Core Document
CD5.13

Rotherham local plan

Core Strategy 2013 - 2028

Adopted September 2014

Rotherham Metropolitan Borough Council
Where Everyone Matters

Preface **5**

How to use the Core Strategy **6**

1 Introduction **7**

2 Rotherham now **9**

3 Challenges and opportunities **14**

4 Our vision and strategic objectives **24**

4.1 Our vision for Rotherham 24

4.2 Strategic objectives 25

4.3 Plans, policies and programmes 33

5 Core policies and key diagram **38**

5.1 Key diagram 39

5.2 Delivering development in sustainable locations 41

5.3 Creating mixed and attractive places to live 70

5.4 Supporting a dynamic economy 81

5.5 Movement and accessibility 103

5.6 Managing the natural and historic environment 114

5.7 Creating safe and sustainable communities 156

5.8 Infrastructure and implementation 167

6 Monitoring and implementation **175**

Appendices

Appendix A: Infrastructure Delivery Schedule **183**

Appendix B: Replaced Unitary Development Plan policies **191**

Appendix C: Glossary **193**

Policies

Policy CS 1 Delivering Rotherham's Spatial Strategy 41

Policy CS 2 Delivering Development on Major Sites 62

Policy CS 3 Location of New Development 63
Policy CS 4 Green Belt 66
Policy CS 5 Safeguarded Land 68
Policy CS 6 Meeting the Housing Requirement 70
Policy CS 7 Housing Mix and Affordability 76
Policy CS 8 Gypsy and Traveller Accommodation 79
Policy CS 9 Transforming Rotherham's Economy 81
Policy CS 10 Improving Skills and Employment Opportunities 87
Policy CS 11 Tourism and the Visitor Economy 88
Policy CS 12 Managing Change in Rotherham's Retail and Service Centres 92
Policy CS 13 Transforming Rotherham Town Centre 98
Policy CS 14 Accessible Places and Managing Demand for Travel 103
Policy CS 15 Key Routes and the Strategic Road Network 106
Policy CS 16 New Roads 109
Policy CS 17 Passenger Rail Connections 110
Policy CS 18 Freight 112
Policy CS 19 Green Infrastructure 114
Policy CS 20 Biodiversity and Geodiversity 121
Policy CS 21 Landscape 128
Policy CS 22 Green Space 131
Policy CS 23 Valuing the Historic Environment 135
Policy CS 24 Conserving and Enhancing the Water Environment 139
Policy CS 25 Dealing with Flood Risk 141
Policy CS 26 Minerals 149
Policy CS 27 Community Health and Safety 156
Policy CS 28 Sustainable Design 159
Policy CS 29 Community and Social Facilities 162
Policy CS 30 Low Carbon & Renewable Energy Generation 163
Policy CS 31 Mixed Use Areas 165
Policy CS 32 Infrastructure Delivery and Developer Contributions 167
Policy CS 33 Presumption in Favour of Sustainable Development 170
Policy CS 34 Housing Delivery and Ongoing Co-operation 171

Tables

Table 1 Household Projections for Rotherham (2008 to 2033) 16
Table 2 Strategic Objective Linkages 30
Table 3 Settlement Hierarchy and Growth Strategy 58
Table 4 Summary of Housing Requirement 73
Table 5 Housing Completions 2008 to 2013 73

Table 6 Housing Trajectory 75
Table 7 Rotherham as a Visitor Destination: S.W.O.T. Analysis 90
Table 8 The Ten Renaissance Goals 99
Table 9 Strategic and Local Green Infrastructure Corridors 116
Table 10 Flood Risk Vulnerability of Uses 142
Table 11 Definition of Flood Risk Vulnerability Categories 143
Table 12 Sub Regional Limestone Aggregates Apportionment 153
Table 13 Core Strategy Risk and Contingency 173
Table 14 Delivering Development in Sustainable Locations 176
Table 15 Creating Mixed and Attractive Places to Live 176
Table 16 Supporting a Dynamic Economy 177
Table 17 Movement and Accessibility 178
Table 18 Managing the Natural and Historic Environment 179
Table 19 Creating Safe and Sustainable Communities 180
Table 20 Infrastructure and Implementation 181
Table 21 Known Infrastructure Costs 183
Table 22 Infrastructure Costs for Growth by Priority 184
Table 23 Potential Funding Gap 185
Table 24 Rotherham Infrastructure Delivery Schedule 186
Table 25 Replaced Unitary Development Plan Policies 191

Maps

Map 1 Rotherham in Context 13
Map 2 Key Diagram Showing Rotherham's Broad Spatial Development 40
Map 3 Strategic Allocation Policies Map 55
Map 4 Settlement Hierarchy, Strategic Allocation and Broad Location for Growth 56
Map 5 Housing and Employment Land Distribution 2013 - 2028 57
Map 6 Sheffield City Region Enterprise Zone 86
Map 7 Retail Centre Hierarchy 97
Map 8 Key Routes and the Strategic Road Network 108
Map 9 Strategic and Local Green Infrastructure Corridors 119
Map 10 Extract from South Yorkshire Green Infrastructure Strategy 120
Map 11 Regional Biodiversity Opportunities 127
Map 12 Rotherham Regeneration Area 148
Map 13 Mineral Resources within Rotherham 155

Figures

Figure 1 ONS 2010-based sub-national population projections for Rotherham (changes 2010 to 2028) 15
Figure 2 Housing Trajectory 74

Preface

Rotherham has seen significant change over the past decade. Sites no longer needed for traditional industries have been reclaimed to provide new jobs and homes, or for recreation and green uses. Investment has taken place to provide new and improved schools, customer service and leisure centres. The Advanced Manufacturing Park at Waverley has become a regionally important, cutting edge employment location and Rotherham town centre has seen new housing, public spaces and a redeveloped train station.

Our towns and villages, set within a diverse landscape, and those who live and work there or visit them continue to change. The challenge ahead is to ensure that future development takes place in the most sustainable locations, meeting our future needs whilst also protecting and enhancing the local environment. To help meet this challenge the Core Strategy, which forms part of Rotherham's Local Plan, will shape the future of our communities over the next 15 years by setting out what development is needed, how much is required, where it should go, and when it should happen.

Our plan is about providing local jobs and homes for the people of Rotherham; delivering housing to meet the needs of all of our communities, improving job prospects and tackling deprivation within the borough. It will allow Rotherham to play its role within the Sheffield City Region, ensure that it is not left behind other areas and help support an ageing population.

The Core Strategy is important for the people of Rotherham. It is about providing the community services, facilities and infrastructure essential to support an improving quality of life for our residents. It recognises the importance of our natural and built environment; seeking to enhance the distinctive features of Rotherham and develop a strong sense of place.

The Core Strategy has been produced in consultation with residents and others concerned with Rotherham's future. I would like to thank everyone who has contributed to the preparation of the Strategy. We have listened to your concerns and it has been significantly improved as a result of these valuable contributions. I believe it provides a strong basis to guide development in our borough, and help make Rotherham a place we can be proud of.

Councillor Gerald Smith

Cabinet Member for Planning, Highways and Street Scene Services

Rotherham Metropolitan Borough Council

How to use the Core Strategy

This Core Strategy sets out the high level strategy and policies to guide how Rotherham will change over the next 15 years. This section sets out what the document contains and how to use it.

The Core Strategy forms part of Rotherham's Development Plan along with the following:

- Rotherham Sites and Policies document - once adopted this will allocate sites to deliver our strategy and provide detailed policies to guide development.
- Barnsley, Doncaster and Rotherham Joint Waste Development Plan Document (adopted March 2012) - this sets out our planning strategy for dealing with waste, including the provision of new waste facilities, up until 2026.

All the policies in this Core Strategy should be read together, and the document should be read in conjunction with the above documents. Other documents, such as Supplementary Planning Documents, may also be produced in the future to provide more detailed guidance on specific topics.

Throughout this Core Strategy a number of technical terms are used. A **glossary** has been provided at appendix C which provides more information on these terms.

Chapter 1 **introduces the Core Strategy** and how it has been produced, including details of the Sustainability Appraisal.

Chapter 2 provides a portrait of **Rotherham as it is now.**

Chapter 3 highlights the **key challenges and opportunities** facing Rotherham which will be tackled by the Core Strategy and other supporting policy documents.

Drawing on these key challenges and opportunities chapter 4 sets out our **vision for Rotherham and the strategic objectives** which our plan seeks to achieve.

Chapter 5 provides the **Key Diagram** that shows how we see Rotherham developing in the future and the **policies** which will guide decision making and ensure that we meet our objectives. The Core Strategy has been drawn up to address issues across a number of topics and therefore the policies should be read together rather than in isolation. Supporting text accompanying each policy provides further detail and guidance as well as identifying how each policy will be delivered.

Chapter 6 sets out how we will **monitor** the progress of our Core Strategy to ensure that it remains relevant. For each policy this chapter sets out relevant indicators, targets and methods of implementation.

Appendix A summarises the **infrastructure required to deliver the Core Strategy** and detailed schedules setting out infrastructure requirements, costs and project-related funding.

Appendix B identifies those **policies which are superseded by the Core Strategy** and will no longer form part of the development plan. Where they are in accordance with the National Planning Policy Framework the remaining 'saved' policies of the Unitary Development Plan (adopted July 1999) will continue to be part of the development plan and be used in making planning decisions until they are superseded.

1 Introduction

1.0.1 The Council is preparing a series of new planning documents to create a Local Plan for Rotherham. This Core Strategy has been prepared around a vision for the future development of the borough for the next 15 years, from 2013 to 2028. This is the culmination of extensive public engagement which has shaped the document.

1.0.2 The Core Strategy sets out a "spatial" strategy identifying the towns and settlements where new housing schemes and land to support new industry and business are required. Provision will also be made for retail, leisure and supporting community facilities, as well as green infrastructure. It also sets out the strategic policies to make all this happen, taking into consideration potential environmental impacts and the implications of climate change. A supporting Sites and Policies document will show specific development sites and contain policies to guide the release of land and design of new development.

1.0.3 The Core Strategy and supporting Sites and Policies document, along with the adopted Joint Waste Plan, will eventually make up Rotherham's statutory development plan - replacing the current Unitary Development Plan.

1.0.4 In essence, the Core Strategy will guide **what** development is needed, **how much** is required, **where** it should go, and **when** it should happen.

1.0.5 Further information on the Core Strategy and Rotherham's Local Plan can be found on our website at: www.rotherham.gov.uk/localplan

1.0.6 You can contact us at:

Phone: 01709 823869

Fax: 01709 372419

Email: planning.policy@rotherham.gov.uk

Post: RMBC Planning Policy,
Planning, Regeneration and Culture Services,
Environment & Development Services,
Riverside House,
Main Street,
Rotherham, S60 1AE

Sustainability Appraisal and Strategic Environmental Assessment

1.0.7 The aim of achieving sustainable development sits above all policy guidance. The Core Strategy is based on the principles set out in national guidance and plays a very important role in achieving sustainable development. Sustainable development is a key global and local issue. A commonly used definition of sustainable development is set out below:

> Development that meets the needs of the present without comprising the ability of future generations to be meet their own needs. (Brundtland Commission, 1987)

1.0.8 A key requirement of the planning system is that preparation of the Local Plan, including the Core Strategy, is guided and informed by Sustainability Appraisal. Throughout its preparation we have undertaken Sustainability Appraisal to appraise the potential significant social, environmental and economic effects and to ensure that the Core Strategy works towards achieving more sustainable development. The requirements of the European Union's Strategic Environmental Assessment Directive 2001/42/EC are incorporated into the Sustainability Appraisal process. The Sustainability Appraisal methodology itself is described in the LDF Sustainability Appraisal General Scoping Report. The March 2011 update included amendments to the Baseline situation and the context review to incorporate new and updated information since 2006. The Sustainability Appraisal framework has also been refreshed, however the fundamental elements of the original Framework have been retained.

1.0.9 The assessment of the Core Strategy is set out in full in the Integrated Impact Assessment Report accompanying this document. Three assessments have been undertaken as part of the Integrated Impact Assessment: the Sustainability Appraisal, a Health Impact Assessment (HIA) and an Equalities Impact Assessment (EqIA). These approaches are a way of making sure that environmental, social (including equality, health and well-being) and socio-economic assets/ issues and opportunities are considered throughout the development of the Core Strategy. A non-technical summary of the Integrated Impact Assessment Report is also available.

2 Rotherham now

2.0.1 The metropolitan borough of Rotherham occupies an area of 28,653 hectares, one of four metropolitan areas within South Yorkshire, bounded by Sheffield to the west, Barnsley to the north, Doncaster to the east and North East Derbyshire and Bassetlaw (Nottinghamshire) in the south. It falls within the defined Sheffield City Region boundary. The M1 motorway runs along much of the borough's western edge and the M18 bisects the borough to the south of Rotherham town centre. There are five airports within a 50 mile radius, including "Robin Hood" airport near Doncaster. Map 1 'Rotherham in Context' below shows the borough boundary, its main settlements and transport routes and the surrounding districts.

2.0.2 Rotherham developed from a small market town into a major industrial centre based on coal and steel. The population of the present borough grew from 17,000 in 1801 to 120,000 in 1901 and is now in excess of a quarter of a million. Most of the traditional industries of the 19th and 20th centuries no longer exist and many old industrial areas have seen large scale regeneration such as at Manvers in the Dearne Valley, although there is still a steelworks at Aldwarke.

2.0.3 More than half of the borough is rural, characterised by attractive villages and rolling countryside. The landscape of Rotherham is formed from Magnesian limestone in the east with its areas of large arable fields, limestone ecological character and associated geological features. There is a coal field landscape in the west of the borough, which has a mix of built-up areas, industrial land, farmed countryside, pockets of woodland and reclaimed land and urban influences are strong.

2.0.4 Between 1981 and 2006 the population of Great Britain grew by 5%, while the regional population grew by 1%. Rotherham's population remained fairly static during the 1980's and early 1990's, but then declined from a peak of almost 254,000 to just over 247,000 by 2000. This followed large scale job losses in Rotherham's traditional industries of coal mining and steel making. The population began to grow again in 2001 and a steady increase over recent years has brought the population to 254,600 according to the 2010 mid-year estimate. The latest ONS 2008 based sub-national population projections predict that Rotherham's population will continue to rise at a steady rate over the next 25 years but in common with the whole of the country this increase is concentrated in the older (mainly retired) age groups with relatively small increases expected in the younger (working age) age groups.

2.0.5 Sheffield is a major source of employment opportunities for Rotherham's workforce with 21.5% commuting into Sheffield for work (Census 2001). Rotherham has by far the highest rate of commuting flows in South Yorkshire due to its central location and proximity to Sheffield:

- 38.7% commute outside the borough for work (increase from 34.5% in 1991) – 21.5% to Sheffield, 4.5% to Doncaster, 3% to Barnsley and 10% elsewhere.
- 30.5% commute into the borough for work (increase from 25% in 1991) – 10.5% from Sheffield, 7% from Doncaster, 5% from Barnsley and 8% from elsewhere

2.0.6 The number of cars in the borough have increased by 30% from 80,475 in 1991 to 104,845 in 2001 and over 69% of people in employment in Rotherham travel to work by car (higher than the national average of 61.5%).

2.0.7 The early 1990s recession had a serious impact on Rotherham where employment in 1994 fell to 88% of the 1986 level. In Rotherham, the decline of traditional industries – coal and steel, and manufacturing in general caused the large fall in employment. Rotherham's employment rate was a very low 65.7% in 1999 but began to show a strong increase during 2001, an improvement which continued up to 2005 as the borough's economy diversified and grew, with Rotherham's employment rate remaining close to the national average at over 74% throughout that year. Investment in major employment sites at Templeborough, Manvers, Dinnington, and latterly at Waverley, all contributed to the rate of job growth in Rotherham being more than double the national rate. The employment rate has fallen back over the last few years, with the more deprived areas of the borough still suffering from very high levels of worklessness, and the recent recession and slow economic recovery has seen several announcements of large job losses - however Rotherham's economy is more diverse and better able to adapt than in previous recessions.

2.0.8 Rotherham town centre, Parkgate Shopping Park and Cortonwood Retail Park are the main shopping centres in the borough. Much work has been carried out in the town centre through the Town Centre Initiative and Rotherham Rennaissance, which aims to transform the town centre and waterfront areas over the next 20 years. There are attractive pedestrianised and landscaped areas and a redeveloped Centenary Market. The Council's new civic hub along with the new football stadium for Rotherham United Football Club has regenerated the former Guest and Chrimes industrial site at the heart of Rotherham's urban area.

2.0.9 There is a wide range of leisure facilities and activities. The borough's rural character means the area is a haven for walkers. River and canal corridors, rights of way, footpaths, bridleways and cycleways provide links which thread through built-up areas and connect to surrounding countryside.

2.0.10 Rotherham enjoys an extensive "green infrastructure" network of accessible greenspaces and natural habitats both within and which connect towns and villages. These include public parks, recreation grounds, playing fields, woodland, street trees, allotments, informal open green spaces, churchyards and cemeteries, woodlands and local nature reserves. It also boasts three country parks at Ulley, Thrybergh and Rother Valley.

2.0.11 The Council has now established a Local Wildlife Site System (wildlife sites designated for their local significance) and designated 94 Local Wildlife Sites. Rotherham also has 26 designated Regionally Important Geological Sites, 6 Sites of Special Scientific Interest (with a further 2 on boundaries with adjoining authorities) and 7 Local Nature Reserves.

2.0.12 The borough's rich and diverse heritage includes 526 listed buildings, 27 Conservation Areas, country houses and estates and nationally significant parks and gardens. There are numerous historical attractions, including the spectacular ruins of the Cistercian Monastery at Roche Abbey, the world famous Rockingham Pottery collection, and the award-winning Clifton Park Museum. The science and adventure park Magna, set in a former steelworks, has won numerous awards and accolades for innovation, and attracts thousands of visitors. The borough also has a Civic theatre and Youth and Dance Theatres.

2.0.13 Rotherham has introduced a number of recycling schemes to enable the borough to achieve the Landfill Allowance Trading Scheme targets and to become more sustainable. By 2005/6 100% of households were covered by a kerbside collection service and alternate week waste collection has been rolled out borough-wide to 105,000 households which, along with other measures, has seen

the recycling and composting of household waste increasing from 35% in 2007/08 to 47% in 2008/09. The water quality in Rotherham's rivers has improved greatly in recent years, due to environmental improvement in water systems and industry, and the change in industrial patterns in the area resulting in less pollution entering the river systems.

2.0.14 A by-product of Rotherham's post-industrial legacy is a dispersed settlement pattern beyond Rotherham's urban centre based upon historic coal mining activity. Most of the population of 254,600 live in urban areas, either in small towns such as Wath and Dinnington, or in the urban centre of Rotherham, with a vibrant mix of people and cultures. Minority ethnic groups make up 7.5 per cent of the population.

Dearne settlements

2.0.15 This area lies to the north of the main Rotherham Urban Area bordering Barnsley and Doncaster, and covers the former mining towns of Brampton, Wath, Swinton Town, and Kilnhurst. It is characterised by significant out commuting into Barnsley and Doncaster with a limited number also to West Yorkshire, and with a less close relationship to Sheffield than other parts of the borough. This area has in the past been heavily reliant on the coal industry (Manvers) but has seen large investment in alternative industries within recent years, particularly in the new business parks along Manvers Way - e.g. call centres, distribution and light engineering, and is now a significant employment area within the borough. The Waterfront redevelopment is providing significant mixed use regeneration, delivering new homes, sites for new economic development, local services and leisure facilities. The Old Moor Nature Reserve lies just over the boundary in Barnsley.

Rotherham urban

2.0.16 This includes the Town Centre, Eastwood, Upper Haugh, Greasbrough, Kimberworth Park, Masbrough, East Herringthorpe, Parkgate, North Rawmarsh, Thrybergh Park, Brecks, and Moorgate. The Templeborough corridor provides an important transport and employment corridor between Rotherham town centre and Sheffield. The urban area is characterised by less out commuting than other parts of the borough and has a close association with the town centre, with a predominantly urban landscape. At the heart of the borough it provides Rotherham's key public transport interchanges, as well as access to the main road network. As well as established residential and employment areas there are numerous heritage and environmental assets including the river and canal networks and Clifton Park and Museum. Rotherham town centre is the borough's principal retail and service centre, although it has suffered in recent years from de-population and the loss of many high street stores to new 'out of town' developments at Meadowhall and Parkgate Shopping Park. Many of the most deprived areas of the borough lie within the main Rotherham Urban Area.

Urban fringe

2.0.17 This includes the settlements of Ravenfield, Bramley, Wickersley Village, and Whiston just to the south-east of the main Rotherham Urban Area. It is characterised by a less close association with the town centre itself and has a mix of commuting to Sheffield and, to a lesser extent, the Doncaster area. It includes generally more affluent areas and very popular residential areas which have grown in recent years with large parts of the area still rural in nature. There are limited areas of employment, however the area does include a significant public transport route along the A631.

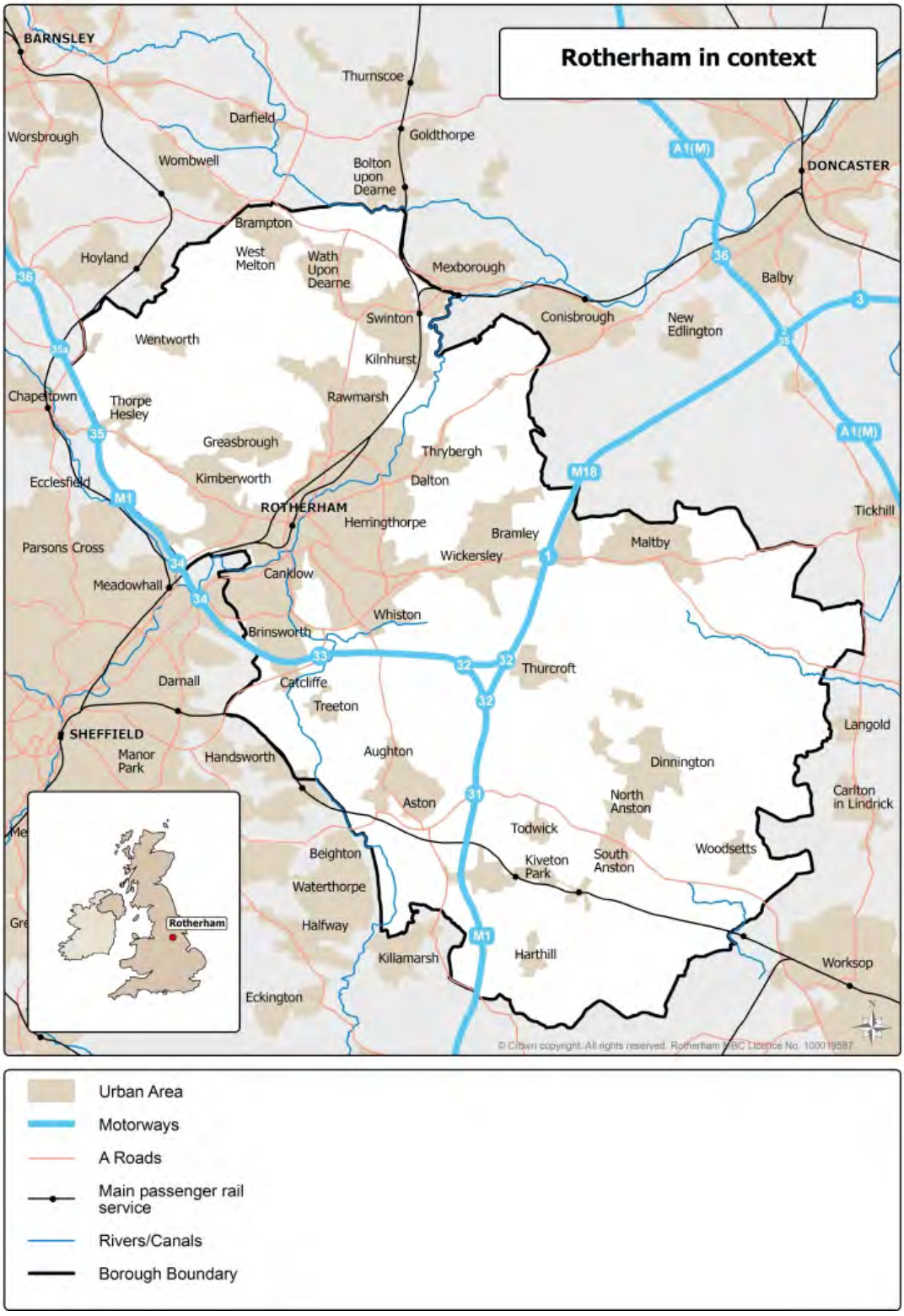
Rotherham / Sheffield corridor

2.0.18 This includes the settlements of Wentworth, Kimberworth, Templebrough, Waverley, Aston, Rother Valley, and South Rural along the western edge of the borough (along / close to the M1 and Sheffield boundary). There are a mixture of urban and rural areas; settlements in the north and south of the corridor are more rural in nature but settlements just to the west of the main Rotherham Urban Area are more urban in nature, including industrial areas / large employment sites. All are characterised by extensive commuting into Sheffield (all areas have over 30% of their working age residents travelling across the 'border') with additional numbers also travelling to Nottinghamshire / Derbyshire from settlements in the south of the corridor and to Barnsley / West Yorkshire from settlements in the north of the corridor. Within this area settlements often have limited association with Rotherham – less than 50% of working age residents in these areas work in the borough. The area does however include major public transport routes, including rail which serves Kiveton Park station. The Corridor includes important heritage assets such as Wentworth Woodhouse and its associated park and gardens, Rother Valley Country Park, and the line of the Chesterfield Canal.

