

## SHEFFIELD CITY COUNCIL

### COUNCIL MEETING – 2<sup>ND</sup> FEBRUARY, 2022

#### List of Amendments received by the Chief Executive

#### **ITEM OF BUSINESS NO. 6 – HOUSING REVENUE ACCOUNT (HRA) BUSINESS PLAN AND HRA BUDGET 2022/23**

1. Amendment to be moved by Councillor Mark Jones, seconded by Councillor Josie Paszek

That the recommendations made by the Co-operative Executive at its meeting held on 19th January, 2022, concerning the Housing Revenue Account Business Plan and Budget 2022/23, be approved with the addition of new paragraphs (j) to (m) as follows:-

- (j) welcomes the 5 year investment programme commitment to bringing all council homes up to EPC level C, but commits to develop, by Spring 2022, a 'road map' to show how we not only can get our homes to EPC C, as quickly as possible, but for a deliverable vision and timetable by which we can get to net zero for the Council's housing stock;
- (k) believes that this road map needs to encompass a forward thinking approach, open to new ideas and technologies, in how to deliver this – looking at everything from retrofitting, heat pumps, insulated rooftops with solar panels – to name just a few examples;
- (l) believes that Energiesprong may have a part to play within this, but so too may other organisations, and that once a robust roadmap has been devised we can really engage with the market to ensure deliverability and to rise to the challenges successfully; and
- (m) believes that, ultimately, council tenants need to be consulted on any changes and that action can only be undertaken with their backing.

2. Amendment to be moved by Councillor Douglas Johnson, seconded by Councillor Christine Gilligan

That the recommendations made by the Co-operative Executive at its meeting held on 19th January, 2022, concerning the Housing Revenue Account Business Plan and Budget 2022/23, be approved with the addition of a new paragraph (j) as follows:-

- (j) requests that the Director of Housing investigate the Energiesprong model as an approach to address the retrofit of our housing stock, ascertain if similar models exist and report back within the next 6 months to the Co-operative Executive (or an appropriate Committee under the committee system).

## ITEM OF BUSINESS NO. 7 – SHEFFIELD (LOCAL) PLAN SPATIAL OPTIONS

3. Amendment to be moved by Councillor Dianne Hurst, seconded by Councillor Chris Rosling-Josephs

That the Motion be amended by the insertion of “(a)” after the words “That this Council”, and the addition of the following paragraphs:-

- (b) commends the cross-party work of the Climate Change, Economy and Development Transitional Committee for their work on the Local Plan Spatial Options, and notes the general consensus supporting the Administration’s approach;
- (c) notes that under the national legislation imposed on councils by government, many areas across the country have been forced to build on green belt over recent years, but that due to the importance of protecting green spaces, in 2019/20 the Council undertook detailed work and widespread public consultation to look at how the development of new homes in central Sheffield could be maximised;
- (d) believes that the approach laid out by the previous Administration would have delivered the housing requirement of 40,000 new homes, as determined by government at the time;
- (e) regrets that despite this substantial consultation with Sheffield citizens, the current Government took the decision in December 2020 to increase Sheffield’s housing target by 35%;
- (f) believes that this decision was not even remotely evidence based, and that this number is far too high and that Sheffield, like many northern areas, saw such a high uplift in housing target as a means to protect the green belt in the South of England – the majority of which falls within Conservative-led local authority areas;
- (g) believes that this was a blatant disregard for the people of Sheffield, with the Government putting different rules to our city, than that of the south of England, and notes that this uplift has caused further delay to the process of determining Sheffield’s Local Plan;
- (h) notes that the previous, and current, Administration has repeatedly challenged the Government on the high housing target and, whilst accepting that we must deliver a local plan for the city, believes that what is finally delivered must work in the interests of the Sheffield;
- (i) believes that, on balance, Option 3 in the right spatial approach for Sheffield, which would utilise brownfield sites throughout the city, as well as delivering homes in sustainable and connected places;

- (j) notes the support for Option 3 from Campaign To Protect Rural England (Peak District and South Yorkshire) in their media statement (12 January 2022) “The re-use of a very small number of derelict brownfield sites in the Green Belt, in sustainable locations at the edge of the urban area (as outlined in the Council’s ‘Option 3’) may be a way forward that helps meet Sheffield’s realistic housing needs rather than the Government’s target”; and
- (k) believes that the Local Plan is about much more than housing alone – and that the strategy needs to be rooted in how new housing fits in with communities, infrastructure development, connectivity, green spaces and ecology, and lead to prosperous, well-connected, sustainable communities, as well as bringing economic growth (more jobs and higher wages) and that the Local Plan must be flexible enough to deliver on these aims and to link intrinsically with other council strategies.

