

# Equality Impact Assessment – Ref 1062

## Introductory Information

**Project name**

Sheffield Local Plan – Spatial Options

**Decision Type**

- Cabinet/Cooperative Executive
- Cabinet Committee (e.g. Cabinet Highways Committee)
- Leader
- Individual Cabinet Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g. Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

**Lead Cabinet Member**

Cllr Mazher Iqbal

**Year decision being made**

- 21/22     22/21

**EIA date**

14/1/22

**EIA Lead**

- |   |                                       |
|---|---------------------------------------|
| <input type="radio"/> Adele Robinson                | <input type="radio"/> Ed Sexton       |
| <input checked="" type="radio"/> Annemarie Johnston | <input type="radio"/> Louise Nunn     |
| <input type="radio"/> Bashir Khan                   | <input type="radio"/> James Henderson |
| <input type="radio"/> Bev Law                       |                                       |

**Person filling in this EIA form**

Simon Vincent

**Accountable officer**

Michael Johnson

**Lead Corporate Plan priority**

- |   |   |   |   |   |
|---|---|---|---|---|
| <input checked="" type="radio"/> An In-Touch Organisation | <input checked="" type="radio"/> Strong Economy | <input type="radio"/> Thriving Neighbourhoods and Communities | <input type="radio"/> Better Health and Wellbeing | <input type="radio"/> Tackling Inequalities |
|---|---|---|---|---|

## Portfolio, Service and Team

**Cross-Portfolio**

- Yes     No

**Portfolio**

Place

Is the EIA joint with another organisation (eg NHS)?

- Yes       No

**Brief aim(s) of the proposal and the outcome(s) you want to achieve**

The report to the Cooperative Executive sets out the overall spatial options for meeting future development needs in Sheffield in the period to 2039. The aim is for the Council to reach agreement on a preferred approach in advance of producing the Publication Draft Sheffield Plan (to be published for public consultation in October 2022). In simple terms, agreeing the overall spatial approach in simple terms means agreeing broadly how much development the city should plan for and in which general locations.

Once the overall spatial approach has been agreed by full Council and a subsequent detailed site selection process undertaken, officers will produce a full Publication (Pre-submission) Draft Plan.

**Public Sector Equality Duty Impact**

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

**Public Sector Equality Duty Overview**

**Briefly describe how the proposal helps to meet the Public Sector Duty outlined above**

The main issues relate to:

- the type and affordability of new homes that are likely to be provided
- the opportunities to create more better paid jobs
- access to employment areas by public transport or active travel
- the location of new homes in relation to community facilities/public transport/ active travel routes
- the impacts on physical and mental health due to the availability of public open space
- the proximity of new housing to areas with poor air quality

**Impacts**

**Proposal has an impact on**

<input checked="" type="radio"/> Health	<input type="radio"/> Transgender
<input checked="" type="radio"/> Age	<input checked="" type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input checked="" type="radio"/> Race	<input checked="" type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other

Give details in sections below.

More information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Note the EIA should describe impact before any action/mitigation. If there are both negatives and positives, please outline these – positives will be part of any mitigation. The action plan should detail any mitigation.

**Health**

**Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?**

Yes     No    *if Yes, complete section below*

**Staff**

Yes     No

**Impact**

Positive     Neutral     Negative

**Level**

None     Low     Medium     High

**Details of impact**

**Customers**

Yes     No

**Impact**

Positive     Neutral     Negative

**Level**

None     Low     Medium     High

**Details of impact**

There are three main aspects to how the spatial approach may impact on health:

- a) whether new development will take place in areas with poor air quality and whether it could increase vehicular emissions of harmful gases;
- b) whether new homes would be built where there is good access to open space and where there are opportunities for recreation – affecting both mental and physical health
- c) whether the location of development would enable and encourage more active travel (walking and cycling)

All five options set out in the report seek to maximise the use of brownfield sites within the existing urban areas, especially within the Central Area of Sheffield (where around 20,000 new homes are proposed and significant office, retail and leisure development).

