy to eliminate all traffic fatalities and severe injuries in Sheffield, while increasing safe, healthy, equitable mobility for all. Ensuring that junctions are clear of parked vehicles helps us to achieve that important vision.</p> <p>I do very much understand that some people may have reservations about the changes, and we are committed to working with them, and we will try to solve any problems that they may have wherever possible. We have already committed to a full review of the scheme, which will take place 12 months after implementation.</p> <p>However, I've been adamant that we must listen and act appropriately, if issues arise. And as part of this, we are inviting business owners in the area to join us on Monday 16 September from 5pm to 6pm in the upstairs room at Cutlery Works for an event co-chaired by Louisa Harrison-Walker, Chief Executive at Sheffield Chamber of Commerce and Industry and Dr Sam Chapman, co-Chair of the South Yorkshire Transport Forum.</p> <p>During the event, business owners will be able to share their thoughts with us about development in the area, hear more about future plans and get the latest information on parking, permits and layouts. I'll be there, alongside senior council officers and I hope that many businesses can join me. We will do our</p>
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			<p>best to continue to listen, learn and adapt plans, wherever possible and address any individual problems that may arise.</p> <p>Finally, because of the constitutional requirements when petitions are brought, I'm required to formally propose a course of action.</p> <p>I will be proposing that we refer your petition to my Committee, as we would expect to receive reports about the implementation period and will ensure that reference is made to your report. As always, you are welcome to attend and take part in our meetings.</p> <p>Thank you for bringing your petition today and I hope that you can join us on Monday 16 September at 5pm for our engagement event on this issue and the wider improvements to Kelham and Neepsend.</p> <p>NOTE: The representations made at the meeting and the response provided at the meeting can be viewed in the webcast and will be summarised in the minutes of the meeting. The webcast and minutes (when published) can be found here – Agenda for Council on Wednesday 4 September 2024, 2.00 pm Sheffield City Council</p>
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