4. Amendment to be moved by Councillor Paul Turpin, seconded by Councillor Douglas Johnson

That the Motion be amended by the deletion of all the words after the words “That this Council”, and the addition of the following words:-

- (a) recommends Option 4 as the preferred overall spatial option that should be taken forward in the Publication (Pre-Submission) Draft Sheffield Plan, which would allow a very small amount of greenbelt land to be developed with the security of very strong and robust site selection criteria; and
- (b) believes a Local Plan should:-
  - (i) recognise that some urban green sites are of higher ecological and social value than some Greenbelt sites;
  - (ii) aim to green the Greenbelt further;
  - (iii) by accepting very small amounts of development in the Greenbelt, provide a greater range of housing, such as family accommodation, and improve public transport and services that will benefit communities and tackle rural poverty; and that these sites should be decided using a robust and strict Site Selection Criteria model; and
  - (iv) ensure areas designated as brownfield within, surrounded by or close to Green Belt land are carefully assessed as to their current status, and where rewilding has taken place, they should be re-designated as greenfield, so as to enhance the Greenbelt.

5. Amendment to be moved by Councillor Lewis Chinchen, seconded by the Lord Mayor (Councillor Gail Smith)

That the motion be amended by the deletion of all the words after the words "That this Council", and the addition of the following words:-

- (a) believes that elected members should listen to the people of Sheffield when deciding where new homes are built;
- (b) notes that during the consultation on the Sheffield Plan Issues and Options document in September/October 2020, the people of Sheffield were strongly against development on low quality urban greenspace and Green Belt land, and supported the reuse of brownfield sites;
- (c) believes that Option 1 (a brownfield-only approach) is the only option that delivers on this;
- (d) notes that all other options involve building on undeveloped land and/or the Green Belt;
- (e) believes that this would put sites similar to Hollin Busk in Deepcar at risk; and
- (f) therefore, proposes that Option 1 be the preferred overall spatial option taken forward in the Publication (Pre-Submission) Draft Sheffield Plan.

**ITEM OF BUSINESS NO. 8 – NOTICE OF MOTION REGARDING “GETTING ON THE ROAD TO BUS FRANCHISING”**

6. Amendment to be moved by Councillor Shaffaq Mohammed, seconded by Councillor Tim Huggan

That the Motion now submitted be amended by:-

- 1. in paragraph (a), the substitution of the words “previous Administration has” by the words “Liberal Democrats and Labour in Sheffield have”;
- 2. the addition of new paragraphs (h) to (k) as follows:-
  - (h) notes the long record of previous Labour Administrations of entering into bus partnership agreements and consistently defending the Sheffield Bus Partnership Agreement as a “good deal for Sheffield”;
  - (i) further notes how this contrasts with the refusal of Liberal Democrats in Administration to sanction bus service cuts;
  - (j) notes that at the December 2021 meeting of this Council a motion on this subject was passed; and

- (k) believes, therefore, that this Council's Executive needs to 'get on with it' and take action now to bring in franchising for Sheffield's public transport, working with the metro Mayor and his successor to do so, rather than simply talking about it.