The variation between the options depends on whether development takes place on previously undeveloped land within the urban area and/or whether development takes place on brownfield and/or greenfield sites in the Green Belt. Sites in the Green Belt are generally on the edge of the existing built-up areas so development there is likely to be more car dependent and travel distances to jobs and services are likely to be greater. However, this will vary from location to location. People living in the Central Area and eastern side of the city are more likely to experience poorer air quality overall but the Central Area also offers greater opportunities to make trips on foot or by cycle. The Clean Air Zone and various transport initiatives are seeking to tackle air quality problems and provide more attractive alternatives to diesel and petrol vehicles. Over the period covered

by the Local Plan, the switch to electrical vehicles should lead to marked improvements in air quality.

Access to recreational open space will also vary according to location. People living in the Central Area will generally have poorer access to open space than those living in suburban areas or on the edge of the built-up area. It will therefore be important to ensure that new residential development in the Central Area is supported through the provision of new public open space.

The preferred option (Option 3) – means that some new development could take place on previously undeveloped land in the urban areas. However, the impact on open space provision and the recreational value of each site will be assessed through the more detailed site selection process. This option will prevent the loss of recreational open space in the Green Belt and helps to maintain a relatively compact urban area (when compared to Options 4 and 5).

**Comprehensive Health Impact Assessment being completed**

Yes       No

*Please attach health impact assessment in the Action Plan and Supporting evidence section further down the form.*

**Public Health Leads has signed off the health impact(s) of this EIA**

Yes    No

**Health Lead**

**Age**

**Staff**

Yes       No

**Impact**

Positive    Neutral    Negative

**Level**

None       Low       Medium       High

**Details of potential impact/s and mitigation**

**Customers**

Yes       No

**Impact**

Positive    Neutral    Negative

**Level**

None       Low       Medium       High

**Details of impact**

The decision on where and how much previously undeveloped/Green Belt land to release for development is likely to impact on the type and affordability of housing that is provided. It is likely to be more economically viable to provide affordable homes on greenfield sites in areas where land values are higher. So, providing

more greenfield land for development is likely to benefit younger people (and other households) on lower incomes.

The decision on whether to release greenfield land for development does, of course, also have to be balanced with the environmental impact of such development.

The preferred spatial option (Option 3) will potentially enable some previously undeveloped land in the urban areas to be developed, including for affordable and specialist housing. These sites are likely to be more economically viable than many brownfield sites. Options 4 and 5 would, however, have enabled more sites to be provided for specialist housing in areas where suitable sites could otherwise be lacking.

### Disability

**Staff**

Yes       No

**Impact**

Positive     Neutral     Negative

**Level**

None       Low       Medium       High

**Details of impact**

**Customers**

Yes       No

**Impact**

Positive     Neutral     Negative

**Level**

None       Low       Medium       High

**Details of impact**

The location of new development will affect the ease with which disabled people are able to travel to local services and facilities. However, this will vary from location to location depending on the distances involved and access to public transport. These matters will be considered fully through the detailed site selection process.

A large proportion of the housing that could be built in the Central Area is likely to be apartments and much of that is likely to have limited or no off-street parking. This would potentially disadvantage disabled people who require a car for their mobility. This could, however, be mitigated by ensuring that appropriate parking provision is provided in new developments for disabled people.

Many disabled people also have lower incomes so providing more greenfield land for development is likely to benefit disabled people (see comments in relation to Age above). The preferred Option of allowing some previously undeveloped land in the urban areas to be developed potentially (Option 3) increases the supply of affordable housing but is less beneficial in this respect than Options 4 and 5.

### Race

**Staff**

Yes       No

**Impact**

Positive     Neutral     Negative

**Level**

None       Low       Medium       High

**Details of impact**

**Customers**

Yes       No

**Impact**

Positive     Neutral     Negative

**Level**

None       Low       Medium       High

**Details of impact**

All five options set out in the report seek to maximise the use of brownfield sites within the existing urban areas, especially within the Central Area of Sheffield (where around 20,000 new homes are proposed and significant office, retail and leisure development). Many of the brownfield sites are concentrated in areas in east Sheffield where there are significant BAME communities and therefore new development should benefit these communities through employment and housing opportunities. Also see Health and Poverty & Inclusion sections.