Outlying & rural settlements

2.0.19 This includes the settlements of Maltby, Laughton, Thurcroft, Dinnington, and Anston to the south / south-east of the main Rotherham Urban Area. It is predominantly rural in nature but with significant settlements, such as Dinnington, Maltby and Thurcroft. The area is linked to Rotherham centre by quality bus corridors (Maltby and Dinnington / Thurcroft routes). There is a mixture of commuting patterns, but significant numbers commute to Sheffield (given the proximity of M18 and M1 motorways) as well as Nottinghamshire (mainly Bassetlaw) and Derbyshire. It consists mainly of ex-mining areas (Maltby has the only remaining working coal mine in the borough) with pockets of deprivation remaining in many of these communities. However the area does include several major public transport routes connecting settlements such as Maltby, Thurcroft and Dinnington / Anston with Rotherham town centre and the wider Sheffield city region. The rural nature of parts of this area provide the setting for a number of villages and Conservation Areas, as well as assets such as Sandbeck Hall and estate, and Roche Abbey. It also contains the most significant area of Limestone geology within Rotherham.

Map 1 Rotherham in Context



3 Challenges and opportunities

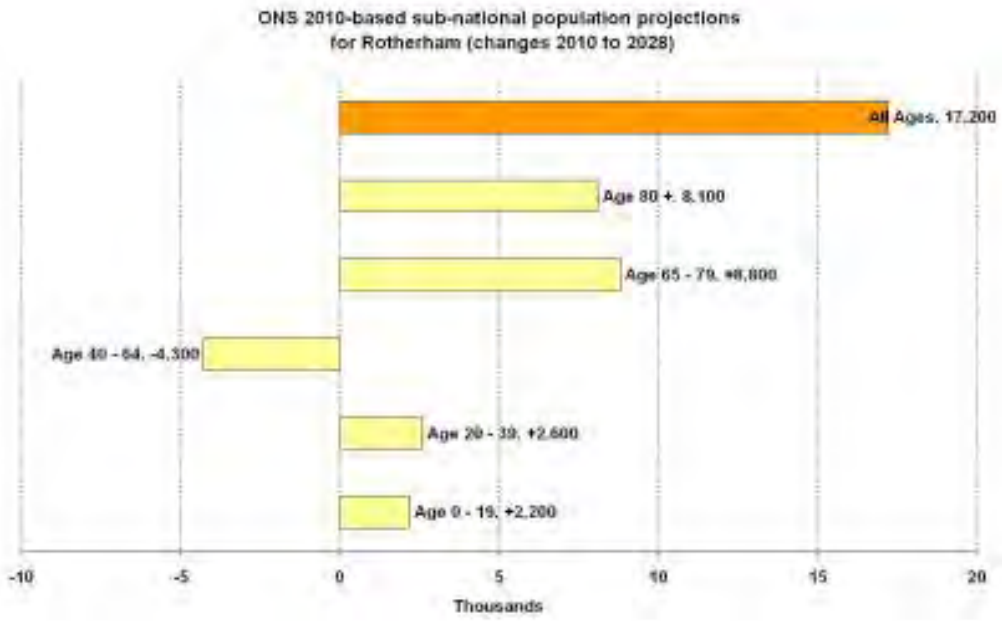
3.0.1 Despite significant improvements seen over recent years many of the issues, problems and challenges facing Rotherham stem from the legacy of its industrial past and the past reliance of many communities within the borough on the steel and mining industries. Fresh challenges will also have to be faced in relation to the impact of an increasing and ageing population, better use of resources and the likely impact on the local environment of climate change.

3.0.2 The 2008 recession and continuing national economic problems has seriously impacted on Rotherham but as the UK economy begins to grow again it will be necessary to ensure that the borough once again continues to increase in prosperity through additional job creation, by encouraging growth in local businesses and attracting further inward investment. Rotherham is at the heart of the Sheffield City Region and is highlighted as having the potential to capitalise on its strengths in manufacturing and supply chains and its shared economy with Sheffield. Parts of the borough are clearly more deprived than others and require higher priority for investment to ensure that they share in the benefits of an improving local economy. The quality of life for all residents will need continual improvement - better quality housing, transport infrastructure, leisure and cultural services, health and education provision, and the protection of the areas historic and natural assets.

Population change

3.0.3 The population of Rotherham is projected (ONS 2010-based sub-national population projections) to increase by an additional 17,200 people or a 6.7% increase (below the national average) between 2010 and 2028. Most age groups show relatively small changes with some of the working age groups actually experiencing slight falls. However the most significant demographic change is projected in the number of residents aged over 65 years with an estimated increase of almost 17,000 people or 39% between 2010 and 2028, reflecting the national trend of an ageing population due to increasing in life expectancy. Those over 80 will increase at an even higher rate, with an additional 8,100 people or a 74% increase. These increases have obvious serious implications for health and social care provision which will need to expand continually to meet rapidly rising demand from the anticipated additional 16,900 residents aged 65+. They will also have implications for the location of new development and supporting amenities. As people get older they become more dependant on all elements of mobility creating a greater reliance on demand responsive transport and access to public transport for social amenities.

Figure 1 ONS 2010-based sub-national population projections for Rotherham (changes 2010 to 2028)



Source: ONS 2010-based Sub-National Population Projections (totals may not agree due to roundings)

Issue 1

The impact of an increasing elderly population, which has implications for future housing need, location of development and accessibility to local amenities, and the impact on health and social care provision across the borough.

Deprivation

3.0.4 The Indices of Deprivation 2010 shows that deprivation in Rotherham has increased with the borough now ranked 53rd most deprived district in England compared to 68th in 2007. The borough is amongst the 20% most deprived areas in England and the key drivers of local deprivation remain Health & Disability, Education & Skills and Employment. Of these, Health & Disability deprivation is most widespread in Rotherham and has deteriorated most in relative terms since the Indices of Deprivation 2007. Improvements in average rank are evident in the Education & Skills, Living Environment, and Employment Domains. However, these are countered by deteriorations in Crime and Health & Disability, although it should be noted that recorded crime has actually reduced by more than the English average.

3.0.5 In terms of the spatial context of deprivation, the highest levels are concentrated in areas close to Rotherham town centre but also in pockets across the borough, such as parts of Maltby and Dinnington. Deprivation has generally stayed the same in the least deprived areas, whilst it has increased most in those areas with the highest deprivation. There is evidence of polarisation between the most deprived and least deprived areas in Employment, Health, Education and Crime deprivation.

Reduction in deprivation has largely been in those areas where deprivation levels are around the average. This is likely to reflect the competitive advantage of people with skills, experience and qualifications who are more likely to live in less deprived areas, over those with the lowest skills who are more likely to live in the most deprived areas.

Issue 2

The impact of deprivation across Rotherham; in particular the need to encourage development and investment in those areas of greatest deprivation.

Housing

3.0.6 Although Rotherham's overall population is projected to increase only slowly, the number of households is predicted to increase at a faster rate. Rotherham had an estimated 108,000 households in 2010 (based on the latest official household projections released at the end of 2010) and the number is projected to rise by 14,000 households, or 13,% to 122,000 by 2027. The borough is following the national trend with an increasing number of one person households and fewer large households - e.g. the projections show an increase from 33,000 to 49,000 single person households between 2008 and 2033 in Rotherham. Thus the same population requires more dwellings to accommodate it over time. The primary reasons for this trend are the number of people marrying later in life, increasing divorce rates, an ageing population (45% of pensioners lived alone according to the 2001 Census), particularly in the over 85's, and an overall increase in one-person households.

Table 1 Household Projections for Rotherham (2008 to 2033)

	2008	2013	2018	2023	2028	2033
Household Projections	106,000	110,000	115,000	119,000	123,000	127,000

Source: CLG 2008-based Sub-national Household Projections

3.0.7 This will have implications for future housing requirements in the borough as average household sizes continue to fall, the types of property required and available building land. The current low level of house completions falls far short of the predicted need with the current housing market conditions impacting on the willingness of house builders to bring forward housing sites for development. This has implications for the delivery of sufficient affordable housing, the ability of young people to buy their own house as restricted supply exerts an upward pressure on house prices, and a potential restriction to the scale of future economic growth.

3.0.8 House prices across the borough remain relatively affordable compared to regional and national averages but large price rises seen in recent years means that affordability has become more of a concern. Rotherham has more semi-detached properties than the national average but fewer terraced houses and flats - home ownership levels remain below average and many houses still require improvements to bring them up to an acceptable standard.

Issue 3

Increased housing demand which has implications for meeting the needs of local people, encouraging the effective use of land in the most sustainable locations, to limiting the impact of any incursions into the green belt.

Issue 4

The need to improve housing quality to provide a choice of dwellings of different size, type and affordability.

Transport

3.0.9 Rotherham, in common with the national trend, has seen a large increase in car ownership over a long period. In 1991 there were 80,000 cars available to households in the borough and by 2001 this figure had increased to almost 105,000 (a 31% increase in 10 years). The percentage of households in Rotherham without a car in 2001 was just under 30% (38% in 1991 Census) which is higher than the average of 27% for England. 26% of households in Rotherham had 2 cars or more, a growing trend which has fuelled the growth in car numbers. In Rotherham over 69% of people in employment travelled to work in the 2001 Census - higher than the national average of 61% and an increase from 63% in 1991.

3.0.10 Travel to work by public transport is correspondingly lower at 13% compared to the average for England & Wales of 14.5%. Traffic volume increased by 7% in Rotherham between 2001 and 2007 but will have reduced since in line with national trends linked to the economy. High levels of commuting by car are likely to continue in the future unless there are significant improvements in the public transport infrastructure or economic factors such as higher fuel prices which make it financially unattractive. Better public transport links to Sheffield could be a partial answer to some of these problems (22% of Rotherham's working age population worked in Sheffield in 2001). Quicker and more frequent rail links to Leeds, connecting services to the east coast main line at Doncaster and to Meadowhall Interchange are also needed. Planned improvements to Rotherham Central station will make rail travel more attractive.

3.0.11 The Government white paper "The Future of Transport" predicted continuing increases in the demand for travel from:

- Economic growth resulting in an increasing demand for travel. This demand will reduce during a recession before rising again with recovery;
- Past planning policies and demographic changes driving a trend towards dispersal and longer journeys;
- Growth of the number of cars and car travel; and
- Demographic changes, including rising car ownership amongst older people.

3.0.12 Published studies show that car commuting is more limited by time than distance. If congestion increases, people will tend to work closer to home. Likewise, faster public transport can shift commuters away from cars. Long term trends suggest a gradual rise in car use. Journeys by car increased from 79 per cent of total distance travelled in 1980 to 85 per cent in 2002 and car ownership is projected to grow further. Although road traffic volumes in Rotherham have been increasing by 1% per year, fewer people in work over the next few years could halt or reverse this trend temporarily but as recovery occurs the level of fuel prices could rise and counteract the effects of economic growth. The recent announcements of public sector expenditure cuts is likely to impact on the viability of some desirable transport schemes within the borough with available funding expected to be severely restricted in the next few years. Development without traffic growth is key to a more sustainable future, for example, new ways of working will encourage less travel to work and more working from home.

Issue 5

To minimise any increase in traffic and to encourage public transport usage, which has implications for the location of new development.

Issue 6

The improvement and better co-ordination to existing public transport with improved cross border links, particularly between Rotherham and Sheffield.

Economy, education and skills

3.0.13 Rotherham's employment rate began to show a strong increase during 2001 and this improvement continued up to 2005 as the borough's economy grew, with Rotherham's employment rate remaining close to the national average throughout that year. However during 2006 the rate fell back before stabilising at around 72.0% throughout 2007 and into 2008. The first signs of the economic downturn began to impact in the second half of 2008 with Rotherham's employment rate falling back below 70%, more than three percentage points behind the national average. A key challenge as the UK economy recovers slowly from the recession will be to ensure that Rotherham takes full advantage of the upturn and employment rates recover to at least match the national average.

3.0.14 The Regional Econometric Model predicts that employment levels in Rotherham may take a significant time to recover to 2008 pre-recession levels. It also predicts that further job losses will occur in elementary occupations (generally low-skilled) within Rotherham in future years with increases forecast in the professional and technical occupations. Following recent announcements of cuts in public expenditure it is also likely that Rotherham could see a significant reduction in public sector employment within the borough, highlighting even more the need to attract more private companies to invest in the borough and to encourage private sector business growth. The continuing trend away from traditional manufacturing to high-tech industries and a service based economy requires a well

educated local workforce if companies are to continue to consider Rotherham for inward investment / location.

3.0.15 A key challenge facing Rotherham over the coming years is to continue to increase educational attainment overall, to close the gap with attainment in England and to improve the educational attainment of the local workforce. Working age level qualifications in Rotherham have improved over recent years, closing the gap to the national average, particularly at the lower NVQ1 / NVQ2 levels. However, the percentage of the working age population with no qualifications remains well above the national average and the percentage with the highest levels of qualifications (NVQ4+) remains substantially lower. Attracting high-tech and highly skilled jobs into Rotherham would also help to attract graduates and assist graduate retention.

3.0.16 Despite recent improvements, Rotherham's stock of small businesses is far below the national average resulting in a heavy reliance on large employers for local employment - a potential weakness in the local economy. It is important that Rotherham continues to attract companies into the borough, which requires sufficient stock of industrial land / units / office space of the right quality and in good locations. Recent years have seen significant floorspace construction on its employment sites with almost a quarter of the total floorspace being built within the last 10 years and excellent rates of economic land uptake. However, floorspace vacancy rates have started to rise during the current recession and it appears that some areas / properties are less attractive to the market - possibly due to older premises and / or a less desirable location.

Issue 7

To safeguard the manufacturing base and existing viable employment sites whilst providing sufficient employment land for the requirements of modern industry.

Issue 8

To support the local economy by encouraging hi-tech business and improving the skills of Rotherham's workforce.

Rotherham town centre

3.0.17 Work has now begun on the redevelopment of Rotherham town centre (the Rotherham Renaissance initiative). The town centre has suffered over a long period from de-population and the loss of many high street stores to new 'out of town' developments at Meadowhall and Parkgate Shopping Park. The 25 year proposals focus on development around the waterfront and aspire to a redeveloped Forge Island to act as a focal point for new cultural, entertainment and arts facilities, improved public spaces and a brighter environment. This will hopefully lead to attracting more specialist shops to locate in Rotherham and encouraging more visitors to the town.

3.0.18 The immediate prospects for regeneration through the private sector are not encouraging in the current economic climate. Vacant premises, cleared sites and disruption associated with

redevelopments will affect the town centre for several years whilst new developments may be delayed. It will be challenging to ensure minimum disruption in the short-term and use major public sector redevelopments such as the new council offices, new library and community stadium over the next few years to pave the way for wider private sector investment as economic recovery begins.

Issue 9

To support the regeneration of Rotherham town centre and attract greater footfall, which has implications for improving the quality and diversity of uses.

Environment

3.0.19 The Council is committed to the regeneration of derelict and degraded land and focusing new developments on brownfield sites - this will help protect green spaces and the diversity of natural habitats and wildlife. However, given the need to meet future housing requirements and ensure there is sufficient land for Rotherham's future employment needs, some extensions into the Green Belt will be required in the long-term. The challenge will be to ensure that these are kept to a minimum and to mitigate their impact on the environment.

3.0.20 The Natural Environment White Paper 2011 set out a new direction for valuing and managing the natural environment. It supports the movement to a landscape – scale approach to conservation and the valuing of the wider benefits or ecosystem services that the natural environment provides, which are necessary for the economy and our individual and societal health and well being. Landscape Scale Conservation requires action on a larger scale beyond individual sites and managing the whole landscape to integrate different land uses in a manner sympathetic to the environment for the benefit of people and wildlife. It is considered we need to manage at landscape scale and move towards a landscape scale approach to maximise the ecosystem services provided by the natural environment; these are the products of natural systems from which people derive benefits including foods and services.

3.0.21 Air quality monitoring has been in place since 1995 in Rotherham with monitoring stations situated close to the main town centre and also along the M1 corridor along the western edge of the borough - both show areas where air quality does not always meet Government standards. Water quality has improved greatly in recent years due to environmental improvements in water systems and less industrial pollution but latest Environment Agency data indicates that the quality of Rotherham's rivers still leaves room for improvement.

3.0.22 An attractive well maintained environment is an important element in the quality of life for residents - in Rotherham over 10% of the borough is covered by woodland, there are six Sites of Special Scientific Interest (SSSIs) and seven Local Nature Reserves together with numerous listed buildings, conservation areas and historic sites, including 37 Scheduled Ancient Monuments. Rotherham has a rich historic environment which makes an important contribution to the distinct identity of its towns, villages and rural landscapes. Unfortunately, many of these assets including key listed buildings, Scheduled Ancient Monuments and Conservation Areas are currently under threat. In addition, the scale of development needed to meet the assessed development needs of the Plan area could, potentially, also threaten the area's heritage assets. However, the historic environment of Rotherham

can play a key role in helping to deliver the wider economic and social objectives of the plan and it is, therefore essential that it is properly conserved and enhanced. Any development must try to protect and enhance these important features and attributes.

3.0.23 In Rotherham the main minerals in terms of output are of limestone aggregate and small amounts of clay. Rotherham (in conjunction with Doncaster) can contribute to the sub-regional aggregate land bank for aggregates, and other mineral extraction can have positive impacts for the local economy. As mineral resources are finite and can only be worked where they are found it is important that development does not unduly sterilise these resources. It is equally important that any mineral extraction has due regard to environmental and amenity considerations, including appropriate restoration of land following completion of mineral operations.

Issue 10

The need to protect biodiversity in Rotherham.

Issue 11

To ensure the consideration of the impact of any new development on air and water quality and any pollution risk.

Issue 12

To ensure that Rotherham's heritage assets are appropriately conserved and enhanced and that the distinctive character of its settlements and rural areas are reinforced.

Issue 13

The need to support mineral extraction and ensure that mineral resources are not unduly sterilised, whilst safeguarding and mitigating environmental and amenity considerations.

Waste

3.0.24 Working in partnership with Barnsley and Doncaster Councils, Rotherham MBC has prepared a Joint Strategic Waste document, which forms part of our respective Local Plans. This contains policies and allocates strategic sites promoting sustainable waste management solutions to forecast future waste arising from the three boroughs. The overall aims are to:

- Encourage greater reduction, re-use and recycling of waste

- Plan for sufficient waste facilities to address the predicted shortfall of waste treatment within South Yorkshire identified in the Yorkshire & Humber Plan

- Reduce transport of waste and encourage communities to take more responsibility for their own waste by locating waste management facilities within or close to urban areas (where appropriate, taking account of technologies) and allowing for limited additional import and export from outside the three districts

- Recognise the local economic benefits of waste management activity, including the use of waste as a resource as feedstock for local industry

Issue 14

To ensure the borough has sufficient waste management capacity to meet its own needs and reduce the reliance on landfill, including additional re-use, recycling, composting and residual waste treatment facilities.

Climate change

3.0.25 An ever more important issue in the future will be climate change - the latest UK Climate Projections 2009 (UKCP09) under the Medium Emissions Scenario suggests that the following changes are likely in the region and for Rotherham by 2050:

- **Drier summers** Mean precipitation level in the summer period throughout the region is generally predicted to decrease by as much as 20% or even 30% at the most extreme of the wider probability levels. For Rotherham this storyline is very similar.
- **Wetter winters** In the winter period, the regional precipitation levels are predicted to increase. The upper predicted change for the region, (at a 67% level), sees a 10% rise. For Rotherham this figure may be as much as 16.5% (at the 67% level). Rotherham therefore may experience wetter winters than the regional mean.
- **Annual temperature rise** Rotherham's annual temperature is predicted to be the highest in the region. Rotherham's temperature range between 33% and 67% for the 2050s is modelled at approximately a 2 to 2.7°C increase.

3.0.26 The challenge for Rotherham, as elsewhere, will be to try and mitigate these impacts by ensuring that any developments add as little as possible to the output of CO2 and other greenhouse gas emissions into the atmosphere. This will actions such as energy efficiency measures in new buildings and improvements to existing, reduction in the need to travel and/or increased public transport use, and renewable energy projects.

3.0.27 Increased demand on our water supplies from new development and new homes will add to the pressure on our water resources. Reducing water use will lead to less water treatment, delivery and collection, all of which use energy. Flooding is likely to become more severe and regular in the future - a Strategic Flood Risk Assessment of the borough has been undertaken to ascertain the scale of the flood risk. Rotherham is built on the confluence of two rivers, the Don and the Rother, and

areas around Rotherham town centre are particularly liable to flooding. A higher flood risk across the borough will act as a constraint to future development without flood defence measures such as the Flood Alleviation scheme at Templeborough. However flood risk should be avoided wherever possible and flood defences should only be considered where development in areas at risk of flooding cannot be avoided.

Issue 15

The need to plan for the impact of climate change on the borough, mitigating the impact of any new developments by water and energy efficiency measures and a reduction in the need for travel.

Issue 16

To encourage renewable energy projects and plan to reduce the impact of flood risk on development land, property and people.

Health

3.0.28 Rotherham's population has historically suffered from higher levels of ill-health compared to the national average, particularly male ill-health, partly due to the area's past reliance on coal mining and steel making. The difference between life expectancy and healthy life expectancy can be regarded as an estimate of the number of years a person can expect to live in poor health - the increase in the period of 'unhealthy' life expectancy is predicted to continue and has implications in the areas of social and health care and housing needs. There has been significant rises in the number of residents entitled to Disability Living Allowance and there is no evidence that the most deprived areas are closing the gap with the rest of the borough in terms of people needing care.

3.0.29 Green space, sport and recreation are essential elements of sustainable communities that contribute towards health, quality of life, sense of place and overall well-being. Looking at our green assets in a more joined up way through initiatives such as Green Infrastructure can maximise social and environmental benefits, including the promotion of health and social wellbeing.

3.0.30 The Local Plan supports the provision of local health facilities but also influences health directly by supporting strategies for improvements to air quality and promoting a healthier lifestyle through walking / cycling and the provision of open spaces and recreation facilities.

Issue 17

The need to provide recreation and leisure facilities to help promote a healthier lifestyle and ensure developments do not adversely impact on the air and water quality in the borough.

4 Our vision and strategic objectives

4.1 Our vision for Rotherham

4.1.1 In order to promote economic growth, achieve sustainable development and create sustainable communities, our vision is that:

Rotherham will be prosperous with a vibrant, diverse, innovative and enterprising economy. It will fulfil its role as a key partner in the delivery of the Sheffield City Region recognising the close economic, commercial and housing markets links with Sheffield and our other neighbouring authorities.