7. Amendment to be moved by Councillor Ruth Mersereau, seconded by Councillor Martin Phipps

That the Motion now submitted be amended by:-

1. the addition of a new paragraph (b) as follows, and the re-lettering of original paragraphs (b) to (g) as new paragraphs (c) to (h):-
  - (b) notes with disappointment that, despite the apparent cross-party support for it over many years, the Labour-controlled Combined Authority has not yet taken any real steps towards bus franchising;
2. the addition of new paragraphs (i) to (w) as follows:-
  - (i) notes that in Greater Manchester, 87% of the costs of transitioning to franchising are expected to be met through Combined Authority funding, limiting the additional burden on local councils;
  - (j) believes that for buses to offer a fast and reliable alternative to private car usage, greater road priority needs to be given to buses;
  - (k) believes that whilst the funding and delivery of Connecting Sheffield schemes are important for this, more needs to be done in addition to this to improve public and active transport infrastructure;
  - (l) notes that millions of pounds could be raised per year, ring-fenced for transport improvements, through a Workplace Parking Levy (WPL) for medium and large employers, and that in Nottingham this raised £64m for transport improvements in its first seven years;
  - (m) notes that a WPL works by charging employers who decide to offer parking to staff with cars a set charge per parking space, with the safeguard of a 100% discount for all employers with 10 or fewer parking spaces;
  - (n) notes that the charge per liable car parking space is currently £428 a year in Nottingham, equivalent to a charge of £1.17 per day for a car parking space;
  - (o) notes that exemptions to local emergency services, NHS frontline staff and blue badge parking can be set;

- (p) notes that Nottingham was able to extend its tramline, more than doubling its network, due to matched funding thanks to the WPL;
- (q) notes that grants of up to £25,000 to businesses to improve their cycling and walking, public transport and ultra low emission vehicle infrastructure are available in Nottingham, funded by the WPL;
- (r) believes that all groups have shown support for "implementing" the commissioned Arup report on "Pathways to Zero Carbon in Sheffield";
- (s) believes that investing the millions of pounds that could be generated a year through a WPL into active and public transport would be a real boost for the city: for the health and well-being of residents, in reducing our carbon footprint and air pollution and to the city's economy, with retail and businesses benefiting from the improved links;
- (t) believes that implementing a workplace parking levy and using the funds raised to improve public and active transport infrastructure is precisely the kind of policy called for in the Arup report's prioritised action to "Revolutionise transport patterns";
- (u) notes the Arup report highlights how solely relying on the transition of cars to electric should not be seen as the way forward, as this will not deliver the health, congestion, road safety, air quality or economic benefits that improvements to active and public transport would;
- (v) notes that Nottingham City Council have a blueprint of how a WPL can be delivered due to their work, and are able to assist with the design, delivery and, optionally, the running of the levy; and
- (w) requests the Administration to take steps to implement a Workplace Parking Levy, starting by producing a report to be presented to the Co-operative Executive (or an appropriate Committee under the committee system), to enable greater investment in public and active transport, which is crucial in decarbonising our city and achieving our aims to be net zero by 2030.

## **ITEM OF BUSINESS NO.9 – NOTICE OF MOTION REGARDING “15-MINUTE NEIGHBOURHOODS FOR SHEFFIELD”**

8. Amendment to be moved by Councillor Mazher Iqbal, seconded by Councillor Mary Lea

That the Motion now submitted be amended by the deletion of all the words after the words “That this Council”, and the addition of the following words:-

- (a) notes that delivering 15-minute neighbourhoods is not something new for the Council, and that this is something the Co-operative Administration is committed to;
- (b) notes the premise of the Connecting Sheffield Programme is to provide a step change in the ability for people to feel comfortable using active travel, which directly ties into the 15-minute neighbourhood proposals whereby the barriers to use are removed, either through design or behavioural change;
- (c) notes, in addition, the use of Active Neighbourhoods and 20mph zones, policies developed under the previous Administration, are a way to further enhance localised areas by reduced through traffic and prioritising active trips within, helping to create walkable and accessible communities that connect everyday social amenities;
- (d) notes that the Co-operative Administration is continuing ‘school streets’ and other behavioural change programmes which help the public to understand how accessible locations are, and believes this is fundamental to achieving the objectives of a 15-minute neighbourhood;
- (e) believes that the 15-minute neighbourhood theory was effectively incorporated into the current Transport Strategy, developed by the previous Administration, though it was not specifically called 15-minute neighbourhoods, the idea behind the strategy was of creating communities that do not rely on the private car, and integrated with the right services, in the right location with the right connections;
- (f) notes, therefore, that this is all part of planning policy, as well as more broader transport planning and, therefore, at the forefront of future policy development;
- (g) notes that the key principles of 15-minute neighbourhoods are embedded in the Local Plan – to support connected neighbourhoods where people can meet their everyday needs within a short walk, cycle or trip by public transport, variously referred to as 20-minute neighbourhoods (meaning a 10 minute journey and return), and 15-minute cities, the core benefits include improving health and well-being, increasing connections, tackling the climate crisis and boosting local economies;