### Carers

**Staff**

Yes       No

**Impact**

Positive     Neutral     Negative

**Level**

None       Low       Medium       High

**Details of impact**

The location of development will affect the ease with which staff providing care can reach their customers by different modes of transport. Access to sites by different modes will be assessed as part of the site selection process.

Concentrating future development in the existing urban areas and maintaining a compact city means that development is more likely to be well-served by public transport (although this will vary depending on the location).

**Customers**

Yes       No

**Impact**

Positive     Neutral     Negative

**Level**

None       Low       Medium       High

**Details of impact**

The location of development will affect the ease with which carers can reach their customers by different modes of transport. Access to sites by different modes will be assessed as part of the site selection process.

Concentrating future development in the existing urban areas and maintaining a compact city means that development is more likely to be well-served by public transport (although this will vary depending on the location).

**Partners**

**Staff**

Yes  No

**Impact**

Positive  Neutral  Negative

**Level**

None  Low  Medium  High

**Details of impact**

[Empty text box for details of impact]

**Customers**

Yes  No

**Impact**

Positive  Neutral  Negative

**Level**

None  Low  Medium  High

**Details of impact**

The preference for Option 3, rather than Options 4 or 5 will provide some constraints on the ability of Registered Providers to deliver affordable homes. Previously undeveloped land in the urban areas is likely to be more viable than brownfield land, so will provide more opportunities to provide affordable housing than Option 1. But, overall, the Council is likely to need to explore other mechanisms to deliver affordable housing in addition to S106 legal agreements.

**Poverty & Financial Inclusion**

**Staff**

Yes  No

**Impact**

Positive  Neutral  Negative

**Level**

None  Low  Medium  High

**Details of impact**

[Empty text box for details of impact]

<b>Customers</b>		<b>Impact</b>			
<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> Positive	<input type="radio"/> Neutral	<input type="radio"/> Negative	
		<b>Level</b>			
		<input type="radio"/> None	<input type="radio"/> Low	<input checked="" type="radio"/> Medium	<input type="radio"/> High
<b>Details of impact</b>					
<p>The preferred Option (Option 3) potentially enables additional land to be allocated for employment uses. This should enable new, and potentially better paid, jobs to be created. This applies particularly to brownfield land in the Green Belt but previously undeveloped land in the urban area could also be considered through the site selection process.</p> <p>Limiting the release of Green Belt land should help to focus development activity in the existing urban areas, especially in areas in the inner north and east of the city where lower income households tend to be concentrated.</p> <p>Option 3 will potentially restrict the potential to deliver affordable homes, so this will have a negative impact on people who are on low incomes.</p>					

## Cumulative Impact

### Proposal has a cumulative impact

Yes  No

<input checked="" type="radio"/> Year on Year	<input type="radio"/> Across a Community of Identity/Interest
<input checked="" type="radio"/> Geographical Area	<input type="radio"/> Other

*If yes, details of impact*

Development will take place over the whole period of the plan (to 2039) so there will be a cumulative impact as that development takes place. The impact will vary depending on the location of brownfield and other development sites. The greatest intensity of development will be in the Central Area where 20,000 homes, offices, retail, leisure and other development is planned. The cumulative impact can be effectively mitigated by ensuring that necessary supporting infrastructure is provided, including health facilities, education facilities and open space. A separate Infrastructure Delivery Plan will be produced alongside the Local Plan to identify the required infrastructure and to set out a programme for delivery. Work on the City Centre Vision and associated implementation plan is helping to identify what is needed to support the new homes and jobs that will be provided.