Rotherham will provide a high quality of life and aspire to minimise inequalities through the creation of strong, cohesive and sustainable communities. Rotherham will be successful in mitigating and adapting to future changes in climate. It will have a sense of place with the best in architecture, sustainable design and public spaces. Natural and historic assets will be conserved and enhanced. Rotherham will promote biodiversity and a high quality environment where neighbourhoods are safe, clean, green and well maintained, with good quality homes and accessible local facilities, making best use of existing infrastructure, services and facilities. A network of green infrastructure will link Rotherham's urban areas with the wider countryside, providing access to green spaces and acting as habitat links for wildlife.

The largest proportion of growth will be focused in the Rotherham Urban Area including major new development at Bassingthorpe Farm which is key to delivering growth in the heart of Rotherham. Regeneration of Rotherham town centre will enable it to fulfil its role as the borough's primary retail, leisure and service centre. Considerable development will take place on the edge of the urban area at Waverley, with the development of a new community and consolidation of the Advanced Manufacturing Park. Significant development will also take place in Principal Settlements for Growth: in the north around Wath, Brampton and West Melton, on the fringe of Rotherham Urban Area at Wickersley, Bramley and Ravenfield Common, and in the south-east at Dinnington, Anston and Laughton Common. New development will also take place in the borough's principal settlements and local service centres. Throughout Rotherham development will aim to create self contained communities which support a network of retail and service centres, where the need to travel is reduced and communities enjoy good access to green spaces and the wider open countryside.

4.1.2 In seeking to achieve this vision, our broad aims are:

- To implement a long-term **spatial strategy** that steers new development to the most sustainable locations.
- To create and secure **sustainable communities** that are as self sufficient as possible in terms of employment, retail and local services.
- To reduce the borough's contribution to, and adapt to the effects, of **climate change.**

- To safeguard and enhance those elements which contribute to the **distinct identity of Rotherham** and to secure the highest-quality design achievable
- To ensure that the necessary new **infrastructure** is delivered to support the Plan's spatial strategy.

4.1.3 Listed below are the strategic objectives for the Core Strategy. These are followed by Table 2 'Strategic Objective Linkages' which sets out the links between these objectives, the issues identified in chapter 3, and individual policies contained within the Core Strategy. It also details the contribution of these objectives to the priorities set out in Rotherham's Draft Community Strategy (2012 - 2015) and Rotherham's Corporate Plan (2011).

4.2 Strategic objectives

Delivering development in sustainable locations

Objective 1: Scale of future growth

By the end of the plan period, sufficient new homes and employment opportunities and a choice of development sites will have been provided to meet objectively assessed development needs.

Objective 2: Green Belt

In implementing the plan's spatial strategy over the plan period, the wider aims of national Green Belt policy will have been safeguarded while a borough-wide review will have informed the release of Green Belt land in the most sustainable locations for growth to meet future needs.

Objective 3: Sustainable locations

By the end of the plan period, the majority of new development will have been located in or on the edge of sustainable urban locations, close to transport interchanges and within transport corridors. Wherever viable and sustainable, previously developed land will have been used first. Car dependency and the need to travel will have been reduced by the promotion of higher housing densities and mixed use developments in appropriate locations, travel planning and public transport improvements.

Creating mixed and attractive places to live

Objective 4: Provision for housing

By the end of the plan period, implementation of the plan’s policies will have helped improve quality and amount of housing available in all areas of Rotherham. Development of new housing

will have improved choice of type, tenure and affordability, including provision for gypsies and travellers. Any established need for affordable housing in specific rural communities will have been met.

Supporting a dynamic economy

Objective 5: Retail and service centres

By the end of the plan period, the plan's "town centre first" approach to development decisions will have improved the economic viability and vibrancy of Rotherham Town Centre as the borough's principal location for business, commerce, culture, leisure, town centre uses and civic activities. The plan will have supported the aim of providing a community stadium as close to Rotherham town centre as possible. The implementation of a retail and settlement hierarchy will have steered new development to appropriate centres to sustain and, where appropriate, extend retail, leisure, employment and community services. Smaller local centres will have been sustained to continue provision for local daily needs.

Objective 6: Provision for employment

By the end of the plan period, the borough's economy will be more modern, diverse and enterprising and will have moved closer to a low-carbon economy. Implementation of the plan's policies will have helped provide a wide range of accessible job opportunities in the borough. The regeneration and improvement of existing employment sites will have been complemented by the creation of local and rural employment opportunities.

Movement and accessibility

Objective 7: Local transport connections

By the end of the plan period, the proportion of trips made by walking and cycling will have increased. Public transport interchanges and bus services between local communities will have been improved. Implementation of the plan's policies will have helped to secure improved information technology networks to enable increased "teleworking", along with the development of live/work housing and mixed use schemes in appropriate locations.

Managing the natural and historic environment

Objective 8: Landscape, historic environment and settlement identity

Implementation of the plan's policies over the plan period will have helped promote the continuing management, protection and enhancement of the borough's distinctive historical features and landscape character. While allowing for growth of certain settlements to implement the plan's spatial strategy, wherever possible, the identity and setting of individual settlements will have been maintained and enhanced.

Objective 9: Greenspaces, sport and recreation

By the end of the plan period, the borough's network of green infrastructure will have been identified, conserved and enhanced. Implementation of the plan's policies will have protected and enhanced the borough's network of accessible sport and recreation facilities and helped improve the health of Rotherham's population.

Objective 10: Biodiversity/ geodiversity

By the end of the plan period, the borough's significant biodiversity and geodiversity sites will have been identified, designated, conserved, managed and enhanced. Opportunities for expanding, linking and creating significant sites will have been identified and delivered. The geodiversity, habitats, and greenspace eco-systems of the wider environment will have been conserved, enhanced and managed by implementation of the plan's policies. The borough's best and most versatile agricultural land will have been protected, wherever possible, to promote local food production.

Objective 11: Minerals

By the end of the plan period, the borough's mineral reserves will have been identified and managed to provide for the needs of the construction industry and to meet Rotherham's contribution towards the infrastructure, buildings, energy and goods that the country needs. In tandem with this, the use of recycled and secondary sources, sustainable site waste management practice and the use of sustainable building materials will have been increased by implementation

of the plan's policies. Sources of local building materials will have been safeguarded for conservation of the borough's built heritage.

Objective 12: Managing the water environment

By the end of the plan period, implementation of the plan's policies to regulate development will have conserved, managed and enhanced the borough's water environment and contributed to the wider integrated management of water catchments. The risks of pollution of rivers and water resources, depletion of water supplies, flooding and harm to biodiversity and leisure interests will have been minimised by implementation of the plan's policies.

Objective 13: Carbon reduction and renewable energy

By the end of the plan period, the borough's carbon footprint will have been reduced from current levels. Implementation of the Plan's policies will have secured an increased proportion of energy generation via renewable and low carbon means and will have promoted energy efficiency, energy conservation and the use of sustainable construction techniques.

Creating safe and sustainable communities

Objective 14: Design

By the end of the plan period, new development built to sustainable design standards will have contributed to the creation of safe, accessible, and well managed places, buildings and public spaces. The design of new development will have contributed to and enhanced the distinctive townscape and character of heritage features within communities.

Objective 15: Community well-being

By the end of the plan period, implementation of the plan's policies will have helped to reduce crime levels and minimise the potential results of terrorist activity by improving the design of new development. The potential risk to nearby populations from hazardous installations will have been minimised by the designation and enforcement of appropriate stand off zones. Decisions on the location and type of development will have helped to reduce pollution levels

in the borough's air, land and water and will have taken account of the borough's legacy of former coal mining activity.

Objective 16: Waste management

By the end of the plan period, a strategic waste management facility will have been provided to deal with the borough's forecast needs. Implementation of the plan's policies, or those of joint plans covering the borough, will have promoted a reduction in waste levels by utilising waste as a raw material for industry and energy production and by encouraging increased recycling rates.

Infrastructure

Objective 17: Infrastructure delivery

By the end of the Plan period, the necessary utility infrastructure to support new development will have been provided in appropriate locations. Local community services will have been provided or existing services enhanced in keeping with the scale of planned new development in each community.

4.2.1 Table 2 'Strategic Objective Linkages' below provides a summary of how the strategic objectives relate to Rotherham's key issues, to Rotherham Partnership and Council priorities, and linkages with specific Core Strategy policies.

Table 2 Strategic Objective Linkages

Strategic Objective	Core Strategy Issue Addressed	Rotherham Partnership Priority (2012 - 2015) / *RMBC Corporate Plan Priority (2011) **	Core Strategy Policy
1 - Scale of future growth	1,2,3,4,5 7,15	**- Supporting the growth of a sustainable and competitive local economy** *- Helping to create safe and healthy communities*	1, 2, 5, 6, 9, 33, 34
2 - Green Belt	3	**- Supporting the growth of a sustainable and competitive local economy** *- Helping to create safe and healthy communities*	4, 5, 33
3 - Sustainable locations	1,2,3,4,5 7,14	*- Providing quality education; ensuring people have opportunities to improve skills, learn and get a job.* *- Helping to create safe and healthy communities*	1, 2, 3, 4, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 17, 27, 28, 29, 31, 32, 33
4 - Provision for housing	1,2,3,4,5 15	**- Supporting the growth of a sustainable and competitive local economy** *- Helping to create safe and healthy communities* *- Improving the environment*	1, 2, 3, 6, 7, 8, 27, 28, 32, 33, 34
5 - Retail and service centres	3,9,15	**- Supporting the growth of a sustainable and competitive local economy** *- Providing quality education; ensuring people have opportunities to improve skills, learn and get a job.* *- Helping to create safe and healthy communities*	1, 11, 12, 13, 14, 33
6 - Provision for employment	2,5,7,8,15	**- Supporting the growth of a sustainable and competitive local economy** *- Making sure no community is left behind* *- Providing quality education; ensuring people have opportunities to improve skills, learn and get a job.*	1, 2, 3, 9, 10, 11, 12, 13, 18, 26, 31, 32, 33

Strategic Objective	Core Strategy Issue Addressed	Rotherham Partnership Priority (2012 - 2015) / *RMBC Corporate Plan Priority (2011) **	Core Strategy Policy
7 - Local transport connections	1,2,3,5,6 7,15	**- Supporting the growth of a sustainable and competitive local economy** *- Providing quality education; ensuring people have opportunities to improve skills, learn and get a job.* *- Helping to create safe and healthy communities* *- Improving the environment*	3, 9, 14, 17, 29, 31, 32, 33
8 - Landscape, historic environment and settlement identity	10, 12	*- Helping to create safe and healthy communities* *- Improving the environment*	1, 3, 4, 19, 20, 21, 22, 23, 24, 33
9 - Greenspaces, sport and recreation	2,10,17	*- Helping to create safe and healthy communities* *- Improving the environment*	12, 13, 19, 21, 22, 24, 29, 31, 33
10 - Biodiversity / geodiversity	10,15	*- Helping to create safe and healthy communities* *- Improving the environment*	3, 19, 20, 21, 22, 33
11 – Minerals	12	**- Supporting the growth of a sustainable and competitive local economy** *- Providing quality education; ensuring people have opportunities to improve skills, learn and get a job.* *- Improving the environment*	26, 33
12 - Managing the water environment	11,17, 18	*- Improving the environment*	19, 20, 24, 25, 27, 33
13 - Carbon reduction and renewable energy	6,11, 14, 15, 16	*- Improving the environment*	1, 3, 12, 13, 14, 15, 17, 18, 24, 28, 30, 33

Strategic Objective	Core Strategy Issue Addressed	Rotherham Partnership Priority (2012 - 2015) / *RMBC Corporate Plan Priority (2011)* *	Core Strategy Policy
14 – Design	4,9,10,15	*- Helping to create safe and healthy communities* *- Improving the environment*	3, 7, 14, 19, 21, 22, 23, 25, 27, 28, 33
15 - Community well-being	1,2,11, 16, 17	*- Helping to create safe and healthy communities* *- Improving the environment*	1, 3, 14, 24, 27, 28, 33
16 - Waste management	13,14, 16	*- Improving the environment*	See joint waste plan
17 - Infrastructure delivery	1,2,4,5,6,8, 16	**- Supporting the growth of a sustainable and competitive local economy** *- Making sure no community is left behind* *- Providing quality education; ensuring people have opportunities to improve skills, learn and get a job.* *- Helping to create safe and healthy communities* *- Improving the environment*	1, 2, 3, 15, 16, 17, 18, 19, 24, 25, 29, 30, 32, 33, 34
* **Bold - Rotherham Partnership Priority.** *Italics - Rotherham MBC Corporate Plan Priority*			

4.3 Plans, policies and programmes

4.3.1 As well as the draft Rotherham Community Strategy, preparation of the Core Strategy has taken account of other plans, policies and programmes - both internal to the Council and external cross-boundary plans.

Public health

4.3.2 This is a new era for public health that will seize opportunities for better health and reduced inequalities in health. The aim of the new public health agenda where it integrates with the spatial planning agenda is to empower local government and communities, which will have new powers to shape their environments and tackle local problems; making it pay to work through comprehensive welfare reforms, creating new jobs through local growth and working with employers to unleash their potential as champions of public health; designing communities for active ageing and sustainability...by building more Lifetime Homes, protecting greenspaces and launching physical activity initiatives. The Government is also proposing to protect and promote community ownership of greenspaces and improve access to land so that people can grow their own food. This agenda is contained within the Healthy Lives, Healthy People: Our Strategy for Public Health in England (2010).

4.3.3 From April 2013 there will be ring fenced budgets for local authorities to deliver the public health agenda and a Director of Public Health will be appointed by the Council to lead this agenda. Local government will be given new functions to increase local accountability and support integration and partnership working across social care, the NHS and public health. It is clear from the White Paper that Central Government expects to see spatial planning make a significant contribution to improving health and reducing health inequalities. It recognises that our social and cognitive development, self-esteem, confidence, personal resilience and well-being are affected by a wide range of influences throughout life, such as the environment we live in, the place in which we work and our local community. The National Planning Policy Framework also emphasises the importance of the health agenda to spatial planning and planning policies and decisions should take account of and support local strategies to improve health and well-being for all. Local Planning Authorities should set out the strategic priorities for their area in the Local Plan to deliver health, security, community infrastructure and other local facilities. Specifically Local Planning Authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population, including expected future changes, and any information about relevant barriers to improving health and well-being.

4.3.4 Further guidance states that the Government's objective is to create strong, vibrant and healthy communities, by creating a good quality built environment, with accessible local services that reflect local needs and support well-being. To achieve this the planning system should ensure access to open spaces and recreational facilities that promote the health and well-being of the community. Government have also stated that planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and mitigate and reduce to a minimum, other adverse impacts on health and quality of life arising from noise from new development.

4.3.5 The Public Health Agenda recognises that the quality of the environment around us also affects any community. Pollution, air quality, noise, the availability of green and open spaces, transport, housing, access to good-quality food and social isolation all influence the health and well-being of

the local population. Climate change presents a challenge in terms of long term health services planning. The Public Health Agenda sees the emergence of new partnerships in planning, housing, and transport to create healthy communities. Integrating the Public Health Agenda into the spatial planning agenda will require explicit assessment of emerging planning policy and decision-making to ensure that opportunities for better health and reduced inequalities in health are tackled.

Sheffield City Region Development Plan

4.3.6 The Sheffield City Region covers an area spanned by local authorities within South Yorkshire and the northern part of the East Midlands region. The vision for Sheffield City Region is 'to make a greater contribution to the UK economy by having a local economy less dependent on the public sector, by providing conditions for businesses to grow and by giving the nation its prime centre for advanced manufacturing and materials and low carbon industries. We will offer people a great place in which to work, invest and live in, visit and study.'

4.3.7 The draft Sheffield City Region Development Plan (August 2010) is focused on three 'Core Issues' where action is essential and appropriate at the City Regional level: Economy and Skills, Housing and Transport. These issues are fundamentally linked to one another and were reflected in the Sheffield City Region Local Enterprise Partnership (LEP) proposal which was approved by the Government..

4.3.8 To achieve the vision the LEP identifies six key areas of activity:

- Investment and innovation in priority sectors: Advanced Manufacturing, creative and digital, low carbon industry, and healthcare. Other key sectors include aviation, tourism, retail, construction, culture, leisure and sport.
- Enterprise and business growth: specify and help deliver business support
- Skills and employment: An initial Advanced Manufacturing Apprenticeship programme will be expanded later to cover other key sectors. A Joint venture partnership to be established to commission and allocate resources at City Region level
- Unlocking economic potential of key development areas: Including Don Valley and Waverley, Doncaster Sheffield Airport Growth Corridor and the Dearne Valley
- Improving international transport connections: Securing transport improvements to enhance access of the City Region's firms to national and global markets, including Doncaster Sheffield Airport; increasing capacity/journey time for the Midland Mainline and the East Coast Main Line; deliver a high speed rail route to Sheffield; and enhance rail connections to other major cities e.g. Manchester and Leeds
- Housing and quality of place: Create a joint Regeneration and Housing Board to ensure investment is coordinated and responds to local priorities; and coordinate and prioritise investment in housing and place-shaping aimed at the most appropriate locations, and help improve our ability to attract and retain skilled workers.

4.3.9 The Core Strategy contributes towards achieving these priorities through its economic, movement and accessibility policies.

Sheffield City Region Transport Strategy / South Yorkshire's Third Local Transport Plan

4.3.10 The Sheffield City Region Transport Strategy (2011-26) forms the core policy document for South Yorkshire's Third Local Transport Plan (LTP3). It identifies how to help people access jobs, leisure services and shops, as well as providing access to education and hospitals. It also addresses how transport can play a role in tackling climate change, road safety, promoting equality of opportunity and contribute to better, security and health. It considers all areas of transport - roads, air, walking and cycling, as well as access to the ports and the public transport network. It also looks at transport's role in tackling social exclusion and how we can make the best use of our existing infrastructure. The second part of LTP3 is the South Yorkshire LTP Implementation Plan (2011-15) provides a framework for actions and expenditure in South Yorkshire to 2015 and outlines proposals for the period beyond. The Public Transport Action Plan also forms key components of LTP3.

4.3.11 The Strategy presents the vision for the Sheffield City Region and transports role in contributing to it:

"For the Sheffield City Region to offer people a great place in which to live, work, invest and visit. Focusing on SCR's prosperity and growth, we want it to make a greater contribution to the UK economy by having a local economy less dependent on the public sector, providing conditions for businesses to grow, and becoming the prime national centre for advanced manufacturing and low-carbon industries. To make SCR such a place, we need to keep people and goods moving effectively."

4.3.12 The key objectives are to:

- Support economic growth;
- Enhance social inclusion and health;
- Reduce emissions; and
- Maximise safety

Cross boundary issues

4.3.13 In preparing the Core Strategy we have taken account of cross boundary issues identified via consultation and in the plans and strategies published by adjoining authorities. Neighbouring authorities have been consulted at all stages of preparation and in line with the Duty to Co-operate individual discussions were held prior to finalising the Core Strategy. Key issues identified are:

- the impact of housing policies in relation to the joint Rotherham and Sheffield housing market
- the joint Rotherham and Sheffield economy, including the importance of the Lower Don Valley corridor
- transport connectivity between Rotherham and Barnsley

- the approach to settlements within the Dearne, in particular employment land provision and distribution
- the need for a consistent approach to mineral policies, including the joint contribution of Rotherham and Doncaster to maintaining the sub-regional apportionment for aggregates
- the potential impact of Doncaster's growth strategy
- providing for the needs of gypsy and traveller communities
- the reinstatement of the Chesterfield Canal.

4.3.14 Rotherham's Core Strategy has responded by putting in place flexible housing and employment policies (including safeguarding land beyond the plan period) to meet the needs of all of our communities, a complementary approach to mineral developments, and establishing a settlement hierarchy and growth strategy which will meet Rotherham's needs having regard to its role within the wider City Region. The Strategy is not considered to conflict with the Strategies of neighbouring authorities.

Dearne Valley Eco-Vision

4.3.15 The Dearne Valley spans three local authority areas – Barnsley, Doncaster and Rotherham. A new vision for the Dearne has been developed by the Dearne Valley Special Board, which operates under the auspices of the Sheffield City Region.

4.3.16 The proposals would see the Dearne Valley re-imagined by an eco-vision. As a pioneer in the Sheffield City Region, the Dearne would grasp the opportunities and apply the solutions needed to reduce the community's CO2 emissions such that, within a decade, it will be the lowest carbon community of its type in the UK.

4.3.17 For the communities of the Dearne, the vision will mean:

- the delivery of more energy efficient homes, cutting fuel bills for residents.
- better public transport links, improving access and reducing reliance on the car.
- more training opportunities will be available in skills to address climate change.
- improving people's job prospects and equipping them for the new jobs created.
- more businesses, specialising in environmental technologies, are attracted to the area.
- an enhanced natural environment, creating a place where people want to live and work and bring up their families.
- the creation of an area attracting visitors from across the City Region.

4.3.18 The eco-vision would identify how local energy resources could be used to meet demand and how existing buildings could be linked to new local energy networks. Planning policy at a settlement level should take into account its role in delivering low carbon economic growth in terms of location, density, usage and construction standards. Planning policy needs to be aspirational to ensure that achievement runs ahead of minimum standards.

4.3.19 The Council will work with Barnsley and Doncaster to help implement the vision. We will do this by agreeing a common stance on the Dearne Valley Eco Vision in our respective Core Strategies. We envisage that the spatial development aspects of the vision could be delivered by a joint area action plan or supplementary planning document. However, further detailed arrangements on joint working to achieve a planning policy framework are yet to be determined. This will be dependent on evolving governance arrangements for the Sheffield City Region and the Local Enterprise Partnership.

Rotherham Council strategies

4.3.20 Rotherham Council strategies that have a bearing on the Core Strategy are:

- the Corporate Plan
- the Community Strategy
- the Rotherham Housing Strategy
- the Municipal Waste Management Strategy
- the Economic Plan
- the Rural Strategy
- Rotherham's Draft Environment and Climate Change Strategy and Action Plan 2009 - 2012
- Rotherham Sustainability Partnership's Waterways Strategy

Chesterfield canal

4.3.21 The Council supports the broad aims of the Chesterfield Canal Strategy and Viability Study. This is reflected in Objectives 8 and 9 and by Policies CS19 Green Infrastructure and CS23 Valuing the Historic Environment.

Wentworth Woodhouse

4.3.22 The Council recognises the long-term need to conserve the historic parkland setting of Wentworth Woodhouse and is sympathetic to proposals of an appropriate scale and nature to develop the house to secure its long-term future, subject to the necessary listed building consents and planning permissions. This is reflected in Objective 8 and Policies CS23 Valuing the Historic Environment and CS11 Tourism and the Visitor Economy.

5 Core policies and key diagram

5.0.1 This chapter sets out the strategic policies designed to achieve the Plan's objectives, the reasoning behind each policy's approach and how they will be implemented. All policies should be read together, however they are grouped here under the following themes:

- Delivering development in sustainable locations
- Creating mixed and attractive places to live
- Supporting a dynamic economy
- Movement and accessibility
- Managing the natural and historic environment
- Creating safe and sustainable communities
- Infrastructure

5.0.2 These policies show how we will deliver the key components of Rotherham's spatial strategy. They identify how much housing, employment and retail growth we will plan for, where this should be directed to, and the factors that will be taken into account when allocating specific sites for new development. However they also recognise the important role of the Green Belt in safeguarding the countryside, securing nature conservation interest, concentrating development towards urban areas and preventing settlements from joining together.

5.0.3 Our Core Strategy policies seek to support existing communities and ensure that new development contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

5.0.4 The policies set out how we will help transform Rotherham's economy and meet the borough's housing needs by creating attractive and affordable places to live. To guide development and deliver sustainable communities these policies also deal with movement and accessibility around the borough, and also set out strategic guidance on green infrastructure, landscape and the natural and historic environment. Policies also ensure that development responds appropriately to the borough's water environments and that development deals effectively with flood risk.