- (h) notes that draft policies in the Local Plan will include a range of measures that underpin the principles of 20-minute neighbourhoods, and in particular believes that the Local Plan should include a policy that details the 20-minute neighbourhood approach in relation to access to key local services and community facilities for new residential developments;
- (i) believes that the ambition in the draft Local Plan is for new residential developments within 'easy walking distance' of a shop and other types of community facilities, as well as a minimum service frequency public transport stop and, in addition to this, new homes will have to be within a specified maximum travelling time by cycle or public transport to a primary health care centre, as well as a primary school and a secondary school;
- (j) notes that a critical component of the Local Plan is the focus on delivering homes in the Central Area, and the role of the emerging City Centre Strategic Plan is to maximise delivery of new homes; ensuring that new and growing communities evolve sustainably to make best use of this highly accessible location;
- (k) believes that the Local Plan will maximise new housing delivery in sustainable urban locations, including Attercliffe which has significant potential to be an important location for growth over the Local Plan period and beyond, with opportunities to draw on existing public transport and active travel connectivity in that area and, with a greater focus on the role of Attercliffe as a centre, will support delivery of a more sustainable neighbourhood utilising the principles of 20-minute neighbourhoods;
- (l) notes the support given to the city's district centres via the £2 million budget amendment proposed by the previous Administration, and notes that this helped projects in Hillsborough, Firth Park, Walkley, Broomhill, Mosborough, Topley and Chapelton, and that opposition parties at the time voted against this investment;
- (m) believes that district centres play a crucial role within the concept of 15-minute neighbourhoods and that their continued development is essential to the future prosperity of Sheffield as we recover from the pandemic; and
- (n) believes that the Local Area Committees must play an important part in the development of 15-minute neighbourhoods, and delivering services locally, and helping to make sure our staff work more closely in the communities they serve.

9. Amendment to be moved by Councillor Paul Turpin, seconded by Councillor Brian Holmshaw

That the Motion now submitted be amended by:-

1. the addition of a new paragraph (b) as follows, and the re-lettering of original paragraphs (b) to (o) as new paragraphs (c) to (p):-
  - (b) believes that Option 4 in the Local Plan spatial options will best protect our urban green spaces, which are not only some of the green spaces of highest ecological value but are also the spaces with the highest social value as they are situated where people live;
2. the addition of a new paragraph (q) as follows:-
  - (q) requests the Administration to:-
    - (i) promote and celebrate the changes to the Highway Code hierarchy of road users; and
    - (ii) ensure designs for new housing must include schools, shops, services and open green space; and be carbon-neutral.

**ITEM OF BUSINESS NO. 10 – NOTICE OF MOTION REGARDING “NET ZERO ENERGY HOMES FOR SHEFFIELD”**

10. Amendment to be moved by Councillor Sioned-Mair Richards, seconded by Councillor Peter Price

That the Motion now submitted be amended by:-

1. the addition of new paragraphs (b) to (e) as follows:-
  - (b) that the sharp rise in utility prices worldwide has meant that the overall cost for gas and electricity has risen significantly, with wholesale energy prices being at the highest they have been in a long time, and there is still a lot of uncertainty about the ongoing costs in the months ahead;
  - (c) that there are two parts to the district heating charges: a weekly standing charge, this essentially covers the fixed costs in providing heating and hot water, e.g. system heat losses, management and administration costs including billing, taking payments, IT, and data handling costs etc and, secondly, a kWh unit charge for metered units consumed in homes;