The actual number of homes delivered and jobs created will depend on the overall capacity that is identified through the site selection process. At this stage it is not possible to estimate how many of those homes will be affordable homes. Options 4 and 5 would potentially enable more affordable homes to be provided but could also lead to more travel, including by car; in that respect they could lead to a worsening of air quality (at least in the short to medium term).

The preferred Option largely protects the Green Belt, with development restricted to brownfield sites. Some previously undeveloped land in the urban areas is likely to be developed but safeguards in place through the site selection process should ensure that valuable recreational open space is protected.

**Local Partnership Area(s) impacted**

- All       Specific

*If Specific, name of Local Partnership Area(s) impacted*

Brownfield sites are more concentrated in the Central Area of Sheffield and in the inner north and east of the city, though sites exist in all Local Partnership Areas. The precise impact will depend on the outcome of the site selection process.

Under preferred Option 3, the two large brownfield sites under consideration for allocation are at Norton (South Local Area Committee) and Chapeltown (North Local Area Committee).

**Action Plan and Supporting Evidence**

**Action Plan**

To assess the equality impacts of specific locations through the site selection process – by including a set of assessment criteria relating to fairness and inclusion – Spring 2022

To consult on the Publication (Pre-Submission) Draft Sheffield Plan – Oct/Nov 2022

**Supporting Evidence** (Please detail all your evidence used to support the EIA)

- Central Area Strategy Capacity Study – September 2020 – this identified the potential of the Central Area to accommodate more housing growth.
- Sheffield Housing and Economic Land Availability Assessment (HELAA) – Sept 2020 – this identifies land that is potentially suitable for housing and economic development, as well as other land being promoted for development by landowners and developers
- Housing Growth, Economic Growth and Demographic Modelling – Icen Projects Ltd, July 2021. This considers the level of housing growth needed to support the city’s jobs growth aspirations
- Sheffield Strategic Housing Market Assessment (2018) – includes an assessment of the need for affordable housing and specialist housing for older people and disabled people.

**Consultation**

**Consultation required**

- Yes       No

**If consultation is not required please state why**

**If there is consultation, please provide details**

The Publication Draft Sheffield Plan will be the subject of public consultation in accordance with national planning Regulations and the Statement of Community Involvement (July 2020). Consultation on the Publication (Pre-Submission) of the Draft Sheffield Plan is scheduled to take place in October/November 2022.

**Are Staff who may be affected by these proposals aware of them**

Yes  No

**Are Customers who may be affected by these proposals aware of them**

Yes  No

**If you have said no to either please say why**

## Summary of overall impact

### Summary of overall impact

Preferred Option 3 involves maximising the use of suitable sites in the urban area for new development but also allows the consideration of brownfield sites in the Green Belt that adjoin the existing urban area. This approach strikes a balance between meeting social objectives around the provision of new homes (including affordable housing and specialist accommodation) and protection of the environment. However, Options 4 and 5 would potentially enable more affordable homes to be provided.

The preferred approach allows the consideration of previously undeveloped land in the urban area but the site selection process should ensure that open space needed for outdoor recreation is protected. This has particular benefits for health, including mental well-being. Protection of greenfield land in the Green Belt also helps maintain access to greenspace, reduces the need to travel and helps improve air quality

Option 3 has the benefit of maintaining a compact city but some new homes are likely to be built in parts of the city that experience particularly poor air quality. This can be mitigated through a number of initiatives including the Clean Air Zone and, over the period covered by the Local Plan, the switch to electric vehicles should lead to marked improvements in air quality overall.

Preventing outward sprawl of the urban area and concentrating new development in the existing urban areas also helps improve the viability of public transport and means that more people live closer to local services and facilities. This has particular benefits for people on low incomes, especially those who do not have access to a private car.

## Escalation plan

**Is there a high impact in any area?**

Yes  No

**Overall risk rating after any mitigations have been put in place**

High  Medium  Low  None

## Sign Off

**EIAs must be agreed and signed off by the equality lead in your Portfolio or corporately. Has this been signed off?**

Yes  No

EIA Lead: Annemarie Johnston

Date agreed

**Review Date**

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