5.0.5 By placing an emphasis on creating safe and sustainable communities the Core Strategy looks to ensure that development respects and enhances the distinctive features of Rotherham, and develops a strong sense of place. It supports the use of renewable energy technologies and the creation of safe and attractive places to live, work and visit. The Core Strategy also sets the infrastructure required to deliver the borough's strategy and how this will be delivered.

5.0.6 The consequences of climate change are long-term, global and in some cases already irreversible; making climate change one of the most pressing environmental, social and economic challenges that faces the planet today. In recent years, storms and droughts have shown how vulnerable the UK is to the weather, making climate change a priority for central Government, with legislation and guidance rapidly evolving. In particular, national planning guidance, new building regulations and mandatory assessments such as the Code for Sustainable Homes, have confirmed the role of local authorities in meeting this new challenge.

5.0.7 These different aspects are of particular significance given the flood event in 2007 which caused widespread damage in Rotherham and elsewhere in the region, with the likelihood that in the future more extreme weather events will become more frequent and destructive. The results of the modelling carried out for the Yorkshire and Humber Regional Climate Change Adaptation Study suggest that the following changes are likely for the borough by 2050:

- An increase in summer daily mean temperatures within the study area of 2.5°C
- Annual minimum temperatures are projected to rise by 1.6°C but to remain below 0°C;
- Winter rainfall to increase by 14%; and
- Annual snowfall days are predicted to decrease by over 3 days per year.

5.0.8 The Climate Change Action Plan for Yorkshire and the Humber sets a strategic direction for managing and combating climate change in the region up until 2014. Within Rotherham, the draft Environment and Climate Change Strategy and Action Plan has been produced to demonstrate the importance of climate change as well as to set the direction for managing, combating and preparing for climate change across the borough.

5.0.9 The Core Strategy incorporates policies relating to climate change through a number of mechanisms and topics such as: sustainable transport and reducing the need to travel; the location of new development and its accessibility; sustainable design and construction, renewable energy, energy efficiency, waste reduction and flooding. Tackling all these issues collectively; developing ways to monitor positive change; and mitigating against, and adapting to, climate change will be paramount in responding to the challenge.

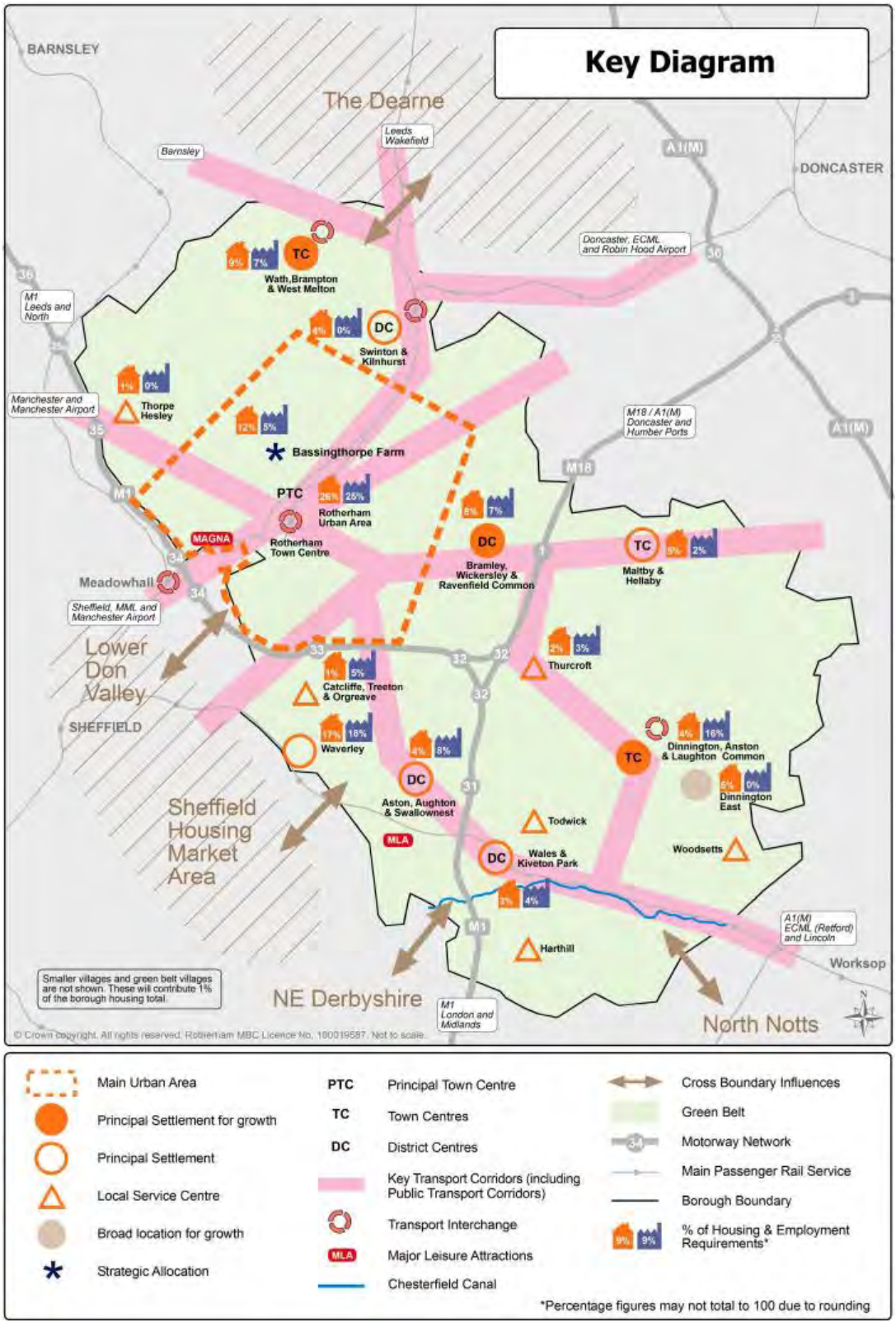
5.0.10 Opportunities may also emerge with the development of new 'green' technologies, such as advanced manufacturing of products for climate change mitigation and adaptation, being a growth industry. The needs of these industries must be considered to ensure maximum advantage can be taken in the borough to benefit from the growth and attract new businesses, and encourage retention through ensuring expansion is possible and attractive in the borough.

5.1 Key diagram

5.1.1 Map 2 'Key Diagram Showing Rotherham's Broad Spatial Development' below helps to set the strategy and policies in context by illustrating the main spatial elements of Rotherham's Core Strategy; identifying the type and amount of growth to be delivered across the borough. It shows the strategic allocation and broad location for growth, key transport corridors and the hierarchy of retail centres as well as relationships with those areas which border Rotherham.

5.1.2 The Key Diagram does not show matters of detail regarding policy designations and development sites. Such details will be provided in the Sites and Policies document.

Map 2 Key Diagram Showing Rotherham's Broad Spatial Development



5.2 Delivering development in sustainable locations

Delivering Rotherham's spatial strategy

Policy CS 1

Delivering Rotherham's Spatial Strategy

1 Overall Strategy

Most new development will take place within Rotherham's urban area and at Principal Settlements for Growth. At Principal Settlements and Local Service Centres development will be appropriate to the size of the settlement, meet the identified needs of the settlement and its immediate area and help create a balanced sustainable community. Our strategy will make the best use of key transport corridors, existing infrastructure, services and facilities to reduce the need to travel and ensure that wherever possible communities are self contained.

Where new development cannot be accommodated in a sustainable way to meet the needs of the settlement as determined by the settlement hierarchy, then consideration will be given to identifying sites in other appropriate settlements within the same tier or within or on the edge of a higher order settlement before searching for sites in settlements of a lower order in the hierarchy.

Rotherham's spatial strategy will be delivered through new investment and development in sustainable locations in accordance with the settlement hierarchy set out below. The hierarchy should also be used by public service providers to inform decisions about the provision of their services and infrastructure.

Settlement	Indicative Housing Provision		Indicative Employment Provision		Indicative Retail Provision
	Percentage of borough requirement	Approx. number of dwellings	Percentage of borough requirement	Approx. hectares of land	Gross square metres of floor space
Main location for new growth					
Rotherham urban area (including Bassingthorpe Farm Strategic Allocation)	38%	5,471	30%	71	7,500 sqm convenience goods 11,000 sqm comparison goods (Rotherham town centre)

Settlement	Indicative Housing Provision		Indicative Employment Provision		Indicative Retail Provision
	Percentage of borough requirement	Approx. number of dwellings	Percentage of borough requirement	Approx. hectares of land	Gross square metres of floor space
Principal settlements for growth					
Dinnington, Anston and Laughton Common (including Dinnington East Broad Location For Growth)	9%	1,300	16%	38	0
Wath-upon-Dearne, Brampton Bierlow and West Melton	9%	1,300	7%	16	0
Bramley, Wickersley and Ravenfield Common	6%	800	7%	16	1,500 sqm convenience goods
Principal settlements					
Waverley	17%	2,500	18%	42	0
Maltby and Hellaby	5%	700	2%	5	0
Aston, Aughton and Swallownest	4%	560	8%	19	0
Swinton and Kilnhurst	4%	560	0%	0	0
Wales and Kiveton Park	3%	370	4%	9	0
Local service centres					
Catcliffe, Treeton and Orgreave	1%	170	5%	12	0
Thorpe Hesley	1%	170	0%	0	0
Thurcroft	2%	300	3%	7	0
Todwick	1% to meet the needs of smaller local service centres and other villages	170	0%	0	0
Harthill			0%	0	0
Woodsetts			0%	0	0
Other villages					
Laughton en le Morthen			0%	0	0
Harley			0%	0	0
Green belt villages	0%	0	0%	0	0

The figures above are not ceilings. Windfalls on small sites will provide additional flexibility.

2 Strategic Allocation

A strategic allocation is identified at Bassingthorpe Farm on the north western edge of Rotherham urban Area for future development as shown on the key diagram. The revised Green Belt boundary and indicative extent of developable areas and distribution of proposed uses is illustrated on Map 3 'Strategic Allocation Policies Map'.

Development will provide for around 2,400 new dwellings on site with around 1,700 new dwellings expected to be developed in the Plan period (12% of Rotherham's housing requirement) with a mix of housing tenures, types and sizes and will also provide opportunities to allow people to work from home. Around 11 hectares (5%) of Rotherham's employment requirement will be developed in this area. A new primary school and a local centre with a mix of community facilities integrated with the new neighbourhoods are required.

A green infrastructure corridor located between new development and the existing northern edge of the town will be maintained for the purposes of avoiding the joining together of settlements, promoting their identity and character, maintaining amenity space, access to the countryside, and biodiversity.

A concept framework has been prepared jointly by the landowner/s and Rotherham Council; this will be used as a basis for further comprehensive masterplanning. Design quality will be secured through the application and use of appropriate design controls (e.g. design codes), Building for Life Assessment and a design review process.

Planning permission will be granted provided:

a. Any application for development is preceded by, and is consistent with, a comprehensive masterplan prepared collaboratively with and approved by the Council. The masterplan will include the whole site which integrates the site with its surrounding communities, wider countryside and town centre.
b. The proposals relate to the whole allocated development or if less do not in any way prejudice the implementation of the whole development;
c. The proposals include a phasing and delivery strategy that identifies the timing, funding and provision of green, social and physical infrastructure, including the primary school and the local centre.
d. An access and transport strategy is developed that maximises the potential for walking, cycling and use of public transport, especially to the town centre, (including along Rodger Street and the Thornhill Recreation Ground) and provides a connected, legible network of streets with the proposed primary route extending from Fenton Road to Carr Hill which will provide a public transport corridor.
e. A multifunctional green infrastructure strategy is developed that retains, enhances, connects and increases the biodiversity of Bassingthorpe Spring Ancient Woodland, Clough Streamside and Greasborough Dyke, retains and enhances any important hedgerows or tree belts, provides well-integrated green space (formal, natural and allotments), ensures that any displaced allotment spaces are re-provided at an appropriate and suitable location, provides well integrated sustainable drainage systems and provides cycle and pedestrian links through the site that connect to the existing network and town centre

f. A heritage management strategy is provided that is informed by the mitigation measures proposed in the Bassingthorpe Farm Heritage Impact Assessment which safeguards and where possible enhances those elements which contribute towards the significance of heritage assets in the area especially the character and setting of Wentworth Woodhouse and the Registered Park and Gardens.

g. Where the site benefits from an undulating topography, notable ridgelines and some important viewpoints into and from the site (e.g. from the town centre), proposals will need to demonstrate an appropriate design response (e.g. the location, orientation, density of development), and landscape/planting treatment in these sensitive areas, including appropriate landscape treatment to the new green belt boundary to avoid or minimise any negative landscape or visual impact.

h. Appropriate remediation and mitigation measures for new development has been agreed to address the site's ground conditions (e.g. areas of previous open cast mining and any identified contamination of land.

3 Broad Location for Growth

A Broad Location for Growth is identified at Dinnington East.

Development will provide for around 700 new dwellings (5% of Rotherham's housing requirement) in accordance with detailed masterplanning of this area to ensure the delivery of new residential development with appropriate supporting facilities and sufficient greenspace to meet the needs of new residents.

Future masterplanning, to be prepared in conjunction with appropriate consultation with local communities and key stakeholders, will need to investigate the issues arising from new development in the area, including the impact on the existing landscape and townscape, particularly in relation to trees, the impact on biodiversity and the natural environment. Furthermore, masterplanning will address the need to integrate the proposed development with the existing community, to ensure the protection and enhancement of existing bridleways, cycle ways and footpaths and the promotion and enhancement of sustainable transport accessibility.

4 New Community at Waverley

Waverley is identified as a Principal settlement. Planning permission has been granted for the creation of a new community of 3,900 homes with supporting services and facilities. It is expected that in the plan period 2,500 dwellings will be built on the site and approximately 42 hectares of employment land developed.

Explanation

5.2.1 Over the Plan period one of the most obvious features of growth will be new built development, whether this is new housing, economic development or community facilities and services. Core Strategy Policies CS6 Meeting the Housing Requirement, CS9 Transforming Rotherham's Economy, and CS12 Managing Change in Rotherham's Retail and Service Centres set out how much housing, employment and retail growth we are planning for. Policy CS1 establishes how this growth will be distributed around the borough; essentially setting out our spatial strategy for new development.

5.2.2 Sustainable development is the fundamental principle underpinning spatial planning. Key principles which have informed the development of the Core Strategy are:

- Conserving and enhancing the natural and built environment
- Building a prosperous, diverse and enduring economy
- The prudent management of natural resources and minimising climate change
- Creating cohesive and inclusive communities
- Focusing development in areas with access to public transport

5.2.3 In preparing the Core Strategy consideration has been given to a range of different options for levels of growth and distribution between settlements. Following consultation and Sustainability Appraisal, Rotherham's settlement and growth strategy adopts an approach of matching needs with opportunities and managing the environment as a key resource. This approach forms the bedrock of the Core Strategy; it will assist in the selection of sites for future development through the Sites and Policies document. In preparing the strategy regard has been had to:

- setting appropriate local targets for new housing, employment and retail development
- establishing the capacity of settlements to accommodate growth by taking account of constraints to development and identifying potential development sites including broad locations for growth
- clearly establishing the settlement hierarchy for the borough and identifying where growth will occur in the future; and
- determining how a settlement identified for growth will change in the future

5.2.4 The borough's settlements have been assessed for their suitability to accept new growth. The hierarchy set out in Policy CS1 reflects the status of settlement groupings as they are currently defined and their potential future role to guide the scale of development considered appropriate for each settlement. Consideration has been had to current proportionate size of settlements within the borough (in terms of existing population and households) and the capacity of settlement groupings to accommodate new development, through the availability of key infrastructure or the ability to provide new infrastructure to meet the needs of a growing population. Detailed examination of this information has enabled the Council to refine its settlement and growth strategy.

5.2.5 Our strategy will create sustainable communities by:

- concentrating development in the Rotherham urban area, principal settlements for growth and on key public transport corridors;
- making best use of existing infrastructure, services and facilities;
- reducing the need to travel and, where viable and sustainable, using previously developed land first;
- ensuring that communities are, as far as possible, self contained; and
- safeguarding and enhancing our environmental assets.

Distributing Development across the Borough

5.2.6 Policy CS1 provides details of how new development will be distributed throughout Rotherham's settlements. The percentages and figures given are indicative and the precise amount of development to be delivered will be determined through the Sites and Policies document having

regard to a range of factors including site availability, its deliverability and any known constraints. The Council recognises that the existing pattern of employment land and the characteristics of employment land requirements (in terms of amenity considerations and market requirements) often mean that employment land is located on the periphery of settlements. As such the locational characteristics of employment sites may mean that they serve more than one settlement grouping. It should be noted that the housing figures provided incorporate additional housing to meet under-supply from 2008 (as set out in Policy CS6). This limited additional requirement, estimated to be 1,621 dwellings, will be distributed across Rotherham according to the housing distribution (percentage of borough target) set out in this Policy (CS1).

5.2.7 Table 3 'Settlement Hierarchy and Growth Strategy' sets out the strategy for each settlement within Rotherham and also provides information on the current proportionate size of settlements. It identifies how much of the borough's housing and employment land each settlement should accommodate as a percentage of the overall requirements. The strategy has had regard to the capacity of settlement groupings to accommodate new development and to the impact this scale of growth will have on the community and existing infrastructure. It also identifies the retail centres in each settlement grouping.

5.2.8 The settlement hierarchy and broad locations for growth are shown in Map 4 'Settlement Hierarchy, Strategic Allocation and Broad Location for Growth'. The distribution of housing and employment growth is illustrated in Map 5 'Housing and Employment Land Distribution 2013 - 2028'.

5.2.9 In determining the site allocations in the Sites and Policies document consideration will be had to capacity within each of the settlement groupings to meet the identified development need. If there is insufficient capacity within a settlement grouping to meet the identified need then the identification of appropriate and sustainable sites will be undertaken within settlements within the same tier of the hierarchy or those higher order settlements before searching for appropriate sites within lower order settlements.

5.2.10 To support the preparation of its Core Strategy, the Council investigated the relative potential of over 650 sites to meet future sustainable development needs. Each site was assessed for its potential capacity, for constraints that could affect suitability and deliverability, the identification of former uses (if any) on site and its Unitary Development Plan allocation / designation.

5.2.11 This initial sustainability assessment of sites demonstrated limited opportunities to develop on previously developed land. Whilst there is undeveloped land available within the built up areas of settlements in the borough, this is insufficient to meet the identified development targets.

5.2.12 A Strategic Green Belt Review of all Green Belt in the Borough has also been undertaken. This review has assessed land parcels for their relative contribution to fulfilling the purposes of Green Belt policy as set out in the National Planning Policy Framework.

5.2.13 Taken together the sustainability assessment and Strategic Green Belt Review demonstrate a lack of suitable land and sites to meet identified housing, employment and other development needs within settlement boundaries. This provides justification for the exceptional circumstances that require changes to be made to the Rotherham Green Belt boundary.

5.2.14 Some land parcels within the Broad Location for Growth make a strong contribution to some of the purposes of Green Belt policy. However, the Council, mindful of national planning policy, considers that careful release of Green Belt land is the best way to ensure consistency with the Local Plan strategy for meeting the identified requirements for sustainable development.

5.2.15 There is also a need to identify further Green Belt land releases on a smaller scale to meet the housing and employment targets of the Borough. Policy CS4 makes clear that a further detailed review of the boundaries of the Rotherham Green Belt will be undertaken and shown on the Policies Map to accompany the Sites and Policies document.

5.2.16 The settlement hierarchy in Policy CS1 contains six levels:

1. Rotherham Urban Area, including Bassingthorpe Farm Strategic Allocation, as the main location for new housing, employment and retail growth.

5.2.17 Rotherham urban area is shown on the Key Diagram and includes Rotherham town centre, Eastwood, Upper Haugh, Greasbrough, Kimberworth Park, Kimberworth, Wingfield, Blackburn, Masbrough, Dalton, Thrybergh, Herringthorpe, East Herringthorpe, Canklow, Brinsworth, Parkgate, Rawmarsh, Broom, Whiston, Brecks and Moorgate. This area lies at the heart of Rotherham's transport infrastructure, providing access to public transport interchanges and the main road network. As well as employment opportunities, the area contains the borough's principal town centre providing retail and leisure facilities and provides access to other health, education and civic services. In view of this, Rotherham is considered to be the most sustainable location in the Borough for accommodating new housing, employment and retail growth.

2. Principal settlements for significant growth.

- Dinnington, Anston and Laughton Common (including Dinnington East Broad Location for Growth)
- Wath, Brampton Bierlow and West Melton
- Bramley, Wickersley and Ravenfield Common

5.2.18 Dinnington serves a wide rural hinterland in the south east of the Borough providing jobs and higher order services appropriate to this location. It provides substantial local employment opportunities, a further education facility and has a public transport interchange connecting the wider rural area, other smaller towns and villages with Dinnington and connections to other centres. There are some opportunities for residential development on previously developed land within Dinnington and significant opportunities for the development of employment uses on the former Dinnington Colliery site that has been reclaimed following its closure.

5.2.19 However Dinnington cannot meet its identified housing target within the built community and therefore consideration has been given to developing in the Green Belt. An assessment was undertaken of potential broad locations for growth around Dinnington. In this respect land to the east of Dinnington comprises a substantial area of open countryside with good connectivity to Dinnington town centre, the nearby transport interchange, local schools and further education facilities. Also, the adjoining locality is a popular residential area. In view of the above characteristics it is proposed that significant residential development to meet the identified target will be accommodated to the east of Dinnington. There may be further opportunities for employment growth to the west

of Dinnington near to Todwick crossroads that are well connected to the national highway network, but this will be considered in the Sites and Policies document.

5.2.20 Significant growth is also proposed at Wath, Brampton Bierlow and West Melton in the north of the Borough, reflecting the status of this community serving the wider Dearne Valley hinterland and providing a higher order of services including further education and retail opportunities. Wath is well located as a local transport hub and provides significant residential and employment opportunities for new development on previously developed land within the settlement. Given the high level of previously developed land within this settlement grouping there is no necessity to identify a broad location for growth or the release of large scale Green Belt sites to meet the requirements of the Core Strategy. However, the Sites and Policies document will explore the necessity to release smaller scale sites within the Green Belt to meet identified housing and employment needs.

5.2.21 The communities of Bramley, Wickersley and Ravenfield Common provide a good range of service provision within this popular residential area. Although services are dispersed between the district centre at Wickersley and Bramley local centre, there are further retail and leisure facilities including a supermarket off Moorhead Way near to Junction 1 of the M18. Bramley and Wickersley are in close proximity to the main urban area and lie within a significant transport corridor. These communities are considered suitable to accommodate new growth, although this is proposed to be of a smaller scale than the other Principal Settlements for Growth. This reflects the dispersed nature of potential development opportunities and the lack of local employment opportunities, not withstanding the significant employment opportunities at the nearby Hellaby industrial estate and within Rotherham Urban Area.

3. Principal settlements for more limited growth opportunities

- Waverley
- Maltby and Hellaby
- Wales and Kiveton Park
- Aston, Aughton and Swallownest
- Swinton and Kilnhurst

5.2.22 These settlements provide sufficient services and facilities for the benefit of both their own communities and a wider hinterland of dispersed villages and hamlets but there are more limited opportunities for growth. The distinguishing features or characteristics of these communities mean that they may have significant constraints to growth or they have more limited services and facilities that identify the community as being of a lower order settlement in its functionality. Taken together these factors determine the level of growth these communities can support.

5.2.23 Significant growth is proposed to take place at Waverley following the grant of planning permission to establish a new community with supporting services and facilities on the site of a former deep coal mine and coking works that was subsequently open cast. The proposals are for 3,900 new homes, commercial development, entertainment and leisure uses including a hotel, parkland, sport and recreation facilities, together with 2 primary schools, health, cultural and community facilities, and the creation of a network of footpaths, cycle ways and bridleways. It is expected that in the Plan period 2,500 dwellings and approximately 42 hectares of employment land will be developed.