- (d) that the standing charge is increasing by 2% to cover the inflation cost, from £4.80 to £4.90, and that the kWh charge changing from 3.04p to 5.69p is a direct impact of the increase in the purchase price for both gas and electricity;
  - (e) that moving from fixed rate charges in 2014 to meters has saved money for tenants, with the saving up until this year being on average 30% less than the original flat rate charges that were in place;
- 2. the re-lettering of original paragraphs (b) to (k) as new paragraphs (f) to (o); and
  - 3. the addition of new paragraphs (p) to (r) as follows:-
    - (p) believes that whilst Energiesprong may have a part to play in getting housing stock to net zero, so too may other organisations, and that once a robust 'roadmap' has been devised (by Spring 2022) we can really engage with the market to ensure deliverability and to rise to the challenges successfully;
    - (q) reaffirms the HRA's 5 year investment programme commitment to bringing all council homes up to EPC level C, and commits to developing a 'road map' to show how we not only can get our homes to EPC C as quickly as possible, but for a deliverable vision and timetable by which we can get to net zero for the Council's housing stock; and
    - (r) believes that, ultimately, council tenants need to be consulted on any changes and that action can only be undertaken with their backing.
11. Amendment to be moved by Councillor Barbara Masters, seconded by Councillor Andrew Sangar

That the Motion now submitted be amended by:-

- 1. the addition of new paragraphs (k) to (m) as follows:-
  - (k) that, however, the Energiesprong method is a very expensive form of retrofitting and that it will not be suitable for all housing stock in Sheffield;
  - (l) furthermore, that it would only be possible to retrofit a small percentage of homes each year and that, therefore, thousands are likely to remain in poorly insulated homes for years to come and will be in fuel poverty as a result of pursuing a single technological solution to retrofitting;

- (m) that relying on one form of retrofitting will not allow us to achieve zero carbon Sheffield by 2030;
2. the deletion of original paragraph (k) and the addition of new paragraphs (n) to (q) as follows:-

That this Council resolves to ask the Administration to:-

- (n) explore a range of retrofitting solutions which can be rolled out in a shorter time frame and help more people, whilst exploring the potential use of Energiesprong;
- (o) identify which retrofitting solutions will provide best value for money for the different types of housing stock through a cost/benefit analysis;
- (p) improve the energy efficiency in its housing stock by scheduling retrofitting into its estate management strategy for Council-owned properties based on the findings, which may include developing an approach to a Partnership with Energiesprong and the Retrofit Accelerator Homes Innovation Partnership; and
- (q) explore the job creation potential in the range of retrofitting solutions identified and any upskilling necessary to help reach the potential.

#### **ITEM OF BUSINESS NO. 11 – NOTICE OF MOTION REGARDING “COST OF LIVING CRISIS”**

12. Amendment to be moved by Councillor Mike Levery, seconded by Councillor Joe Otten

That the Motion now submitted be amended by:-

- 1. the deletion of original paragraphs (b), (e), (f) and (g), and the re-lettering of original paragraphs (c) and (d) as new paragraphs (b) and (c); and
- 2. the addition of new paragraphs (d) to (j) as follows:-
  - (d) notes that the Liberal Democrats were the first to propose immediate action on domestic energy bills to ease the burden on households during winter – doubling the Warm Homes discount for the vulnerable and doubling the Winter Fuel Allowance for pensioners – which would be paid for by a one-off windfall tax on oil and gas profits;
  - (e) notes there has been no development of a long-term energy strategy to secure network resilience by successive governments

since privatisation; the dash for gas in the 1990's led to significant investment in gas-fired power stations to replace coal, fossil fuel for fossil fuel, and no strategy for replacing ageing nuclear reactors;

