NEIGHBOURHOODS, STREET SCENE & REGULATIONS

CORE INVESTMENT PERIOD (CIP)
Nether Edge and Sharrow Ward Meeting No.2

NOTES OF MEETING

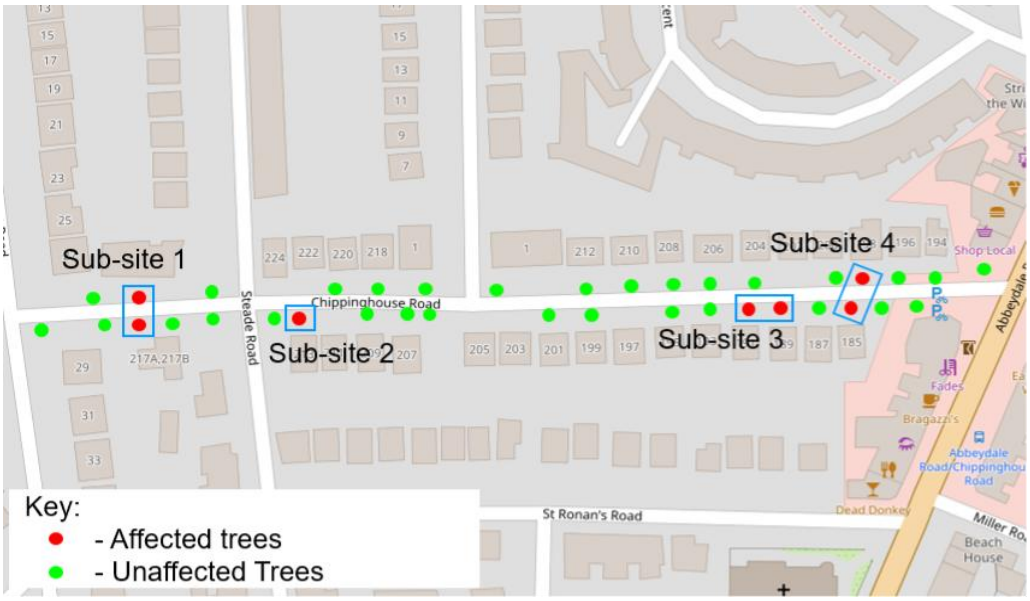
Held on Monday 1st December 2025 in Town Hall.

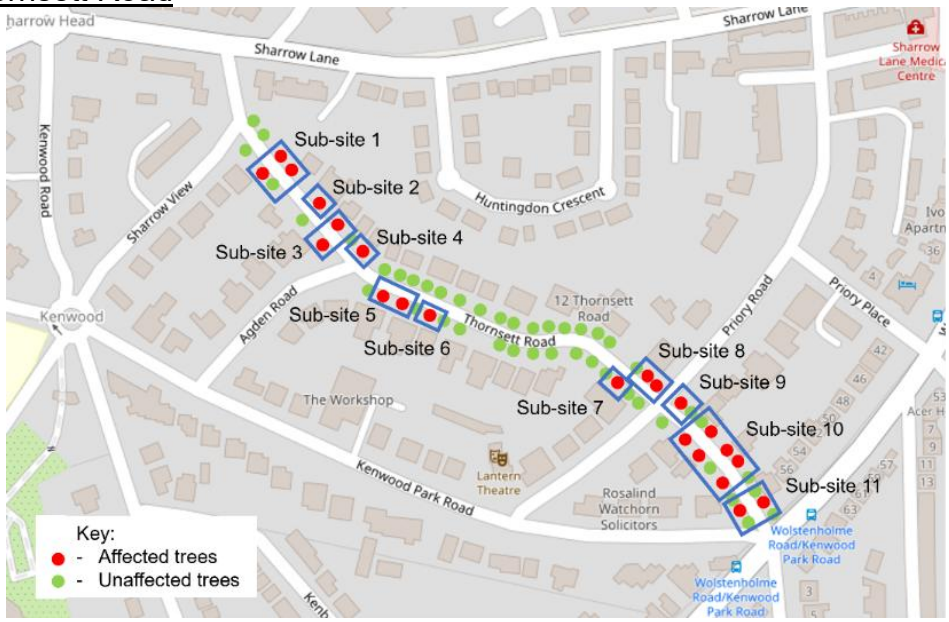
Present:

Councillors: Joe Otten (Cllr JO) Maroof Raouf (Cllr MR) Nighat Basharat (Cllr NB)	**Sheffield Street Tree Partnership (SSTP) members** Nathan Edwards (NE) – Chair Christine King (CK)
Sheffield City Council (SCC) Officers Mohamed Edroos (ME) David Wain (DW) Richard Bulloss (RB) Amanda Preston (AJP) Gareth Barrett (GB) Matthew Lowe (ML)	**Mott Macdonald** James Tweddell (JT) Charlotte Osbourne (CO) **Amey Representative** Jeremy Hurst (JH)
	Oher representatives Paul Selby (PS) – Deputy Chair

Apologies: Richard Eyre and Rebecca Boyd (SCC) and Peter Hancock (PH) (AMEY)
Absent: Cllr Ibby Ullah

	Item	Lead/ date action taken
1.0	**<u>Welcome and introductions</u>** NE opened the meeting by welcoming all attendees. Each participant introduced themselves. At the outset, NE provided a brief reflection on last week's meeting. For those who were unable to attend, NE explained that Nether Edge presents a number of complex street-related challenges. The initial meeting proved highly valuable, resulting in agreement on two streets, subject to a few outstanding actions.	