5.2.24 Maltby and Hellaby, to the east of junction 1 of the M18, is a self contained community with a significant level of service provision that serves a wider, predominantly rural, hinterland. It has significant services and facilities and is well located on the national highway network. Hellaby provides substantial employment opportunities at Junction 1 of the M18. To the east of Maltby the colliery has recently closed. This presents an opportunity to consider whether the site could contribute towards meeting some of the growth requirements in Maltby, which will be explored through the Sites and Policies document. Maltby is however physically constrained by the colliery site and its tip, the borough boundary with Doncaster in the north and significant ecological interest to the south. There are limited opportunities for new growth but where there are suitable sites these will be considered for potential development during the Plan period and allocated in the Sites and Policies document.

5.2.25 Wales and Kiveton Park in the south of the borough is a relatively small community, it is a popular commuter settlement for Sheffield workers and has access to two train stations, but the frequency of services on this line is poor – a situation unlikely to significantly improve during the plan period. The settlement supports a secondary school, local retail and other services. There are job opportunities available nearby and the settlement is reasonably self-contained. However, access to the centre of the community is more remote from the Borough's road network. Given the lack of frequency of trains currently serving this community it is considered that over the Plan period new growth should be of a smaller scale and more appropriate to sustaining the current services and facilities in this locality.

5.2.26 Aston, Aughton, Swallownest to the west of junction 31 of the M1 is also popular for commuters working in Sheffield but also for those further afield given its close proximity to the national road network. In the recent past there has been significant residential development in this area. It has reasonable public transport links connecting to both Rotherham and Sheffield but looks predominantly towards Sheffield for work opportunities and for food shopping. There is a lack of a large supermarket in this community but the conclusions of the Rotherham Retail Study considered that given the proximity of nearby supermarkets in Catcliffe, Rotherham, and Handsworth, Sheffield, there is no need for a further supermarket to be developed in this locality.

5.2.27 There are limited employment opportunities available in the settlement but the proposed development of a major tourist destination within Rother Valley Country Park will provide more employment opportunities over the Plan period. This is a popular residential area with good access to the national highway network and to Sheffield, and there may be opportunities for more residential development on sites with fewer environmental constraints.

5.2.28 Swinton to the north of Rotherham and on the southern fringes of the Dearne Valley has access to a train station that has frequent train services, significantly enhancing its sustainability. However Swinton's position in the hierarchy reflects the limited capacity for new growth on sustainable sites. The Schedule of Site Surveys highlights some of the concerns and issues relating to future development in this locality, for example Swinton and Kilnhurst are located immediately adjacent to the River Don and there are significant scheduled washlands to the east of the settlement. There is a tight Borough boundary with the adjacent district of Doncaster Borough and the proximity of this boundary to existing communities in both boroughs impacts on future development opportunities to the east. Development to the west of Swinton would not be in close proximity to the existing town centre or transport interchange and would affect important ecological and environmental constraints in the area. In view of the above characteristics, Swinton and Kilnhurst are not considered to have

sufficient sustainable sites suitable to accommodate new housing, employment and retail growth to any significant extent.

4. Local Service Centres which serve a more localised catchment

- Thorpe Hesley
- Thurcroft
- Catcliffe, Treeton and Orgeave
- Todwick
- Harthill
- Woodsetts

5.2.29 Predominantly these existing settlements provide a very limited range of services and facilities for the sole benefit of their community, there are few opportunities for growth. The distinguishing features or characteristics of these communities mean that they are of a lower order settlement in their functionality. Taken together these factors determine the level of growth these communities can support.

5.2.30 The larger existing Local Service Centres of Thorpe Hesley, Thurcroft, and Catcliffe, Treeton and Orgreave are suitable for limited growth. Opportunities for some further residential development will be considered at Todwick, Harthill and Woodsetts to maintain their sustainability proportionate to their size.

5. Other villages

- Laughton en le Morthen
- Harley

5.2.31 These two villages are suitable for only limited housing growth to meet local needs. The borough's growth strategy allows for 1% of housing growth to be accommodated within the villages listed above and the smaller Local Service Centres of Todwick, Harthill and Woodsetts.

6. Green Belt Villages

- Brampton-en-le-Morthen
- Brookhouse
- Firbeck
- Gildingwells
- Hooton Levitt
- Hooton Roberts
- Letwell
- Netherthorpe
- Ravenfield
- Scholes
- Thorpe Salvin
- Ulley

- Wentworth
- Woodall.

5.2.32 Given their size and lack of local facilities, the strategy for villages within Rotherham's Green Belt is not to provide for any further development in these locations except where affordable housing proposals meet the requirements of Policy CS7 Housing Mix and Affordability.

The Identification of the Strategic Allocation and Broad Location for Growth

5.2.33 The Integrated Impact Assessment 2011 (updated 2012), considered a number of potential urban extensions (paragraph 5.7 and appendix C). The definition of an urban extension is a site or group of sites available for development that are adjacent to a principal settlement; lie in the Green Belt or in the case of Thorpe Hesley the site is allocated for development in the Unitary Development Plan, but is in open countryside; they are capable of supplying more than 400 dwellings; and they do not facilitate the coalescence of two or more settlements. The Integrated Impact Assessment considers the relationship of the alternative options to the settlement grouping in which they are located and their ability to assist in delivering the borough's growth strategy. It found that all of the alternative urban extension options are viable options but not all of them would respect and support the settlement hierarchy in this policy.

5.2.34 Bassingthorpe Farm is identified as a Strategic Allocation in the Rotherham Urban Area, it is well located in relation to the town centre and sustainable transport opportunities. Its development will support the delivery and maintenance of services and facilities within the wider Rotherham Urban Area and Rotherham town centre and provide new homes of good quality, type, size and tenure meeting the needs of new and incoming residents. People living at Bassingthorpe Farm will be close to the inner urban area and will support existing community and social infrastructure and enable the provision of new social infrastructure. The incoming and existing residents in the area will both benefit from new infrastructure opportunities. It will assist in tackling deprivation in Rotherham Urban Area by providing a mix of housing, improvements to infrastructure and supporting the provision of local employment opportunities. It is essential that Rotherham maintains a stable population to support existing businesses, services and facilities and any future expansion in job opportunities. The development of Bassingthorpe Farm will meet a substantial proportion of the housing and employment growth targets identified in the Local Plan and the wider development needs of the borough.

5.2.35 The Council, in conjunction with the area's other main landowner, has prepared a Concept Framework to understand the key constraints and issues to be resolved and the mitigation measures required to enable development to be delivered. The Concept Framework provides robust evidence regarding the viability and deliverability of any future development proposals. As part of the evidence a Heritage Impact Assessment has been produced to evaluate the potential impact which the development of this area might have upon the historic environment, particularly Wentworth Woodhouse. The conclusions of the assessment and, in particular, the mitigation measures which are considered necessary to reduce any harm, inform the Concept Framework.

5.2.36 In considering alternative locations in Rotherham Urban Area only one alternative locality is identified as potentially a viable alternative - at Rawmarsh North. There are significant constraints to development of sites in other areas including lack of access to the site, distance from the urban core to the services and facilities available in that locality; topography of the land or the land being within a flood zone and the Borough boundary with Sheffield.

5.2.37 The development of a number of parcels of land at Rawmarsh North located on the northern edge of Rotherham Urban Area was considered as an alternative option to Bassingthorpe Farm. Whilst consideration will be given to releasing smaller parcels of land from the Green Belt in this area, the key factors that argue against Rawmarsh North as a a broad location for growth, include its remoteness from the core of Rotherham Town Centre; lack of access to the public transport network and to services and facilities within a defined town or local centre. The sites within this alternative urban extension are more disparate in nature and do not appear to create such a comprehensive site for future development as at Bassingthorpe Farm. The capacity of sites within the Rawmarsh North option would provide fewer residential and employment opportunities

5.2.38 The Dinnington / Anston broad location for growth is an area of search for suitable sites to meet the housing needs of this settlement grouping. The spatial strategy requires that sufficient land to meet 700 new homes is required, after sites within the settlement grouping have been taken into account. Dinnington East provides the greatest connectivity to Dinnington town centre. It is closely related in topographical terms to the existing community and does not promote the coalescence of Dinnington/ Anston with any other settlement. Whilst the Integrated Impact Assessment recognises there are concerns relating to agricultural land quality in this area when compared to the alternative urban extension to the west of Dinnington / North Anston, the extension to the east is preferred given the closer relationship of any potential future development with the existing settlement. Development to the south of the settlement grouping is constrained by the A57 highway between the M1 and the A1. Land to the north of this settlement grouping is more remote and highway infrastructure is more constrained. Development in this locality, to the north, would not relate well to the existing community. The alternative urban extension to the west of Dinnington, Anston and Laughton Common does not have good connectivity to the core of Dinnington. However, the site boasts good transport accessibility to the strategic national highway network.

5.2.39 Options for alternative urban extensions were also considered at Bramley, Ravenfield Common and Wath, Brampton Bierlow and West Melton as the principal settlements for growth. The alternative option for significant growth that has been assessed at Bramley /Ravenfield Common is located close to the local centre at Bramley which is served through a network of village streets and there is concern that significant new growth will place additional pressure on the local road network. It is proposed therefore that to meet its housing and employment targets within the settlement hierarchy a number of smaller sites will be identified.

5.2.40 An urban extension to Wath, Brampton Bierlow and West Melton is not required during this Plan period to meet housing and employment needs in the north of the borough given the extant planning permissions granted for new development on previously developed land and the identification of potentially suitable sites within the built settlement.

5.2.41 The remaining potential options for urban extensions were in lower order settlements not identified in the settlement hierarchy for the same level of growth as Rotherham Urban Area and the principal settlements for growth, and as such were not taken forward for further consideration. These included options for growth at south west Maltby; Kiveton Park / Wales; Aston /Aughton / Swallownest; Thorpe Hesley.

5.2.42 As already noted the Council is reviewing its Green Belt to enable the allocation of sufficient land to meet its housing and employment land targets and enable the delivery of appropriate

supporting services and facilities. In undertaking the assessment of sites against sustainability credentials and Green Belt purposes consideration was given to areas of search on the urban fringe.

5.2.43 The Sustainability Appraisal of the Core Strategy has assessed potential alternative urban extensions, the conclusions from this sustainability appraisal and other evidence base information used to justify the selection of the strategic allocation at Bassingthorpe Farm and broad location for growth to the east of Dinnington, is included within the comprehensive Integrated Impact Assessment. There are other factors such as supporting the principles of sustainable development, that on balance, override the Green Belt Review. In choosing the strategic allocation and broad location for growth the Council has weighed up all considerations, including the sustainability appraisal of potential alternative urban extensions and the sustainability assessment of sites to select the locations for growth that best meet the Council's spatial strategy in this policy.

5.2.44 In determining the Settlement Hierarchy regard was had to the service and function roles that the settlement performs, its proportionate size and to the availability of sites within and on the edge of the settlement where the site has few limiting constraints or where these constraints can be mitigated.

5.2.45 In considering potential locations for growth, consideration has been given to the position of the settlement within the settlement hierarchy, and to the relative sustainability of both the existing community and the potential urban extension.

5.2.46 The Council's assessment process has concluded that the following strategic allocation and broad location for growth are essential to deliver the Borough Spatial Strategy and meet both housing and employment needs identified for the borough: Bassingthorpe Farm on the edge of Rotherham Urban Area, and land to the east of Dinnington. Bassingthorpe Farm strategic allocation will strengthen the opportunities and benefits to the wider community given its proximity to Rotherham's inner urban area and will assist in tackling deprivation and providing a mix of new housing to meet local needs.

5.2.47 Bassingthorpe Farm is identified as a Strategic Allocation and Policy CS1 refers to the detailed land use allocations and supporting services and facilities required on site. Map 3 'Strategic Allocation Policies Map' provides an indicative layout of proposed uses on site and also identifies the land removed from the Green Belt and the new Green Belt boundary. It is important that the Policies Map provides certainty to developers bringing forward planning applications to develop the site in the future as to the likely extent of development and a clear indication of the green infrastructure corridor that the Policy expects to be retained and appropriately managed.

5.2.48 Map 3 'Strategic Allocation Policies Map' reflects the level of agreement reached in preparing the concept framework at the time of adoption. The Council is mindful that the map is indicative at this stage, however the Policy makes clear that the map identifies the indicative extent of developable areas and the distribution of proposed uses. In moving forward with more detailed masterplanning and planning applications, the location of specific uses on site may change to reflect ongoing discussions and negotiation. The broad mix of uses is required to be delivered by the Strategic Allocation.

5.2.49 The detailed identification of development sites in the broad location for growth at Dinnington East will be progressed through the Sites and Policies document and supported by masterplanning

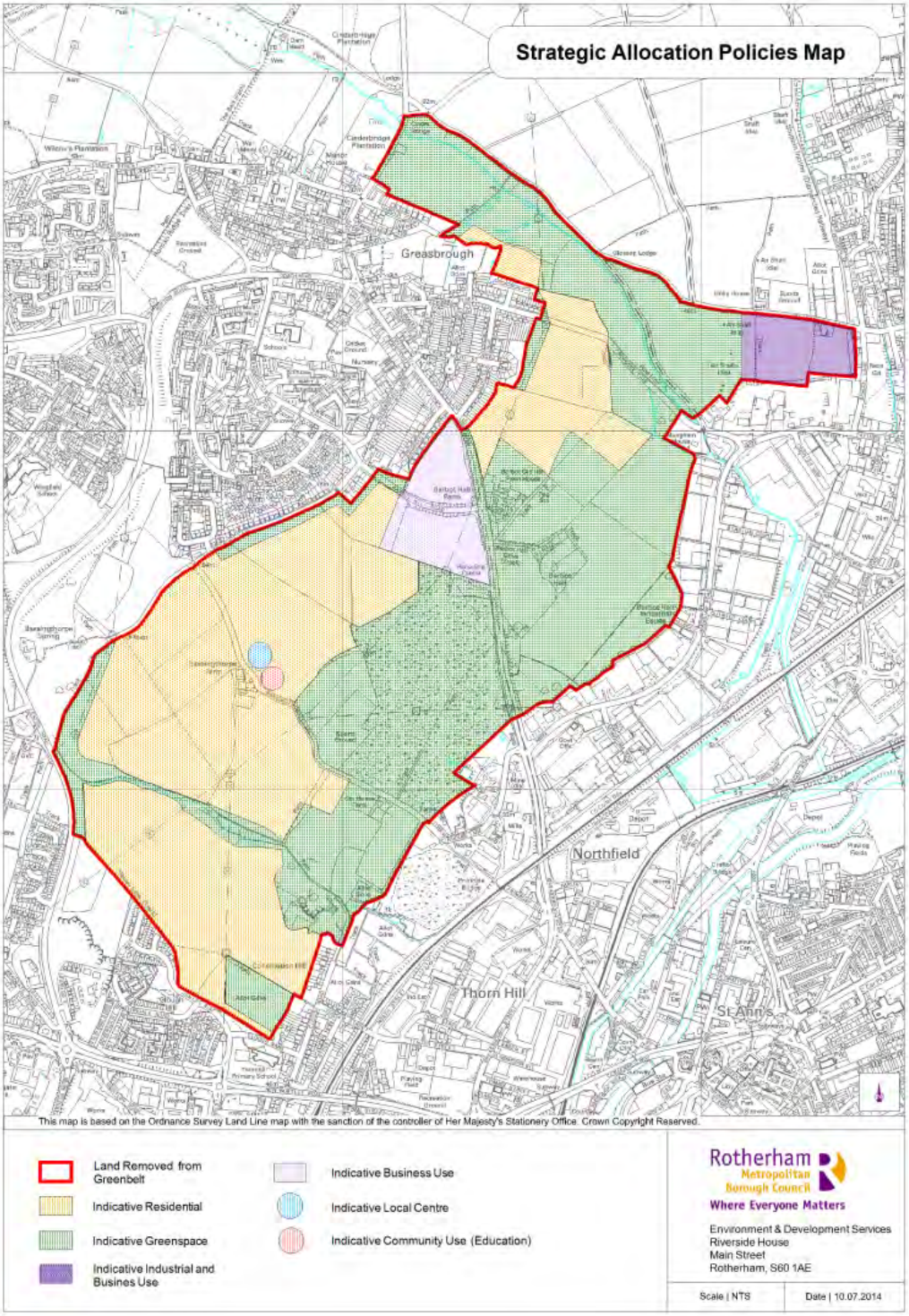
and appropriate design controls which will determine the precise amount of development which could be delivered.

Delivery

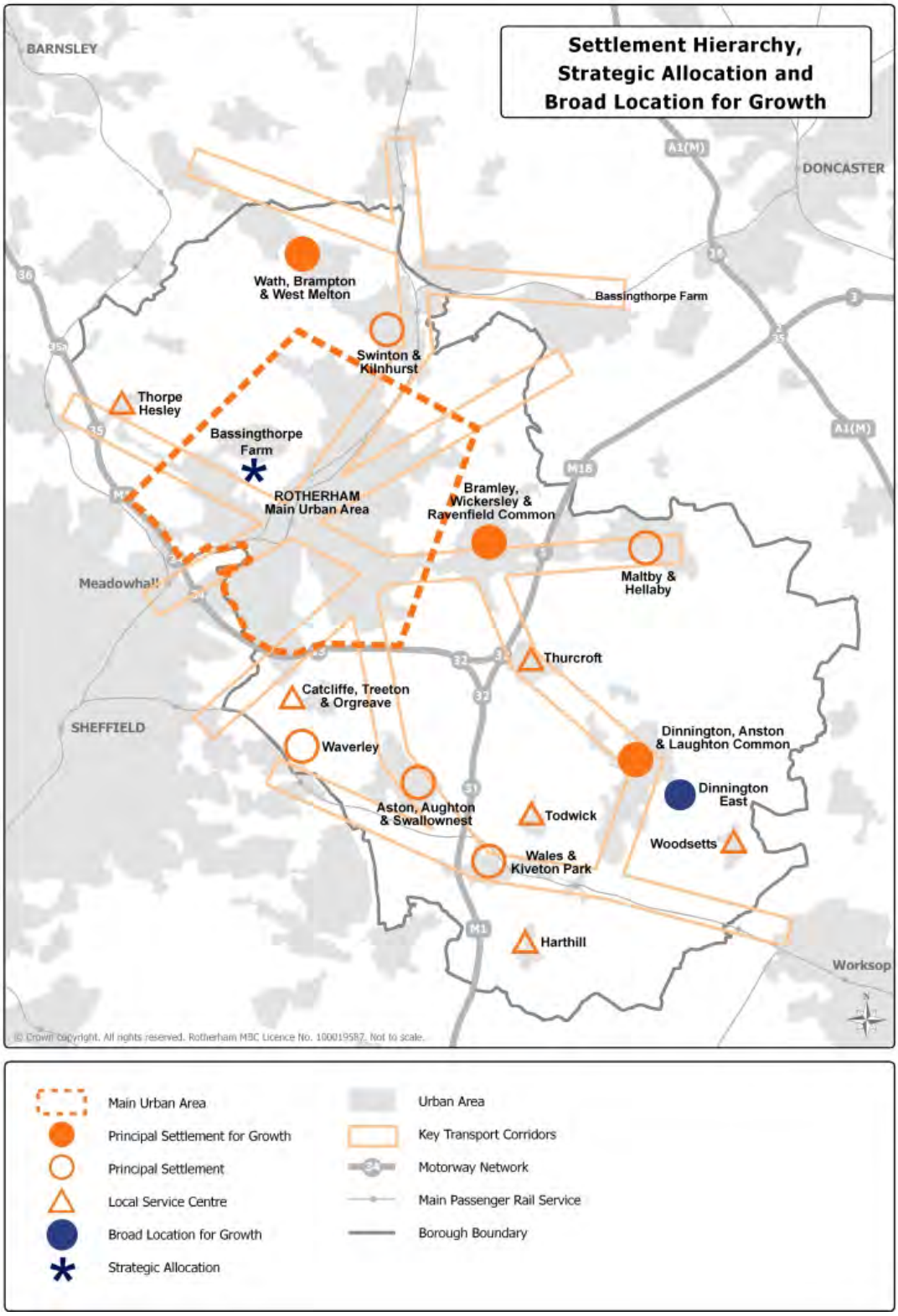
5.2.50 This policy will primarily be delivered by the grant of planning permission for development in the strategic allocation and informing the selection of sites for new development through the Sites and Policies document. Masterplanning will be a key feature in the delivery of major sites for development specifically the broad location for growth. The Council has not yet decided on the precise sites to deliver 700 new homes to the east of Dinnington. Given that there is sufficient previously developed land in Dinnington to provide around 400 new homes within the first five years of the Local Plan the Council is not yet pursuing the preparation of a masterplan in this locality. Masterplanning will inform the determination of planning applications. Delivery is also addressed through the Infrastructure Delivery Plan which accompanies the Core Strategy.

5.2.51 The hierarchy should also be used by the Council and its partners and other public service providers to inform decisions about the provision of their services.