- (f) believes this Government needs to abandon the current competitive market on energy provision, which is based on relatively stable wholesale prices, and replace it with a regulated provision which ensures providers are sufficiently resilient to withstand wholesale price shocks, whilst maintaining customer prices index linked over an agreed period;
- (g) notes the significant rise in food prices and shortages on the supermarket shelves, leading to greater reliance by the poorest on food banks, and believes that the main contributory factors are:-
  - (i) the second increase in January of customs declaration paperwork and increasing transport costs for foreign sourced foods, both of which lead to rising food prices;
  - (ii) the shortage of foreign workers in both the farming sector and food processing sector, leading to shortages and the inevitable price rises;
  - (iii) new trade deals where they are not back to back with previous EU trade deals, such as with Australia and New Zealand, where tariff free beef and lamb are now impacting on the British market and putting farmers' livelihoods at risk;
  - (iv) the new trade deal with Norway on fish, which has resulted in a quota reduction of 50% for the Kirkella in Hull, the last deep sea fishing trawler in the UK; and
  - (v) weakness of the pound since the Brexit referendum, and the negative impact on imported food prices;
- (h) notes the failure to resolve the Northern Ireland protocol, as shown by the resignation of Lord Frost, who failed to renegotiate the Brexit deal, and believes that any trade deal without a customs union will always lead to these problems, when the Good Friday Agreement needs to be protected;
- (i) notes the victories by the Liberal Democrats in by-elections in Chesham and Amersham, where the voters rejected building in the Green Belt, and North Shropshire where livestock farming is under threat, and believes this is showing more and more that the British public have had enough of this Government's failure to get a hold of the issues people have to face every day; and

- (j) believes the Government's "oven ready" deal is now unfolding and has led to rising food prices, and that it should revisit its failing Brexit strategy in order to protect our farmers, fishermen and the general public.

13. Amendment to be moved by Councillor Bernard Little, seconded by Councillor Paul Turpin

That the Motion now submitted be amended by:-

1. the deletion of paragraph (b) and the addition of new paragraphs (b) to (h) as follows:-
  - (b) believes that growth in GDP, as a measure of economic success, has created a fragile economy wide open to shocks and has failed us, in that, wealth and political power is now cascading upwards to the already super-rich;
  - (c) believes that an economy based purely on economic growth is the cause of inequality rather than the cure and an Inclusive Economy - that prioritises local businesses - is one that everyone can benefit from and is the best way to address poverty and inequality through economic policy; using metrics such as healthy life expectancy and income inequality are better for society as a whole than the GDP based growth favoured by those who would see the rich get richer and the poor get poorer;
  - (d) believes that growth in green industries, green spaces, leisure and hospitality, and arts and culture are things that will enrich lives and wellbeing without causing further inequality and environmental damage;
  - (e) asserts that Sheffield City Council should adopt a fabric first approach to retrofitting insulation which will increase energy resilience from volatile global energy markets and reduce fuel poverty;
  - (f) asserts that Sheffield City Council should stop the installation of new gas heating systems in council housing which will increase energy resilience from volatile global energy markets and reduce fuel poverty for tenants;
  - (g) believes that one off payments from government grants to cover energy bills is a subsidy to the fossil fuel industry and while it is an essential sticking plaster for those facing a cost of living crisis, more needs to be done to tackle the long term problems caused by reliance on fossil fuels;
  - (h) believes that the business-as-usual economic path we are on is a political choice: that an economy that puts the health and well-

being of both people and the planet at its heart is best placed to drive Sheffield's commitment to addressing inequality, the nature emergency and becoming a leading zero-carbon city by 2030;

2. the deletion of original paragraph (e);
3. the re-lettering of original paragraphs (c) and (d) as new paragraphs (i) and (j), and original paragraphs (f) and (g) as new paragraphs (k) and (l); and
4. the addition of new paragraphs (m) to (o) as follows:-
  - (m) believes that the City Council's response to the cost of living crisis should not be to simply say "This is bad" but to formulate an action plan to address it;
  - (n) therefore requests that the Food Poverty Working Group be reinstated and its remit expanded to cover all elements of rising living costs and to formulate an action plan to tackle this crisis; and
  - (o) requests that the Education, Health and Care Transitional Committee, and its successor under the committee system, should look into how Sheffield Council and Sheffield can support our ambition for an Inclusive Economy in the One Year Plan with the wellbeing economy model, and in order to put Sheffield's health and well-being front and centre of our aims, decision making and expenditure.