	Item	Lead/ date action taken
2.0	**<u>Actions from Last meeting</u>**	
2.1	<u>Steade Road</u> Agreed to clarify if there is a third buildout needed and if bollards are required. Site notes need to be checked. ***JH confirmed that Amey had reviewed the details, and a third buildout was not required. All agreed to proceed on this basis.***	
2.2	<u>Chippinghouse Road</u>  Sub site 1 (Outside No.217 and OYO Butlers Hotel, see image above): Localised build outs considered. Given the width of the carriageway. 2 options considered: ○ 0.7m wide build-out with relocated speed table (further west of the trees. ○ 1.8m wide build-out as part of a strategic traffic calming proposal, including or excluding relocated speed table DW/RB to liaise with SCC Strategic Transport dept on preferred option. ***ML confirmed that 1.8 or 2m was appropriate and likely the best option to mitigate the risk of people parking adjacent to a smaller buildout and obstructing the road for this area. ML advised that speed humps would not normally be removed and the one in this location would only be relocated if it was relocated with the proposed buildout.***	

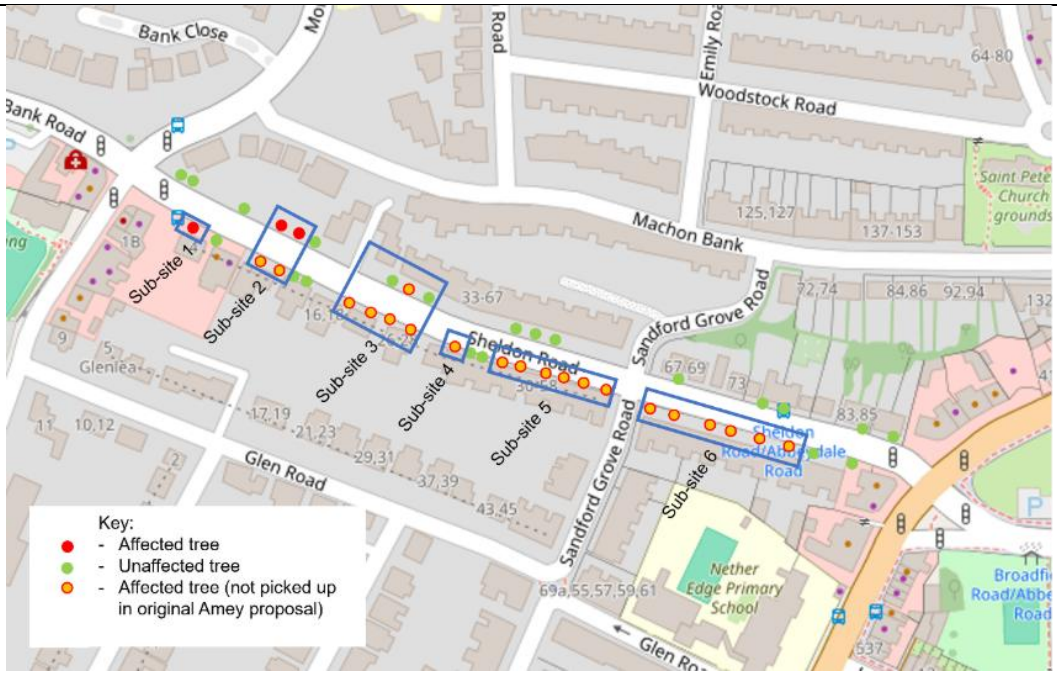
	Item	Lead/ date action taken
2.3	<u>Thornsett Road</u>  Sub sites 9-11 (see image above) – Noted by PS and DW that some of the trees had already been removed and that some were scheduled for removal. Agreed to review the layout and update it with revised tree layout before different options could be considered. ***DW confirmed that Amey had produced an updated map of the trees located in sub-sites 9 to 11.***	
3.0	**<u>Thornsett Road – continued from last weeks meeting</u>**	
3.1	JT and CO reminded all of their initial assessment of Thornsett Road including the current condition and an assessment of the existing trees adjacent to the carriageway for sub sections 9-11. Following discussion for sub sites 1-8 all agreed these on localised buildouts in these locations. **Sub-Site 9** – All agreed to proceed with localised buildout around impacted tree location.	