Map 3 Strategic Allocation Policies Map



Map 4 Settlement Hierarchy, Strategic Allocation and Broad Location for Growth



Map 5 Housing and Employment Land Distribution 2013 - 2028

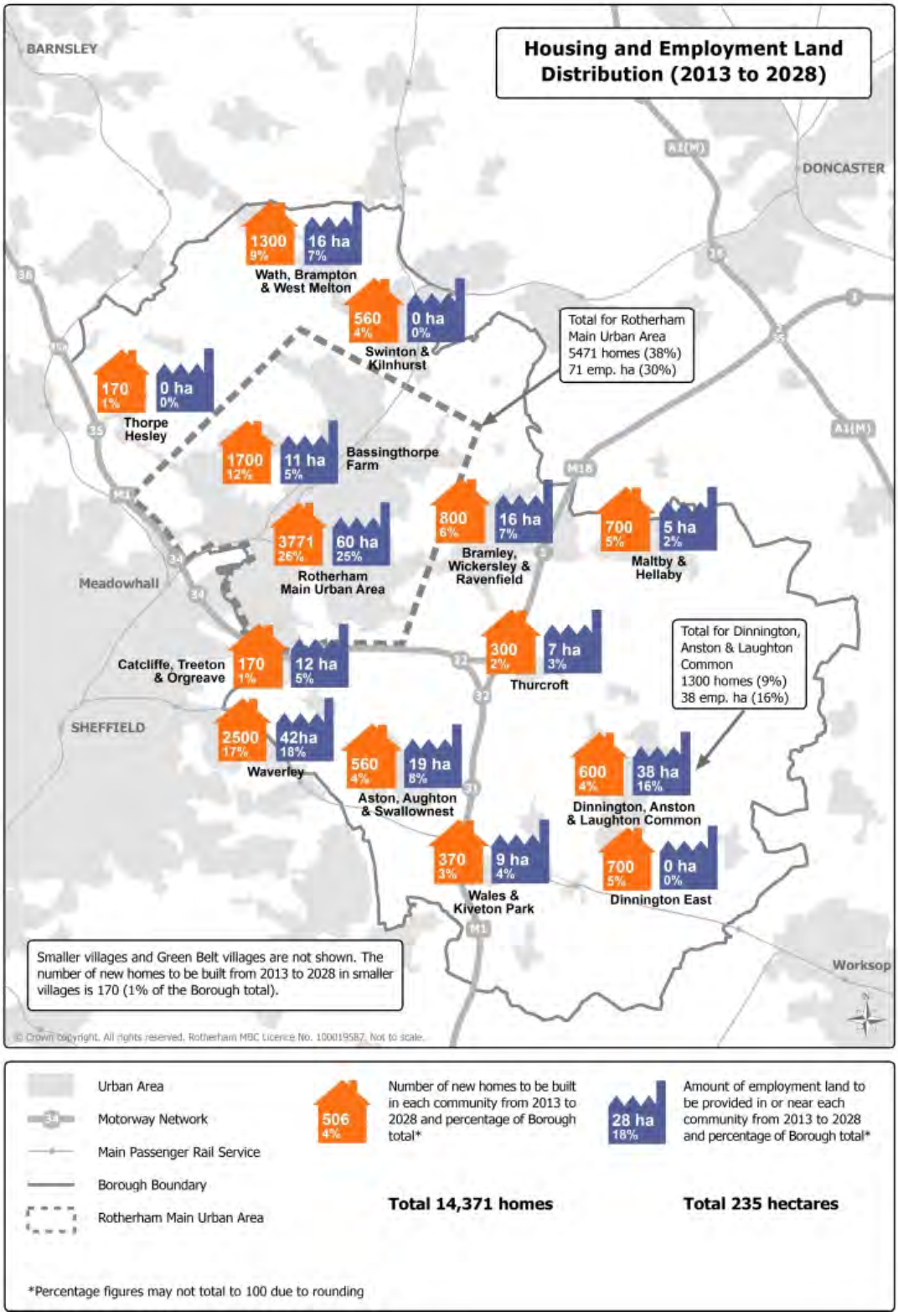


Table 3 Settlement Hierarchy and Growth Strategy

Settlement Hierarchy	Settlement Groupings	Current Proportionate Size of Settlement	Housing Distribution - % of New Development	Employment Distribution - % of New Development	Retail Hierarchy
Main location for new housing and employment growth	Rotherham urban area	43.8	38 (12% at Bassingthorpe Farm and 26% in the remainder of the urban area)	30	Rotherham town centre, Parkgate district centre, local centres, including Rawmarsh and Bassingthorpe Farm, and neighbourhood centres
	Strategy The Rotherham Urban Area as defined on the key diagram is the main location for new housing and employment growth. Rotherham town centre will be the principal focus for new retail and leisure floorspace. More localised retail and service floorspace is available at Parkgate and Rawmarsh. Rotherham Town Centre has a train station linking to Sheffield in the west and Doncaster, Leeds in the north. There is also a public transport interchange connecting to much of the rest of the borough and the wider City Region. There are significant employment opportunities in the urban area, a college of further education a hospital and new NHS walk-In centre. Bassingthorpe Farm, in close proximity to Rotherham Town Centre and to neighbourhood services and facilities provided in Greasborough and Kimberworth, will be developed as an extension to Rotherham urban area. New development will integrate with existing communities. Supporting infrastructure, including a new local centre if required, will be provided as necessary to mmeet the needs of the emerging community and to ensure that existing provision is not working beyond its capacity.				
Principal Settlement for Growth	Dinnington / Anston / Laughton Common	7.8	9	16	Dinnington town centre
	Strategy The Dinnington Settlement Grouping (Dinnington, Anston, Laughton Common) will continue to be identified as a principal settlement capable of accommodating significant growth at an appropriate level in the future. Dinnington has significant employment opportunities available locally, there is a college of further education and a modern transport interchange linking the wider rural hinterland to Rotherham-.Sheffield -Worksop.				
Principal Settlement for Growth	Wickersley / Bramley / Ravenfield	8.9	6	7	Wickersley district centre
	Strategy Bramley / Wickersley / Ravenfield Common provide a good range of service provision, are in close proximity to the main urban area and considered able to accommodate new growth. Particular consideration will be given to addressing a shortfall in school places to ensure that educational needs in this community are met.				
Principal Settlement for Growth	Wath upon Dearne / Brampton / West Melton	7.1	9	7	Wath town centre

Settlement Hierarchy	Settlement Groupings	Current Proportionate Size of Settlement	Housing Distribution - % of New Development	Employment Distribution - % of New Development	Retail Hierarchy
	Strategy Wath / Brampton / West Melton lie at the heart of the Dearne Valley communities. Wath provides the range of service provision which aligns with the role of Principal Settlement and which serves the neighbouring settlement of Brampton / West Melton, which are close to a major retail park on the site of the former Cortonwood Colliery site. Wath / Brampton / West Melton settlements are within a key public transport corridor, and there are significant employment opportunities available in the locality. A College of Further Education is also located at Wath.				
Principal Settlement	Kiveton Park / Wales	2.4	3	4	Kiveton Park / Wales district centre
	Strategy Kiveton Park / Wales provide a reasonable level of service provision; also there are two railway stations providing links to Sheffield and the East Coast Main Line at Retford. Wales / Kiveton Park is considered able to accommodate some new growth in the borough. Growth in the settlement may enhance its overall sustainability and give rise to opportunities for improving its current infrastructure and physical environment.				
Principal Settlement	Waverley	0	17	18	Waverley local centre
	Strategy Waverley new community will deliver 3,900 new homes in total (although only 2,500 are anticipated to be delivered in the Plan period) and supporting community services and facilities will create a new sustainable community in this locality. The adjacent Advanced Manufacturing Park provides a significant number of local job opportunities.				
Principal Settlement	Maltby / Hellaby	7.2	5	2	Maltby town centre
	Strategy Maltby performs the function of a principal settlement; however it may not be able to provide significant opportunities for expansion in the future given the settlement's constraints (including the Doncaster / Rotherham borough boundary to the north, the topography of the land and the Sites of Special Scientific Interest to the south, and the Maltby Colliery spoil heap to the east.) An alternative urban extension has been appraised as part of the Sustainability Appraisal to accompany the Core Strategy on sites to the south west of Maltby close to the settlement of Hellaby.				
Principal Settlement	Aston / Aughton / Swallownest	5.4	4	8	Swallownest district centre
	Strategy				

Settlement Hierarchy	Settlement Groupings	Current Proportionate Size of Settlement	Housing Distribution - % of New Development	Employment Distribution - % of New Development	Retail Hierarchy
	Aston / Aughton / Swallownest provide a reasonable level of service provision. They are considered able to accommodate new growth in the borough. Growth may enhance the overall sustainability and give rise to opportunities for improving current infrastructure and the physical environment.				
Principal Settlement	Swinton / Kilnhurst	5.8	4	0	Swinton district centre
	Strategy Swinton / Kilnhurst are also located in the Dearne but are close to Rotherham Urban Area. The settlement grouping has high levels of population and provides some higher order services. Although the communities do not serve a wider catchment area, they provide a level of service provision which supports the local population. Swinton has a railway station linking to Sheffield / Leeds and Doncaster which may make it suitable for future growth opportunities. It is considered that Swinton / Kilnhurst fulfil a role as Principal Settlement although future opportunities for growth are limited. There is one highly contaminated site (the former Croda site) within the settlement that may be able to provide some development opportunities in the future. However it will need to be demonstrated that the site can be satisfactorily "cleaned / decontaminated" to enable housing development to proceed on site.				
Local Service Centre	Catcliffe / Orgreave / Treeton	2.6	1	5	Local and neighbourhood centres
	Strategy With more limited social infrastructure the Catcliffe, Orgreave, & Treeton grouping provides a local service centre function. This does not necessarily preclude further development, particularly where they are well served by public transport. The grouping includes a retail park at Catcliffe.				
Local Service Centre	Thurcroft	2.1	2	3	Local and neighbourhood centres
	Harthill	0	0	0	
	Todwick	0	0	0	
	Woodsetts	0	0	0	
	Thorpe Hesley	2.1	1	0	
	Strategy Thurcroft, Todwick, Harthill, Woodsetts and Thorpe Hesley all perform functions as local service centres. They provide a mainly local function, although this does not necessarily preclude further development, particularly where they are well served by public transport. The details of any potential growth opportunities within and on the edge of these communities will be decided within the emerging Sites and Policies document.				

Settlement Hierarchy	Settlement Groupings	Current Proportionate Size of Settlement	Housing Distribution - % of New Development	Employment Distribution - % of New Development	Retail Hierarchy
Notes: Settlement proportions are based on the number of households for the whole borough including smaller villages and Green Belt villages. The housing and employment percentages may not add up to 100% as the figures have been rounded. Allowance has been made to provide 1% of the borough's housing requirement in other villages (including Harthill and Woodsetts) to meet localised need and which is not shown in the above table.					

Delivering development on major sites

Policy CS 2

Delivering Development on Major Sites

Detailed masterplanning and the preparation of appropriate Design Codes will be required prior to the submission of any planning application, to bring forward the strategic allocation and broad location for growth in a coherent way to ensure that all new development meets the aims of the borough Spatial Strategy. Masterplanning will ensure that the phasing and delivery of essential infrastructure will enable the creation of sustainable communities. It will minimise the impact of new development on existing services and facilities, ensure the delivery of new social infrastructure to meet the requirements of the development and minimise harm to, and maximise benefits for, the environment. Detailed masterplanning will also be encouraged on all large scale major sites for new development to meet these broad aims. The Council will expect masterplans to demonstrate an appropriate level of community engagement in their preparation.

Explanation

5.2.52 It is important to ensure that the development priorities of the Core Strategy can be delivered in a planned rather than an ad hoc way and that sites are released to meet the needs of the borough. It is also vital to ensure that sufficient impetus is given to continuing the development of a major or significant site once development has commenced to ensure the delivery of the appropriate infrastructure to meet the needs of the incoming residents and reduce the impact of new development on existing infrastructure within existing communities. Masterplanning can be an effective way of achieving this.

5.2.53 The Core Strategy is promoting a localised review of the Green Belt whose boundaries will be determined in the emerging Sites and Policies document. Policy CS1 Delivering Rotherham's Spatial Strategy identifies a strategic allocation and broad location for growth that are essential to the delivery of the borough Spatial Strategy: to the north west of Rotherham Urban Area and to the east of Dinnington respectively. In addition and to meet the locally derived housing and employment land targets there is a need to release a number of smaller but still sizeable sites that are green field and designated Green Belt in the Unitary Development Plan.

5.2.54 This policy seeks to ensure that detailed masterplanning for the strategic allocation and broad location for growth is carried out at an early stage in the visioning for the location and that appropriate consultation is undertaken before planning permission is sought. The policy also encourages the use of detailed masteplanning on other large scale major sites that are identified for development in the Sites and Policies document. Large developments may give rise to a range of issues through their sensitive location, constraints and challenges in bringing forward development on the site or because of the scale of the proposals. The Sites and Policies document will establish guidelines for potential applicants, land owners and developers for involving the public, communities of interest and key stakeholders in proposals. This will ensure that the key issues are tackled early on and that the concerns of local people, stakeholders and communities of interest are addressed, and mitigation measures put in place where feasible.

5.2.55 For the purposes of this policy 'large scale major sites' are defined using the Development Management categorisation for large scale major applications: for dwellings this includes sites of 4 hectares or more, or 200 or more dwellings and for all other uses, more than 10,000 square metres or more than 2 hectares.

5.2.56 The aim of this policy is to support the creation of sustainable communities throughout the borough through the release land in a structured way to ensure that the necessary supporting infrastructure is delivered at an appropriate time and that sufficient impetus is given to continuing the development of the broad locations for growth, large scale major sites or clusters of sites once development has commenced. Masterplanning can assist in planning for the delivery of appropriate infrastructure to deliver the necessary community services, infrastructure, transport improvements, affordable housing provision, landscaping and green infrastructure, in a timely manner to meet the needs of the community without putting undue pressure on services and facilities and other infrastructure within the surrounding communities. The ecosystem services provided by major greenfield sites will be established prior to release for development and masterplanning will be required to demonstrate how these will be conserved.

5.2.57 Encouragement will be given to maintaining the landscape characteristics of greenfield sites allocated for development in the Sites and Policies document in their countryside use prior to new development occurring on site and during subsequent development phases. This will enable their successful integration into the wider countryside once development occurs.

Delivery

5.2.58 The Council will work with landowners and developers in preparing masterplans and Design Codes where necessary to guide the delivery of future development proposals in a coherent and timely manner. Refer to policy CS28 Sustainable Design for more guidance. Masterplans and Design Codes will ensure that detailed planning applications meet the over-arching vision for the site and ensure the delivery of appropriate infrastructure in a timely manner.

Location of new development

Policy CS 3

Location of New Development

In allocating a site for development the Council will have regard to relevant sustainability criteria, including its:

a. status as previously-developed (brownfield) land
b. proximity as prospective housing land to services, facilities and employment opportunities
c. access to public transport routes and the frequency of services
d. potential to relieve deprivation
e. quality of design and its respect for heritage assets and the open countryside
f. effect on other environmental matters
g. potential to maintain and create links to green infrastructure

h. potential to benefit from, support and improve existing infrastructure
i. ability to limit the loss of best and most versatile agricultural land (Grades 1,2 and 3a)
j. contribution to the creation of mixed and balanced communities
k. ability to avoid, or suitably reduce the risk of, flooding

These considerations are not in any order of priority. Due weight will be accorded to each one in the particular circumstance of the case. The sustainability of windfall and Traveller's sites for development will also be assessed against the above criteria.

Explanation

5.2.59 The spatial development strategy seeks to create sustainable communities by concentrating new development in and around existing urban areas and it determines the amount of development for each area. The location of new development is important not only at a strategic level but also in relation to how it contributes to and affects existing communities and the wider environment. In choosing new sites for development a number of things need to be taken into consideration to ensure that communities will grow in a sustainable way. This policy sets out the key factors which will be taken into account in selecting the location of particular sites for development although this list is not exhaustive.

5.2.60 The National Planing Policy Framework (NPPF) requires that development plans include policies that will promote sustainable development in economic, social and environmental terms. They should provide improved access for all to jobs, services, shops, and facilities, by ensuring that new development is located where possible to allow access to services or facilities on foot, bicycle and should aim for a balance of land uses within the area so that people are encouraged to minimise journey lengths.

5.2.61 National guidance also states that Planning should encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value and to enhance as well as protect biodiversity, natural habitats, the historic environment and landscape and townscape character. Derelict sites often blight the areas they are in and their re-development should be a priority. Re-use of such sites also minimises the amount of countryside and other greenfield land required.

5.2.62 For existing communities to grow in a sustainable way new development should, wherever possible, be located where accessibility between new housing, existing centres, facilities and services and existing and planned employment opportunities can be maximised. Good accessibility comes from close proximity, good transport networks or a combination of the two.

5.2.63 Access to public transport can be a significant barrier to employment opportunities. Policy CS3 therefore seeks to maximise the proximity of new housing to service and employment centres, and maximise the accessibility of new development to public and private transport networks. Ensuring access to employment and training opportunities will help address deprivation in Rotherham; one of the main objectives of the Sheffield City Region Transport Strategy.

5.2.64 The NPPF states that plans should, where reasonable to do so, create patterns of development that facilitate the use of public transport, cycling and walking and also aim for a balance of land uses, in an area, to encourage people to minimise journey lengths.

5.2.65 New development can play an important role in supporting regeneration and the contribution that it can make to communities, particularly those that are most deprived. In allocating sites the Council will seek opportunities for the potential benefits of new development to be felt by the borough's most deprived communities. These benefits could be in relation to employment opportunities, access to services and facilities or access to new affordable housing.

5.2.66 The NPPF requires Local Plan policies to protect and enhance our natural, built and historic environment. This Policy recognises that new development will have an impact on the quality, character and amenity of the locality or local area and in choosing locations for new development consideration needs to be given to which sites will have potentially positive effects on the character of the locality and which have the least negative impacts and what potential for the mitigation of negative impacts exist. New development sites should promote local distinctiveness, integrate new development into the natural, built and historic environment, be in locations that minimise the impact upon, and where possible improve and make a positive contribution to local character and distinctiveness and to the existing surrounding urban areas and countryside as well as the wider environment.

5.2.67 In locating development care will be taken to minimise the loss of the best and most versatile agricultural land and opportunities to maintain and create links to green infrastructure will be taken wherever possible.

5.2.68 The infrastructure requirements of new development need to be taken into account and development should be prioritised where existing infrastructure, including green infrastructure, capable of supporting development, exists. The potential for new infrastructure also needs to be considered either for a single site or a collection of sites which would require or contribute to infrastructure provision. The potential opportunities for development to facilitate new infrastructure, which may benefit the wider community, should also be considered when deciding on locations for new development. Green infrastructure can be used to drive forward economic growth and regeneration and promote a greener economy, releasing multiple benefits for the communities it serves and enhancing sustainability credentials.

Delivery

5.2.69 Delivery will be through informing the site selection process in production of the Sites and Policies document and the consideration of planning applications in the development management process.

Green Belt

Policy CS 4

Green Belt

Land within the Rotherham Green Belt will be protected from inappropriate development as set out in national planning policy.

In line with Policy CS1, land within the Strategic Allocation at Bassingthorpe Farm is removed from the Green Belt, as shown in Map 3 'Strategic Allocation Policies Map'.

A comprehensive review of the remaining boundaries of the Green Belt will be undertaken and shown on the Policies Map to accompany the Sites & Policies document. This Review will assess land against the national purposes of Green Belt and, together with sustainability and constraints considerations, will identify sufficient land to meet housing, employment and other development needs in the borough.

Changes to the Green Belt will be considered in the following locations:

- The wider Rotherham Urban Area
- Principal Settlements for Growth
- Principal Settlements
- Thurcroft
- A broad location for growth is identified at Dinnington East, which will be removed from the Green Belt; the detailed Green Belt boundaries will be defined in the Sites and Policies document and accompanying Policies Map.
- Consideration will be given to a limited review of the Green Belt in other locations, as necessary, to deliver the spatial growth strategy established in CS1 and to ensure the long-term sustainability of all communities.

Land will also be removed from the Green Belt and identified as Safeguarded Land available for longer term development beyond the Plan period.

Opportunities to support and enhance the beneficial use of the Green Belt will be pursued in the future through compensatory measures including the creation or enhancement of Green Infrastructure.

Explanation

5.2.70 Rotherham's Green Belt covers approximately 72% of the borough and regulates the growth of urban areas. The Council recognises the important role of the Green Belt in the borough, particularly in preserving its towns and settlements from merging into one another, safeguarding the countryside and concentrating development into its urban areas. The National Planning Policy Framework states that "the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence."

5.2.71 The Green Belt boundary was tightly drawn around the built-up areas of Rotherham in order to reinforce the previous regeneration strategy of directing new development towards derelict areas which were the aftermath of extensive steel and colliery closures. This strategy has proved so successful that the majority of the derelict land has now been reclaimed and is once again in productive use. The down-side of this success is that the need for future development land cannot be satisfied within the built-up areas of Rotherham alone.

5.2.72 National planning policy requires that in reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. Key corporate priorities for the Council include economic growth and revitalisation of Rotherham town centre. The Core Strategy's housing and employment land requirements reflect these high priority areas by providing sufficient long-term employment land to encourage economic development and ensuring sufficient new housing provision to accommodate population growth. In Rotherham these requirements form the exceptional circumstances to justify exploring the release of land that currently has a Green Belt designation. It is appropriate therefore that review of the Green Belt boundary should be undertaken as an essential part of the preparation of Rotherham's Local Plan.

5.2.73 Whilst the Council must plan for future growth, it also needs to protect sensitive areas from development and ensure that the pattern of development does not have a negative impact on sustainability. This, allied to the established exceptional circumstances, forms the foundation to a Review with an overarching ambition of not causing material harm to the fundamental aims of national Green Belt policy.

5.2.74 The Strategic Green Belt Review provides an understanding of the strengths and weaknesses of the existing Green Belt designation, and a consideration of wider sustainability issues. Land within the Strategic Allocation at Bassingthorpe Farm is removed from the Green Belt. The area removed and the new Green Belt boundary is shown on Map 3 'Strategic Allocation Policies Map'. The Site and Policies document will review and amend the remaining Green Belt boundary as appropriate. This will provide certainty through and beyond the plan period (2013 - 2028) that no further changes will be necessary. The integrity of the Green Belt can be seriously compromised where its boundaries are constantly changing. Furthermore, public confidence in Green Belt policies is largely dependent on their certainty and longevity.

5.2.75 In order to avoid the need for future review of the Green Belt boundary, it is necessary to identify Safeguarded Land between urban areas and the Green Belt which may be required to meet longer term development needs at least five years beyond the end of the Plan period.

5.2.76 In accordance with the approach being taken, where land is removed from the Green Belt for built development, the opportunity should be taken to compensate by enhancing the features

and facilities of the remaining Green Belt areas in that vicinity, through the creation or improvement of existing green infrastructure: looking for opportunities to provide access; provide opportunities for sport and recreation; retain and enhance landscapes, visual amenity and biodiversity; or improve damaged and derelict land.

5.2.77 The difficulties and inconsistencies caused by the tightly drawn boundaries of the Green Belt around some parts of the borough, as shown in the Unitary Development Plan, are also recognised. The Green Belt in some locations follows irrational, arbitrary lines, or features on the Ordnance Survey Mapping, which bears no relationship to circumstances locally or features on the ground. Therefore, it is also considered appropriate to make minor alterations to the Green Belt boundary during the review process, in order to remove irregularities and to take account of circumstances on the ground. It should be noted that these are not intended to facilitate development or meet housing needs, but to provide a defensible Green Belt boundary throughout the borough.

Delivery

5.2.78 Development in the Green Belt will be managed and controlled through determining planning applications. The National Planning Policy Framework makes it clear that most types of development in the Green Belt are inappropriate and can only be permitted in very special circumstances. Development management policies in the Sites and Policies document will set out the types of use which can be considered in the Green Belt and the criteria which must be met. The borough's Green Belt will be maintained through the appropriate allocation of land to meet future development needs and the designation of the Green Belt as set out in Map 3 'Strategic Allocation Policies Map' and on the policies maps that form part of the Sites and Policies document.

Safeguarded land

Policy CS 5

Safeguarded Land

Safeguarded Land will be identified, in areas between the Green Belt and Settlements, in the Sites and Policies document to meet possible longer term development needs equivalent to 5 years beyond the Core Strategy Plan period.

The broad areas of search for Safeguarded Land will be considered in the following locations:

- The wider Rotherham Urban Area
- Principal Settlements for Growth
- Principal Settlements

Consideration may need to be given to identifying safeguarded land in other locations to provide a defensible Green Belt boundary throughout the borough.

Safeguarded land will be removed from the Green Belt but not allocated for development. The principles of protection enshrined in national Green Belt policy will apply to safeguarded land during the current Plan period. Development of safeguarded land will require a review of the Local Plan and assessment of the land in relation to the need for development at that time and the identification of the most appropriate locations for development to take place.

Temporary developments which assist in ensuring that the land is properly managed may be permitted where they do not conflict with other relevant Core Strategy or Development Management policies. No development which would prejudice later comprehensive development will be permitted.

Explanation

5.2.79 Rotherham's Green Belt has proved effective over the years in containing urban sprawl and achieving the other purposes of Green Belts. Green Belt boundaries are intended to be as permanent as is possible and to remain unchanged for a period in excess of the life of the Local Plan.

5.2.80 Safeguarded Land comprises areas and sites between the urban area and the Green Belt which may be required to serve development needs in the longer term. It will be located where future development would be an efficient use of land, well integrated with existing development and well related to public transport and other existing and planned infrastructure so promoting sustainable development. Safeguarded Land is not allocated for development at the present time but is identified to meet possible longer term development needs. The designation of such land helps to strengthen the permanence of Green Belt boundaries. To ensure the continued protection of safeguarded land within this Plan period the policy makes it clear that the principles of protection enshrined in national Green Belt policy will apply. Further guidance will be provided through the Sites and Policies document. Policy CS5 identifies the broad areas of search for safeguarded Land. Consideration may need to be given to identifying Safeguarded Land in other locations in the borough as part of establishing a defensible Green Belt boundary.

5.2.81 Safeguarded Land will be subject to technical assessment and public consultation when the Local Plan is reviewed, if consideration of development needs at that time indicate that additional land is needed in the area. In the intervening period, development would be restricted to that necessary for the operation of existing uses. Any proposals to consider permanent development on Safeguarded Land will be treated as a departure to the Plan.

5.2.82 For those areas of countryside outside of the Green Belt, recognising the need to protect the countryside for its own sake may fulfil a number of objectives including providing for attractive, economically healthy settlements and helping to retain agriculture, forestry, nature conservation uses and other non renewable resources.

Delivery

5.2.83 Safeguarded Land will be identified in the Sites and Policies document. On review of the Local Plan consideration will be given to the need for Safeguarded Land to be allocated for development to meet future development needs. At that time technical assessment of the suitability of the site including consideration of its sustainability credentials will be undertaken.

5.3 Creating mixed and attractive places to live

Meeting the borough's housing requirement

Policy CS 6

Meeting the Housing Requirement

Sufficient land will be allocated in the Sites and Policies document to meet Rotherham's housing requirement of 850 net additional dwellings per annum or 12,750 for the period 2013 to 2028, plus any shortfall in the delivery against that annual target from April 2008 to March 2013. That shortfall or backlog is estimated to be 1,621 dwellings, and the Council will aim to distribute it evenly throughout the plan period (108 per annum). The following principles will be applied to the allocation and release of these sites:

a. New allocations will be distributed according to the Spatial Strategy set out in Policy CS1 Delivering Rotherham's Spatial Strategy

b. In each settlement site allocations shall be made that would promote sustainable growth, having regard to the criteria laid down in Policy CS3 Location of New Development

c. Housing development will be expected to make efficient use of land while protecting or enhancing the character of the local area.

Explanation

5.3.1 This policy sets out how the Core strategy will ensure that the future housing requirements of Rotherham are met. This is essential if we are to meet the needs of existing communities and to support the economic growth of Rotherham. New homes are required not only to meet the projected growth in the number of households in the borough but also to increase the variety of homes available, improving the choice on offer to existing residents and those who may be looking to move to the borough.

5.3.2 New housing development, in the right places, allows existing communities to grow in a sustainable way and can support existing local services and facilities, either by ensuring that enough people are using them and in some cases by facilitating the provision of new infrastructure and facilities.

5.3.3 The number of households in the borough is projected to continue rising the supply of new houses, compared to demand, is an important factor determining the price of housing. Building enough new homes to meet increasing demand is, therefore, key to improving the overall affordability of housing in Rotherham's communities.

5.3.4 Given the above, it is important that the allocation and release of housing land is managed in a way that ensures that there is always an adequate supply of housing land while ensuring that

the growth of communities is sustainable, supports regeneration and minimise the loss of valuable countryside.

5.3.5 The Council will allocate sufficient housing land in the Sites and Policies document to ensure that the identified housing requirement for the plan period is met. The proportion of new housing that will be provided in each area is set out in Policy CS1. The overall requirement and individual settlement targets should not be considered as ceilings. Enough new housing land will be allocated in each settlement to ensure that these proportions are met. The housing requirement will be met not only through new housing allocations but also through the development of sites that have already been identified or released for development. These sites include those which already have planning permission, known as commitments, and those remaining Housing allocations which we still consider to be sustainable. Future windfalls will also be taken into account, as part of the rolling 5 year supply, where there is compelling evidence to do so. This means that the amount of new land that we need to allocate will be substantially less than the overall requirement figure. The Sheffield/Rotherham Strategic Housing Land Availability Assessment (SHLAA) assesses the amount of housing that we can expect to be delivered from commitments and remaining allocations. The final amount of new allocations that will need to be made will be determined in the Sites and Policies document in light of the most up to date SHLAA.

5.3.6 The particular sites which will be allocated in each area will be selected in light of the criteria in Policy CS3 from among those identified as developable and deliverable by the SHLAA or as any new evidence may indicate. The Government's policy is to ensure that housing is developed in suitable locations contributing to the sustainable growth of communities. The NPPF states that plans should, where reasonable to do so, create patterns of development that facilitate the use public transport, cycling and walking and also to aim for a balance of land uses, in an area, to encourage people to minimise journey lengths. As well as choosing the right locations for new housing, the density at which they are built is also important. Higher density housing development in the right areas supports and makes best use of transport infrastructure and existing services and facilities by increasing the number of people within walking or cycling distances of them. The density of new housing development is also important because higher densities reduce the amount of countryside that will need to be allocated for housing. Higher densities should not be an excuse for poor design or impact unacceptably on the existing community and townscape.

5.3.7 For years 6 to 10 of the plan period, and years 11 to 15 where possible Local Planning Authorities must identify enough land to meet the requirement either as specific developable sites or as broad locations for growth. Sheffield/Rotherham SHLAA demonstrates that there is a potential supply of deliverable and developable sites well in excess of the 15 year requirement. Accordingly, the Core Strategy identifies enough land to meet the requirement for the full 15 year period.

5.3.8 The need to maintain a five year supply of deliverable sites is an overriding consideration when deciding when sites should be released. The housing trajectory, and the SHLAA will be updated annually and used to evaluate whether there is a five year housing land supply and whether this will continue to be maintained throughout the plan period. They will also be used to evaluate whether housing land is being released at a rate that will deliver enough housing to meet the requirement for the plan period.

5.3.9 While the release of previously developed or "brownfield" sites is to be encouraged the number of remaining suitable brownfield sites is limited and the number of houses that can be

accommodated on them fall far short of those needed to deliver the required housing. Current economic conditions and constraints on many of the remaining previously developed sites means that development is not economically viable, at least in the short term. The early release of greenfield sites is therefore inevitable, even though there may be some brownfield sites remaining. Evidence provided by a regularly updated SHLAA allow decisions to be made regarding the deliverability of brownfield sites at any given time.

5.3.10 Sites will inevitably come forward for housing that have not been allocated, these are known as "windfalls". Windfall sites may be those that are too small to allocate or larger sites that have not been identified as potential housing sites at this time; e.g. a commercial site that has become disused and is no longer viable for employment use. A substantial proportion of the housing delivered in recent years has been on windfall site. The proportion of future housing delivered on windfalls in the future is likely to be lower, but these will potentially form a part of the rolling five year housing supply. Future windfalls will, therefore, be taken into account when considering how much land will be allocated in the Sites and Policies document where there is clear evidence regarding future windfall rates.

Delivery

5.3.11 Delivery will be through informing the site selection process in production of the Sites and Policies document and the consideration of planning applications in the development management process.

5.3.12 An early review of the Rotherham Local Plan may be necessary if joint working with Sheffield City Council and other local authorities within the Sheffield City Region demonstrates a need for additional housing provision, to meet needs within the wider Strategic Housing Market Area. Further guidance is provided in Policy CS34.

Housing Trajectory

5.3.13 Figure 2 'Housing Trajectory' below illustrates expected housing delivery over the Plan period taking account of past rates of housing completions and conversions. It shows:

- Projected completion rates from 2013 to 2028, based on contributions of the various components of housing supply. This includes existing allocated sites, existing commitments as well the assumption that future allocations in the Local Plan will be managed to meet future requirements;
- The annual housing requirement taking into account the backlog distributed evenly throughout the Plan period (see Table 4 'Summary of Housing Requirement'); and
- The average annual target at any given year, taking into account previous completion rates. This figure is calculated by taking the total number of dwellings in the remaining requirement, divided by the number of years remaining.

5.3.14 Past completion rates and the resultant backlog are shown in Table 5 'Housing Completions 2008 to 2013'. The trajectory reflects analysis of the various components that will make up future housing supply and the delivery timescales, using evidence provided by the Joint Sheffield / Rotherham Strategic Housing Land Availability Assessment (SHLAA).

Table 4 Summary of Housing Requirement

Backlog against local target 2008/09 to 2012/13	1,621
Core strategy requirement 2013/14 to 2027/28	12,750
Total requirement	**14,371**
5 year requirement + backlog + 20%	5,747
Annual requirement in first five years	**1,150**
Requirement for final 10 years	8,624
Annual requirement in final 10 years	**862**

Table 5 Housing Completions 2008 to 2013

	2008/9	2009/10	2010/11	2011/12	2012/13	Totals
Housing requirement	850	850	850	850	850	4,250
Net additions	606	339	485	688	511	2,629
Difference	244	511	365	162	339	1,621

Figure 2 Housing Trajectory

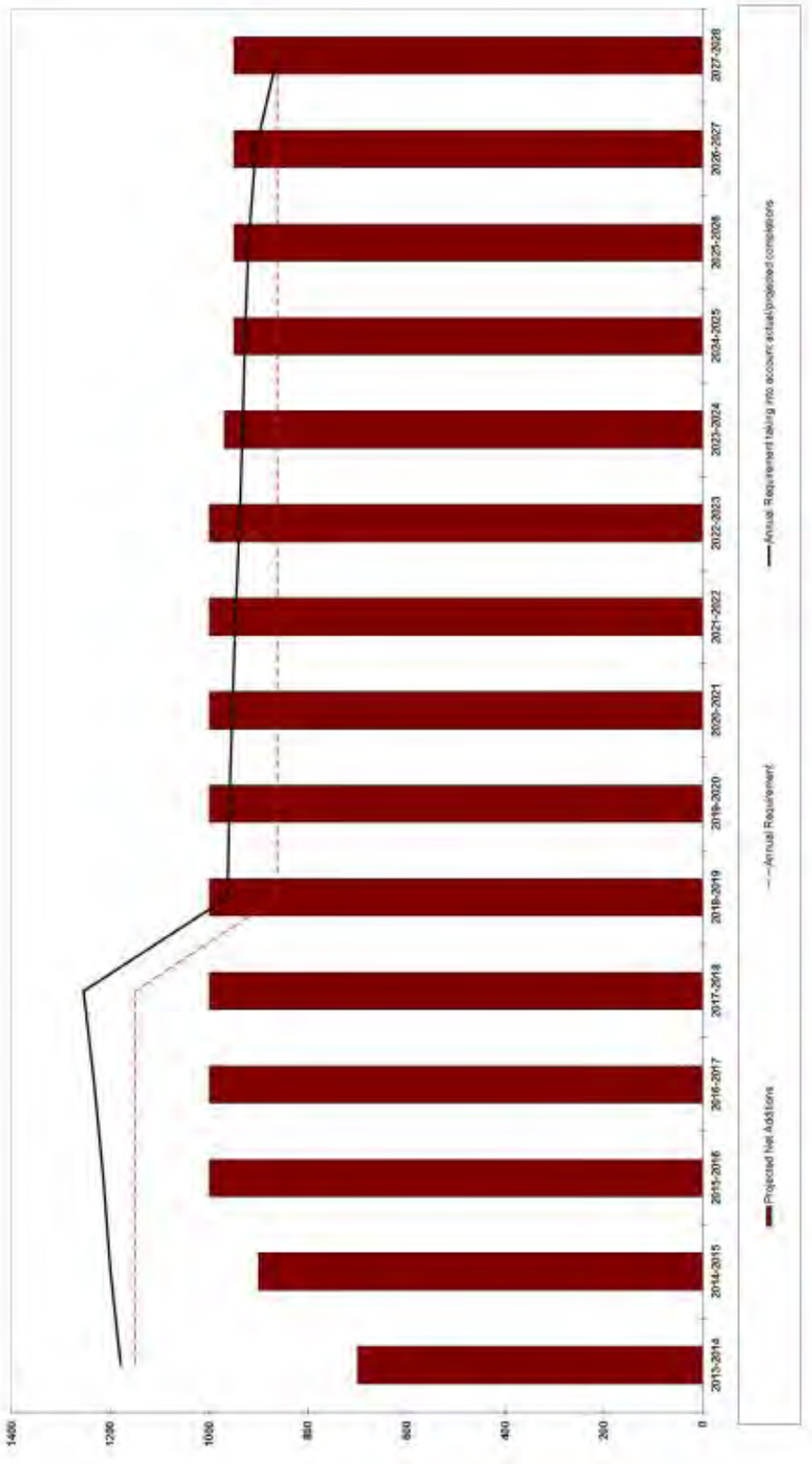


Table 6 Housing Trajectory

	2013 /14	2014 /15	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	2024 /25	2025 /26	2026 /27	2027 /28
Projected net additions	700	900	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	970	950	950	950	950
Annual requirement	1,150	1,150	1,150	1,150	1,150	862	862	862	862	862	862	862	862	862	862
Annual requirement taking into account actual / projected completions	1,180	1,200	1,215	1,233	1,255	963	959	954	947	939	932	928	921	906	862

Housing mix and affordability

Policy CS 7

Housing Mix and Affordability

a. Proposals for new housing will be expected to deliver a mix of dwelling sizes, type and tenure taking into account an up to date Strategic Housing Market Assessment for the entire housing market area and the needs of the market, in order to meet the present and future needs of all members of the community.

b. The Council will seek the provision of affordable housing on all housing development according to the targets set out below, subject to this being consistent with the economic viability of the development:
i. Sites of 15 dwellings or more or developments with a gross site area of 0.5 hectares or more; 25% affordable homes on site
ii. Sites of less than 15 dwellings or developments with a gross site area of less than 0.5 hectares; 25% affordable homes on site or a commuted sum of £10,000 per dwelling to contribute towards provision off site. Any agreed commuted sums would be subject to the provision of a payment scheme agreed between the Council and the applicant.

Where it can be demonstrated that these targets would prevent the delivery of a viable scheme, the precise level of provision will be negotiated, based on a viability assessment. Any viability assessment shall be carried out at the expense of the applicant, according to the principles set out below:

The applicant will raise any viability issues with the Council during the pre-application stage. If a third party appraisal is required the applicant, the Council and the third party consultant will meet to scope the details of the appraisal.

An "open book" approach is required, whereby development finances and their underlying assumptions are subject to appraisal in order to support a claim.

At the very least the applicant will need to provide evidence for the following items:

- Projected Gross Development Value (GDV) (e.g. rents, prices, yields; discounted values)
- Construction costs and programme (e.g. £/m², unit size (m²), build period)
- Finance, fees and all other associated costs (e.g. rate of interest, fee rates, lump sums)
- Gross Profit margins (e.g. % on costs; % of GDV)
- Residual Land Value (i.e. the budget to buy the land) or Land Price (if already purchased)

New self-build homes will be exempt from the requirement to provide affordable housing. This exemption will apply to homes built or commissioned by individuals, families or groups of individuals for their own use and that will be owner-occupied.

c. Where the need for affordable housing has been identified in local service centres and Green Belt villages, which cannot be met on infill sites or in nearby larger settlements small scale rural exception sites will be supported either within the village or as small extensions to the village, as a means of providing affordable housing.

The Council will seek every opportunity to work positively with developers and other partners to deliver affordable housing and a mix of housing types to meet local needs through use of its own land, all available funding opportunities, innovative development models and other available means. Detailed implementation guidance will be laid out in an Affordable Housing Supplementary Planning Document.

When considering the mix of house types to be included in any proposal, regard shall be given to the identified needs of people with special requirements including disabled people, older people and people from minority ethnic backgrounds.

Explanation

5.3.15 We want to make sure that new housing development contributes to creating sustainable communities meeting the diverse needs of present and future residents of the borough. This means that we must ensure that new development creates a wide choice of high quality homes, both affordable and market housing; new development has to be of the right mix of housing types to address the needs of the whole community over the longer term as well as the requirements of the market at the time of the application. Housing choice also has a part to play in ensuring that the borough is attractive to those wishing to re-locate to Rotherham which in turn can contribute to inward investment.

5.3.16 Communities require a variety of housing, particularly in terms of tenure and price to meet the needs of a mix of different households such as families with children, single person households and older people. New housing must be of the right type and size to meet peoples needs and, where possible, address current imbalances in the proportions of different house types in current housing stock.

5.3.17 Many households in Rotherham cannot afford suitable accommodation, either to buy or rent, and the Council seeks to provide affordable housing for eligible households. One of the ways that new affordable housing can be secured is by requiring new housing developments to contribute; usually by including a proportion of affordable homes as part of any new development.

5.3.18 There also needs to be enough housing of the right type for people with special requirements, for example vulnerable young people and adults, and people with disabilities, and for households from minority ethnic backgrounds, including members of the Gypsy and Traveller and Travelling Showpeople communities.

5.3.19 Government Policy seeks to achieve a wide choice of high quality homes, both affordable and market housing and requires Local Planning authorities levels of affordable housing need.Rotherham's Strategic Housing Market Assessment (SHMA) provides the main body of evidence in relation to the required mix of housing and affordable housing need. The Strategic Housing Market Assessment of Rotherham's housing markets, was published in October 2007, and updated in respect of affordable housing need and housing mix in 2010 Overall it was calculated that the total (net) annual affordable housing need estimate is 1,155 at this time. This is higher than the figure of 411 recorded in the original SHMA report. This is a snapshot of the current position and is much larger than can viably be met through developer contributions. However, the update examines how best to improve market balance in the long-term, through its Balancing Housing Markets model and suggests that a target of 35% still seems appropriate in the borough.

5.3.20 The 2010 SHMA update suggests that 35-40% of all new housing in the plan period needs to be affordable. We can realistically expect 25% of new homes developed by the open market to be affordable, provided either on-site or off site depending on the size of the development, as set out in policy CS7. There is therefore an accumulating shortfall of 10-15% of the total annual housing requirement that should be affordable but is unlikely to be met by open market housing, Section 106 agreements and Community Infrastructure Levy. Alternative delivery mechanisms for this need will be sought.

5.3.21 The Council's Housing Viability Study 2011 examined the impact of various levels of affordable housing on the viability of housing development, including the 35% suggested by the 2010 SHMA update, across the borough and demonstrated that 25% would be a realistic level for larger sites and that commuted sums of £10,000 to £20,000 per dwelling could be achieved on smaller sites. For larger sites the Council requires provision of affordable units on site. The Council does however acknowledges that, with smaller sites, it can be impractical to provide units on site and will allow either units on site or a commuted sum in lieu of this.

5.3.22 Local Planning Authorities should ensure that the proposed mix of housing on large strategic sites reflects the proportions of households that require housing and achieves a mix of households, tenure and price. Policies in a Supplementary Planning Document will give detailed guidance on what is expected across the borough, in terms of the mix of house types required, including how the needs of minority ethnic communities and people with special needs are to be met and the actual level of the commuted sum required on smaller sites.

5.3.23 The Council acknowledges that, in certain circumstances, a development may not be able to address all of the required planning obligations without the overall scheme becoming unviable. If an applicant considers that this is the case, then an assessment of development viability can be conducted but at their own cost.

5.3.24 If the applicant and the Council agree that a development appraisal will be a basis for discussions, a model and its inputs will be made known to both parties. When an applicant provides their own model or a third party model, it should be in a format that enables the Council to interrogate its underlying structure and assumptions.

5.3.25 Abnormal costs should be reflected in the price paid for the site. Demolition of existing structures, site clearance and decontamination costs should be reflected in the land value. In the event that the Council has further questions, the applicant will provide supporting evidence. This

could include Building Cost Information Service [BCIS], SPON's Architects' and Builders' Price Book or Valuation Office Agency [VOA] data and local market transactions.

5.3.26 The starting point for any discussion should be based on a model that illustrates a development's viability in the light of the Council's existing policies with regard to affordable housing and the Council's planning obligation requirements. Further satisfactory evidence may be required.

5.3.27 In the event that the initial appraisal finds the site unviable, the next step is for the applicant and the Council to use the appraisal model to discuss solutions for delivering a viable scheme such as phased payments. A cash flow model may help in assessing this.

5.3.28 Under Section "C" of the policy sites can be released for proposals either solely for affordable housing or for the mainly affordable housing with a small percentage of market housing allowed as enabling development, even in areas of policy restraint such as the Green Belt. The means for determining the level of market housing allowed will be defined in the Sites and Policies document. Smaller rural settlements often do not have land remaining within the village, making it difficult to provide affordable housing. A rural exceptions policy allows land to be released for affordable housing where there is identified local need that cannot be met within the village or in a nearby larger settlement. In the case of local services centres this would mean an extension beyond the existing boundary. For villages washed over by the Green Belt this policy could apply to land either within or on the edge of the existing settlement.

Delivery

5.3.29 Delivery will be through informing the site selection process in production of the Sites and Policies document and the consideration of planning applications in the development management process.

Gypsy and Traveller accommodation

Policy CS 8

Gypsy and Traveller Accommodation

Sufficient land will be allocated in the Sites and Policies document to provide for eight Gypsy and Traveller pitches, taking into account any sites that have already been granted planning permission or developed.

Land will be allocated for new sites, with options for new allocations considered throughout the whole Borough, in accordance with the aims of Policy CS3 Location of New Development in light of the level of unmet need in the borough, the particular requirements of the Gypsies and Travellers and the need for integration with the wider community. Applications for new sites will also be determined in accordance with the aims of Policy CS3, in light of the level of unmet need and detailed criteria set out in the Sites and Policies document.

Explanation

5.3.30 The Core Strategy seeks to meet the needs of all communities and recognises that mainstream housing provision does not meet the requirements of many people in the Gypsy, Traveller and Travelling Showpeople communities. This policy seeks to ensure that sufficient land is allocated in the Sites and Policies document to meet identified need. As with other types of housing development, new sites need to meet the needs of the people who will live there, have good access to services and facilities, integrate well with existing communities, and be in the most sustainable possible locations.

5.3.31 Policies guiding the determination of applications for new sites must deal with the particular requirements of the Gypsy and Traveller community and acknowledge that any under-provision of authorised sites within the borough needs to be taken into account.

5.3.32 National planning policy for Gypsy and Traveller sites requires that the local planning authority, in developing policies and allocating sites in the development plan, consider the needs Gypsies and Travellers along with other housing needs. It requires that local needs assessments be carried out and states that land should be allocated to meet the need identified. The South Yorkshire Gypsy and Traveller accommodation needs assessment 2012 identified a need for eight pitches for Gypsies and Travellers but no pitch requirement specific to Rotherham for Travelling Showpeople. Although the study shows no need for Travelling Showpeople's accommodation originating from Rotherham Borough, it is acknowledged that some of South Yorkshire's identified needs could, where appropriate, be met in Rotherham.

5.3.33 National policy requires local planning authorities identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets, and to identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-16. The South Yorkshire assessment looks at needs over the next five years, it is therefore proposed that sufficient land be allocated to meet the requirement over that period.

5.3.34 National Policy states that, where there is no identified need, development plans should include criteria based policies for considering applications that may come forward. Policies in the Sites and Policies document will provide the criteria for determining any applications that may come forward for Gypsies and Travellers and Travelling Showpeople, to meet emerging future need.

Delivery

5.3.35 Delivery will be through informing the site selection process in production of the Sites and Policies document and the consideration of planning applications in the development control process. More detailed policy guidance will be provided in the Sites and Policies document .

5.4 Supporting a dynamic economy

Transforming Rotherham's economy

Policy CS 9

Transforming Rotherham's Economy

Rotherham's economic performance and transformation will be supported by:

1. Allocating sufficient land in the Sites and Policies document to meet Rotherham's employment land requirement of 230 hectares of land for business and industrial development and 5 hectares of land for office floorspace for the Plan period in accordance with the Spatial Strategy set out in Policy CS1 Delivering Rotherham's Spatial Strategy. These allocations will support employment growth in sustainable locations and meet modern economic requirements.
2. Protecting viable employment sites and supporting the regeneration and intensification of previously developed land, including proposals which safeguard the viability of established industrial and business areas through improvements to buildings, infrastructure and the environment.
3. Safeguarding our manufacturing base and targeting the following priority sectors:

    a. Creative and Digital Industries
    b. Advanced Manufacturing and Materials
    c. Environmental and Energy Technologies
    d. Construction Industries
    e. Business, Professional and Financial Services; and
    f. Low Carbon Industries

4. Encouraging the development of an Advanced Manufacturing cluster at Waverley by supporting proposals for complementary uses
5. Encouraging developments which support small and start-up businesses
6. Encouraging proposals which support the Dearne Valley Eco-vision.
7. Supporting innovative and flexible schemes, such as live/work developments, which diversify Rotherham's employment opportunities
8. Supporting rural farm diversification proposals where they are modest in scale, additional to the main agricultural / farm use and re-use existing buildings wherever possible.
9. Assisting the relocation of uses which are ill-suited to their surroundings and which prejudice the satisfactory planning of the area, whilst protecting existing and potential employment opportunities.

Explanation

5.4.1 Rotherham has a rich industrial heritage and over recent years has widened its economic base, attracting investment in areas such as financial services and advanced manufacturing.

Employment creation has been one of the Council's longstanding priorities. Through access to a range of funding sources, a variety of regeneration schemes, and with the assistance of the Council's partners and private sector investment, significant improvement has been made to Rotherham's economy.

5.4.2 Whilst it remains vital to support important and successful sectors such as manufacturing, as the world's economy changes our local economy must adapt to make the most of new opportunities. This requires an improvement in people's skills to enable them to benefit from new jobs, improvements in research and development, and targeting of important sectors for the future. Moving towards a low carbon economy will bring benefits both in terms of addressing climate change and also presenting new opportunities for business.