	Item	Lead/ date action taken
	 **Sub-Site 10** – DW noted that TSR 20 had a remaining life estimated of 10-20 years. PS noted that these trees have sooty bark disease and under varying climatic conditions the trees life expectancy is likely to be shorter than what is proposed. The group agreed that this tree will be considered for felling on the grounds of poor health with the next steps being a formal consultation. Should there be no objection arising from the consultation then no buildout will be required at the location of this tree. It was agreed that localised buildouts will be installed around all other trees in this sub-site. **Sub-Site 11** – DW confirmed that the tree at the corner of Thornsett Rd with Wostenholm Road (south of TSR 22 – see image above) had been previously removed. Following discussion localised buildouts were agreed in front of TSR 21, but omitted in front of TSR22 as this had been removed. In principle, JT and Cllr NB suggested that parking provision is considered for this section of road. As a result, it would be preferable to install localised buildouts as opposed to full length buildouts which would remove scope for parking and any passing opportunities.	

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<tr><td></td><td>Item</td><td>Lead/ date action taken</td></tr>
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The table below lists the reported lifespan of each tree within this street.
<table>
<tr><th>TSR no</th><th>Lifespan of tree/Cavat</th></tr>
<tr><td>22</td><td>5-10 years/Cavat 2996</td></tr>
<tr><td>14</td><td>10-20 years</td></tr>
<tr><td>19</td><td>10-20 years</td></tr>
<tr><td>18</td><td>20-40 years/Cavat exceeds PFI contract</td></tr>
<tr><td>16</td><td>10-20 years poor condition</td></tr>
<tr><td>15</td><td>20-40 years fair condition</td></tr>
<tr><td>17</td><td>40-80 years/High Cavat</td></tr>
<tr><td>20</td><td>10-20 years/Low Cavat (5993)</td></tr>
<tr><td>21</td><td>40-80 years/Cavat exceeds PFI contract</td></tr>
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Cllr NB requested that all outgoing communications provide clear and precise information regarding ongoing activities. Specifically, if trees are to be retained or replaced, this should be explicitly stated, along with confirmation that all possible options have been thoroughly considered. DW responded by assuring the group that, having reflected on previous challenges, there is a commitment to maintaining openness and transparency throughout the entire process.

Following discussion, the group expressed a preference for trees to be removed that replacement trees are to be planted without buildouts. Consultation will have to take place. ME suggested and all agreed to do a separate paper to accompany the consultation where trees are proposed for felling. In this case, TSR 20.
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<tr><td>4.0</td><td><u>Sheldon Road</u></td><td></td></tr>
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The group agreed that as the treescape along Sheldon Road was complex, that this one be discussed before the remaining Roads.

JT and CO presented their initial assessment of Sheldon Road including the current condition and an assessment of the existing trees adjacent to the carriageway. Several options were proposed for each of the impacted trees on Sheldon Road. The Road had been split into 6 sub sections and as well as localised build outs (with both full and half options), there was the option of moving the bus stop and an option of making the road one way. The Road was visited back in January 2025.
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	Item	Lead/ date action taken
		

Sub site 1 (see image above) – proposed the following options:

- Localised Buildout
- Localised longer buildout
- Remove/relocate Bus Stop
- Remove tree

The group considered removing the build out area opposite the bus stop to make the road wider keeping in the TRO (double yellow lines) for free flow of traffic. Cllr NB informed all that residents wouldn't be in favour of relocating the bus stop as its well-used. Cllr Maroof suggested moving the bus stop to a location just after the junction approx. 100m. from its current location.

All agreed that the tree at sub-site 1 was to be retained. No conclusion was reached and further review is required. All agreed that a decision could not be reached until the rest of the street had been reviewed and discussed as a whole.

Sub Site 2 – proposed

- 2 trees on each side of road

Trees in relation to Bailey Court

- 1 by driveway has a lifespan of approx. 20 years (Cavat £9,500)
- 1 has a lifespan of 20 years (Cavat £23,500)

	Item	Lead/ date action taken
	Opposite side of road • 1 tree has a 20 years lifespan (cavat £26,000) • 1 has a lifespan of 5-10 years in poor condition Given that space is tight here and buildout problematic the group discussed removing the tree with the 5-10 year lifespan. No conclusion was reached. NE suggested doing exploratory digs/trial holes for the 2 trees outside Bailey Court to ascertain the extent of root growth. DW confirmed that due to the next meeting being next week, exploratory digs etc won't be done till the new year and would be better done over the whole road so that appropriate road space bookings are in place. Sheldon Road will continue to be discussed next week.	
5.0	**Date of next meeting** Monday 8th December 2025 at 10.00 a.m. in Committee Room 3, Town Hall. AJP asked all, in preparation for setting up more meetings for 2026 she asked what was a suitable day/times that Cllrs could attend. PS suggested and all agreed that we discuss this at the next meeting when we know how far we get on this road and the remaining roads for Nether Edge.	**AJP**