5.4.3 Rotherham benefits from excellent road, rail and air infrastructure and the local economy enjoys strong links with a number of its neighbouring authorities, particularly within the South Yorkshire sub-region where there is a long history of partnership working. As part of the Sheffield City Region there will be opportunities for the links with our neighbours to be built upon to improve employment opportunities within Rotherham, and access to jobs for Rotherham's residents. A supportive public transport network will assist by encouraging sustainable travel and social inclusion. Policy CS14 sets out how we will support accessible places and manage demand for travel, alongside supporting improvements to public transport infrastructure (CS16, CS17 and CS32).

5.4.4 The Sheffield City Region Development Programme identified key priorities for Rotherham as taking forward the Advanced Manufacturing Park at Waverley, to support implementation of the Rotherham Town Centre Renaissance programme, and to ensure that the planning system provides support in linking deprived communities to economic opportunities. The City Region also recognises that the larger centres, such as Dinnington, contain significant levels of economic activity in their own right. The need to build on the achievements in the DearneValley is also acknowledged.

5.4.5 Sheffield and Rotherham share a single and very successful economy, giving residents a choice of accessible job opportunities and allowing businesses to benefit from market linkages. The corridor between Rotherham town centre and Sheffield, continues to be important to economic growth in Sheffield and Rotherham. Work is underway to prepare a masterplan which addresses the regeneration of the industrial and commercial areas of the Lower Don Valley and its key infrastructure challenges.

5.4.6 In Barnsley and Doncaster the key relationships are focused around the Dearne and Robin Hood Airport. Barnsley's Growth Corridor stretches down the eastern half of Barnsley into Rotherham, supporting the Dearne Valley Eco Vision, and linking to existing employment provision at Manvers. Within Doncaster the importance of the Airport as an economic driver is recognised.

5.4.7 Rotherham has over 2.84 million sq m of floorspace on the main industrial estates with over 22% of this constructed within the last 10 years. Between 1998 and 2004 an additional 24,000 jobs were created in Rotherham, more than double the rate of increase seen regionally and nationally. Whilst the number of people in employment has slipped back due to the impact of the recession, Rotherham's Local Plan seeks to maintain population and sustainable economic growth by providing a balanced choice of land for new development. Going forward, public services, manufacturing, construction and wholesale/retail are forecast to remain as key economic sectors within Rotherham. Growth is also expected across a range of clusters, with perhaps the most significant contribution

expected in advanced engineering and metals, building on the success of the Advanced Manufacturing Park at Waverley.

5.4.8 To make sure that Rotherham continues to provide sustainable, accessible job opportunities and to benefit from economic growth it is important to ensure the availability of a choice of sites and premises. To achieve this we will protect existing viable employment sites and allocate new sites in line with the borough's growth strategy which are well suited to modern economic needs.

5.4.9 The Local Enterprise Partnership (LEP) vision is for the Sheffield City Region to make a greater contribution to the UK economy by having a local economy less dependent on the public sector, providing conditions for businesses to grow and by giving the nation its prime centre for advanced manufacturing and materials, and low carbon industries. It identifies the need to address:

- Investment and innovation in priority sectors, including advanced manufacturing, creative and digital, low carbon industry and healthcare
- enterprise and business growth
- skills and employment
- unlocking the economic potential of key development areas
- improving national and international transport connections, and
- improving the housing offer and creating attractive city and town centres

5.4.10 At a more local level Rotherham's Economic Plan sets out the vision for Rotherham's economy to 2020. It looks to build upon the successful transition from the economic and industrial downturn of the 1980's by providing a strategic steer for the second stage of economic transition. The main strands of the Economic Plan are:

- providing infrastructure for the 21st century
- securing productive and enterprising business
- ensuring that we have the skills for an advancing economy
- raising aspirations and encouraging enterprise
- increasing employability
- focusing on young people who are our future workforce
- creating economic conditions for sustainable development
- delivering quality neighbourhoods; and
- improving the image and perception of Rotherham

5.4.11 Rotherham's Community Strategy also recognises existing weaknesses in the local economy; one of its priorities is to help local people and local businesses benefit from a growing economy. In particular it aims to ensure pople have the skills to access jobs and meet the needs of employers, developing enterprise skills and entrepreneurial talent, and ensuring businesses have support available to help them start up and grow

5.4.12 In 2011 the Sheffield City Region Enterprise Zone was approved by Government. The Modern Manufacturing and Technology Growth Area consists of key sites linked by the M1 corridor which it is hoped will eventually create 12,600 jobs and attract around 250 new advanced manufacturing and technology-based businesses to the region. The Sheffield City Region Local

Enterprise Partnership (LEP) has been handed the responsibility for guiding the strategic direction of the Enterprise Zone and ensuring that it is effectively governed.

5.4.13 To speed up the delivery of development, sites within the Enterprise Zone will benefit from simplified planning procedures between 2012 and 2015 (established via Local Development Orders) as well as financial incentives including Business Rate Relief and Enhanced Capital Allowance.

5.4.14 A number of locations within Rotherham form part of the Enterprise Zone; land at Waverley Advanced Manufacturing Park and a cluster of sites at Templeborough, a key gateway linking Sheffield and Rotherham. Map 6 'Sheffield City Region Enterprise Zone' shows these locations within the broader context of the Enterprise Zone.

5.4.15 Policy CS9 indicates that we will plan to provide 230 hectares of land for business and industrial development and 5 hectares of land for office floorspace. An assessment of likely future employment land requirements considered a number of methodologies. It considered evidence for higher employment land provision, in the region of 390 hectares, based on historic land take up but concluded that this was overly optimistic having regard to the current economic climate. It also considered evidence based on labour supply and demand. Taking account of unimplemented planning permissions and the capacity of existing employment areas to accommodate some new job opportunities, it concluded that around 230 hectares of land for new economic development will be required to meet the broad requirements of 12 - 15,000 additional jobs over the plan period, and a further 5 hectares of land for office floorspace.

5.4.16 The policy also seeks to protect existing viable employment sites and support the regeneration and intensification of previously developed land. It is acknowledged that some of Rotherham's existing employment areas and industrial estates will require improvement and investment to ensure that they continue to meet the needs of a wide range of businesses. This policy supports proposals which would help achieve the safeguarding of established industrial and business areas through improvements to buildings, infrastructure and the environment. The role of public transport in supporting economic growth is also recognised. Policy CS3 identifies access to public transport networks as a key consideration when allocating sites for development, reflecting the impact that access to public transport can have on encouraging sustainable travel patterns and also social inclusion.

5.4.17 However the transformation of Rotherham's economy requires more than just the provision of land. We need to move towards an economy less reliant on traditional forms of industry, look to the opportunities that an evolving national and regional economy can bring and ensure that people within our communities have the skills to benefit from these new opportunities.

5.4.18 To do this we have identified the priority sectors which we will target to help improve economic performance. We will support business start up schemes, and other schemes which secure local business and employment opportunities. In particular we will encourage the development of an Advanced Manufacturing cluster at Waverley, building on the success of existing developments in this location.

5.4.19 We will also encourage activities which help move us towards a lower carbon economy and contribute towards broader climate change, including low carbon / energy efficient buildings. In particular we will support proposals which seek to deliver the DearneValley Eco-vision, which envisages a transformed economy based on growing and managing natural assets and developing new low

carbon infrastructure. It is also recognised that to assist in achieving economic transformation we need to supporting innovative and flexible schemes, such as live/work developments, which diversify Rotherham's employment opportunities.

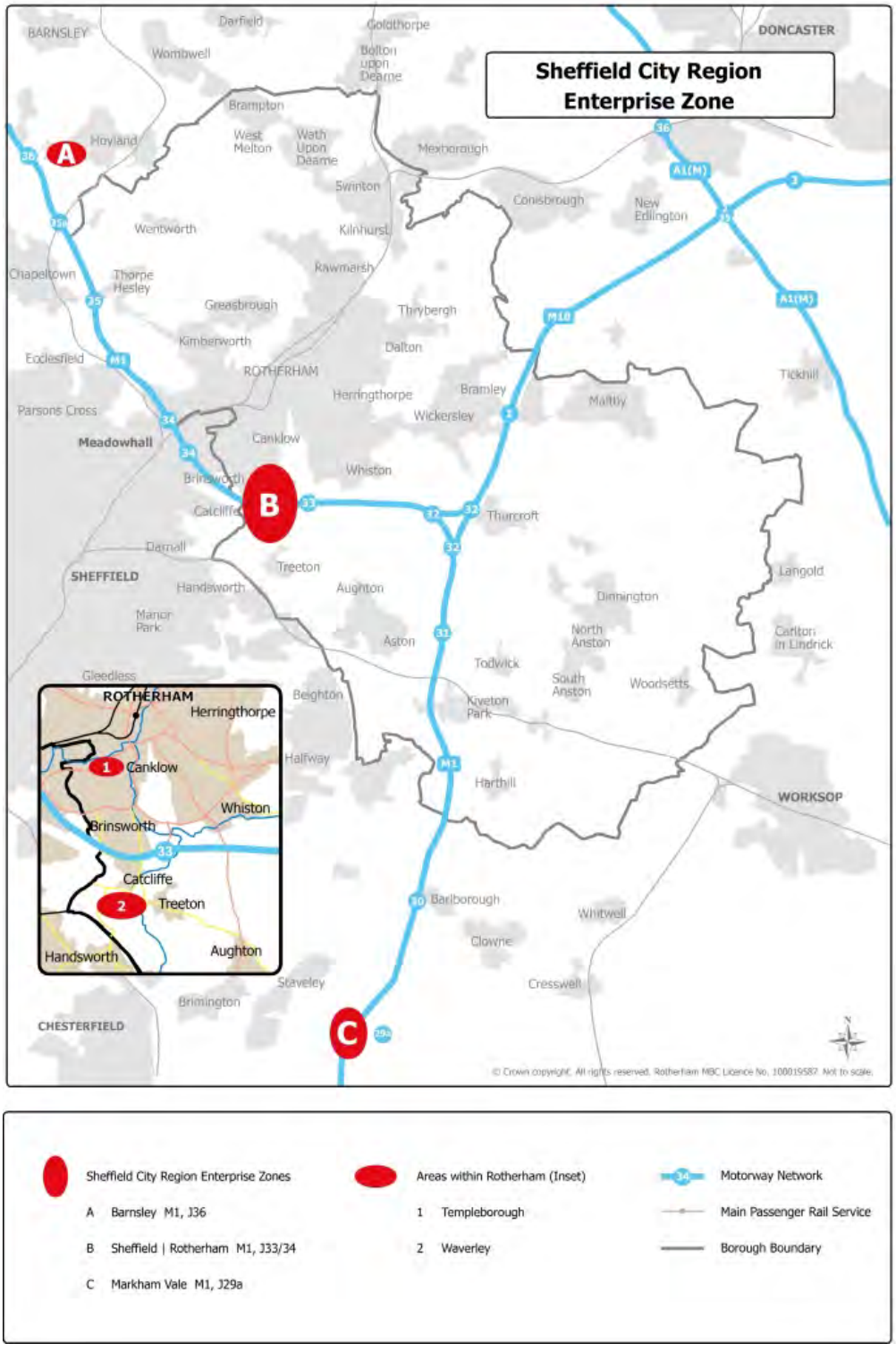
5.4.20 Recognising the changing rural economy, rural diversification schemes will be supported where they are additional to a site's main agricultural or farm use and wherever possible re-use existing buildings. For example, farms may be suitable for appropriate forms of tourism and visitor development such as holiday accommodation, farm trails, working holidays, rural leisure pursuits or rural crafts. Such developments would assist rural economic diversification and provided that they are modest in scale (acknowledging that such locations will not provide sustainable locations for major development schemes) and comply with other policy requirements, particularly environmental and transportation requirements, they are likely to be supported by the Council.

5.4.21 Well established businesses may be located within or adjacent to sensitive uses such as residential or Green Belt areas, and may be prejudicial to the amenities of those areas for reasons of noise, traffic generation, emissions or visual appearance. However, these employment opportunities are valued and the Council does not necessarily wish to extinguish these non-conforming enterprises, nor hinder unnecessarily their growth and development. Where possible, relocation to a more appropriate site will be the preferred long term solution for such businesses. Within the constraints of available resources, the Council aim to assist such relocations to the greatest possible extent.

Delivery

5.4.22 Delivery of this policy will be achieved through the allocation of sites for new development and detailed development management policies in the Sites and Policies document, and the determination of planning applications. Development will be achieved through the support of the Council, working with developers, partners and other stakeholders. The Sheffield City Region LEP will play an important role in assisting the transformation of Rotherham's economy.

Map 6 Sheffield City Region Enterprise Zone



Improving skills and employment opportunities

Policy CS 10

Improving Skills and Employment Opportunities

The Council will work with its partners to improve skills in all of Rotherham's communities through the promotion of access to training, education and local employment opportunities. Where appropriate and viable the Council will seek to enter into a local labour agreement with applicants and developers to improve the links between local communities, developers and employers by:

a. Ensuring that new developments contribute to the provision of education and training
b. Promoting local employment opportunities, and securing construction training experience through employment on site, through financial contributions or through other training programmes

Explanation

5.4.23 A priority in Rotherham's Community Strategy is to help local people and local businesses benefit from a growing economy. In particular it identifies a need to ensure that local people (and particularly our young people) have the skills needed to access jobs and meet the needs of employers. This is key to supporting the transformation of Rotherham's economy. To support this we will promote access to employment, education and training and seek to ensure that new developments contribute towards this by proving training, education and local employment opportunities which benefit both businesses and local communities.

5.4.24 Whilst Rotherham's Economic Plan 2008 – 2020 identifies that there has been progress in the numbers of people in Rotherham achieving qualifications, it recognises that the borough continues to trail behind the national and regional average. If the skills to support higher level industries are not evident then this could limit economic growth by making potential investors reluctant to invest. Improving employability is one of the Economic Plan's priorities. Key challenges identified are:

- A need to improve the achievement of higher skills levels
- Poor skills levels mean that many residents can only achieve low paying jobs, a significant factor for those in the most disadvantaged neighbourhoods
- There is particular under-representation in Rotherham's economy of disabled people, the over 50s, people from Black and Minority Ethnic backgrounds and young people , partly because of poor skills

5.4.25 Progress is being made. In 2010 Rotherham's status as a leader in enterprise education was recognised at a national awards ceremony that named the borough as the most enterprising place in the UK. Part of the Government's drive to increase entrepreneurial activity in the UK, this national award recognised the achievements of the Rotherham Ready project which has trained teachers to develop enterprise in schools and colleges, and harnessed the passion of the business community to promote enterprise and entrepreneurship in education.

5.4.26 Policy CS10 sets out how we will seek to build on this progress by working with our partners to promote education, training and local employment opportunities. The Economic Plan also recognises that the move to a high-value-added and knowledge-based economy requires a major commitment from businesses and will require the close co-operation of employers. We will therefore look for new developments to contribute through the provision of education and training opportunities where this is appropriate and viable. We will also look for new developments to promote employment opportunities for local people. It is recognised that these could include opportunities both at the construction phase of development, and in subsequent occupation.

5.4.27 These opportunities could be provided in a variety of ways, including direct provision of training or employment, or through financial contributions. The Council will seek to deliver these opportunities by entering into a local labour agreement with developers and applicants.

5.4.28 We will look for these opportunities to be taken at all phases of the development process, from construction through to eventual occupiers. We will work to promote the benefits that skills and local employment opportunities bring to both employers and local communities, and a Supplementary Planning Document will be produced to provide more guidance.

Delivery

5.4.29 This Policy will be delivered by seeking to enter into local labour agreements with developers and applicants. The Council and its partners will continue to support and explore funding opportunities to improve skills and training opportunities, and access to employment. A Supplementary Planning Document providing more detail of how Policy CS10 can be implemented will be produced.

Tourism and the visitor economy

Policy CS 11

Tourism and the Visitor Economy

The Council recognises the contribution that tourism can make to sustainable economic development and job creation. The Council will support development proposals for hotels, conference centres, leisure-related tourism facilities, transport facilities, camping and caravanning sites and visitor accommodation in appropriate locations. Proposals focused on the borough's canal's and rivers will be supported where they can be delivered safely and in line with relevant flood risk policy.

Tourism and visitor developments will be supported which

a. improve the quality and offer of Rotherham's visitor economy
b. improve the image and perception of Rotherham and promote the borough as a visitor destination
c. attract investment to the local area and increase job creation
d. increase the skills base in tourism associated areas
e. enhance and conserve the borough's urban and rural heritage, and

f. utilize existing or replacement buildings wherever possible, particularly outside of existing settlements
g. are consistent with town centre regeneration objectives
h. enhance the character and role of Rotherham's country parks, including the provision of appropriate additional recreation, leisure and tourist facilities.

The Council will support proposals for a comprehensive, regional scale leisure and tourist attraction north of Rother Valley Country Park compatible with its location within the Green Belt.

In considering the appropriateness of the location of proposed tourism and visitor developments regard will be had to the proximity to existing and connectivity with other visitor attractions, destinations and amenities, particularly by public transport, walking and cycling.

Explanation

5.4.30 Tourism and the visitor economy have an important role to play in contributing to the diversification of Rotherham's economy, providing employment opportunities in urban and rural locations and enhancing Rotherham's image as a visitor destination. It can also help conserve the built and natural environment and provide facilities which can be enjoyed by Rotherham's residents as well as visitors from further afield.

5.4.31 Rotherham has an attractive rural character, a wealth of historic and heritage interest, good access to the motorway network and to neighbouring areas with established visitor attractions such as Sheffield, Nottinghamshire and the Peak District. The borough enjoys a range of existing visitor attractions including natural and built heritage (such as the Country Parks, the trans Pennine trail and historic buildings such as Roche Abbey, Rotherham Minster and Boston Castle), industrial heritage (Magna Visitor Centre), and libraries, museums, theatres, and art galleries. Rotherham's rivers and canals also provide leisure opportunities. Rotherham also hosts a number of festivals and events including the Rotherham Show, a town centre events programme and one of the largest walking festivals in the country.

5.4.32 In addition to existing facilities, in 2011 the Council granted outline planning permission for a regional leisure and tourist attraction. If delivered, the development, adjacent to Rother Valley Country Park, would provide a mix of themed leisure and recreation experiences, and contribute to Rotherham's local economy by attracting visitors and creating new employment opportunities.

5.4.33 However alongside some of these assets the borough does face pressures which could be detrimental to improving Rotherham's visitor economy. The key strengths, weaknesses, opportunities and threats of Rotherham as a visitor destination are identified in Table 7 'Rotherham as a Visitor Destination: S.W.O.T. Analysis'.

Table 7 Rotherham as a Visitor Destination: S.W.O.T. Analysis

Strengths	**Weaknesses**
• Location and accessibility of Rotherham • Large area of countryside • Established events and attractions (Magna, Festivals) • Walking and cycling provision • Good selection of hotels for business and group markets	• Image and perception of the area as a visitor destination • Lack of infrastructure (coach parking, self catering accommodation, venues, cuisine, rail links, specialist gift shops) • Lack of good quality small Guest Accommodation that are inspected • Unable to cater for large numbers of conference market in the borough who wish high quality accommodation at one time e.g. for Magna conferences / launches
Opportunities	**Threats**
• Robin Hood, Doncaster, Sheffield Airport • Canal developments on Chesterfield Canal and South Rotherham eco tourism • Town Centre regeneration • Increasing affluence and increase in disposable income, along with growth in day trips/short breaks focused on culture, heritage and hobbies and growth in overseas business tourism. • New and proposed leisure facilities and expansion of existing facilities – Clifton Park Museum, YES Project, Manvers Lakeside • Spectator and participation sports Football, Rugby, Inline Roller Hockey, Golf • Trans Pennine Trail / Pennine Cycle Trail	• Expiry of funding regimes • Increased competition at Regional, National and International level • Affordable and convenient air travel encouraging people to travel elsewhere • More sophisticated tastes and increased expectations of tourists • Domestic tourists wanting to travel to further destinations
Source: Rotherham Tourism Plan 2005-2008	

5.4.34 Yorkshire Forward's regional Visitor Economy Strategy 2008 - 2013 seeks to develop the region's tourism offer, to ensure that the development of great places in our region maximises the potential for growth of the visitor economy, and to promote a positive image of the region in a contemporary way that inspires visitors to experience Yorkshire.

5.4.35 This policy supports proposals which contribute positively towards Rotherham's visitor economy and portray a positive external image of Rotherham. It recognises the importance Rotherham's cultural and heritage assets and distinctive local identity. Appropriate development to provide more places to visit, suitable accommodation and supporting infrastructure such as shops, catering and transport facilities will be encouraged. It is considered that the urban areas and in particular the defined town and district centres will meet many of the borough's tourism service needs. However, in some instances due to the type, nature and location of the attraction it will be necessary to consider the need for such facilities in the Green Belt. In considering the appropriateness of the location of proposed development regard will be had to the proximity to existing and connectivity with other visitor attractions, destinations and amenities, particularly by public transport, walking and cycling.

5.4.36 In view of their inherent characteristics, their attractive surroundings, and frequently their heritage interest, canals, rivers, and other water bodies provide considerable potential for leisure and recreational uses. These activities together with associated developments will provide a variety

of employment opportunities, related to such pursuits as canal boating, fishing, water sports and a variety of waterside activities. However it is also recognised that such developments must be delivered safely and in line with national planning policy regarding flood risk. It is accepted that facilities such as small-scale gift shops and tea-rooms might be appropriate in association with or in close proximity to recognised tourist attractions. Provided that a proposed facility of this type has a predominantly tourism function, is small-scale and ancillary in nature to the tourist attraction, and complies with other relevant policies it is similarly likely to be supported by the Council.

5.4.37 Tourism and visitor economy developments can help achieve a wide range of benefits. Policy CS11 sets out the criteria against which proposals will be considered. Proposals will be supported which improve the quality and offer of Rotherham's visitor economy, and which improve the image and perception of Rotherham and promote the borough as a visitor destination. Development also has the potential to help attract investment to the local area and increase job creation, as well as increasing the skills base in tourism associated areas. As such proposals which help contribute towards transforming the economy and local skills will be supported. Depending upon its location, tourism related development can enhance and conserve the borough's urban and rural heritage, and the Council will support proposals which achieve this, having regard to other relevant planning policies. The Council will support sustainable development which minimises environmental impact and re-uses previously developed land. Recognising this, proposals will be supported which utilise existing or replacement buildings wherever possible, particularly outside of existing settlements.

5.4.38 Some tourist or visitor attractions will be most appropriately located within town centres. For example hotels are identified as main town centre uses to which Policy CS12 applies. Proposals involving such uses will therefore need to satisfy other relevant plan policies.

Delivery

5.4.39 This policy will be delivered primarily through the consideration of planning applications, however the Council and its partners will also support partnership working wherever possible to help bring forward schemes to improve the visitor economy. It is recognised that in developing the visitor economy there may well be pressures for development in sensitive locations. The Sites and Policies document will include more detailed policies to ensure that support for developing the visitor economy is balanced with the need to protect, conserve and enhance the natural and built environment.

Managing change in Rotherham's retail and service centres

Policy CS 12

Managing Change in Rotherham's Retail and Service Centres

To maintain and enhance the vitality and viability of the borough's retail and service centres new retail, leisure, service facilities and other main town centre uses will be directed to the most appropriate centre in line with the hierarchy set out below having regard to the type and scale of development proposed. Proposals will be expected to demonstrate how they contribute towards the strategy for each centre as set out below:

Hierarchy	Centre	Strategy
Principal Town Centre	Rotherham Town Centre	Maintain and enhance role as the principal town centre
Town Centre	Dinnington	Improve the range of retail and service provision, reduce vacancies and improve townscape and landscaping
	Maltby	Improve pedestrian mobility / accessibility, the quality and range of comparison shopping outlets, and environmental quality
	Wath-upon-Dearne	Maintain the range of retail and service provision
District Centre	Kiveton Park	Improve the quality and range of retail and service provision, and environmental quality
	Parkgate	Maintain the quality and range of retail and service uses, improve comparison goods provision
	Swallownest	Maintain the quality and range of retail and service uses
	Swinton	Improve environmental and physical quality of the shopping precinct in particular. Improve retail provision and pedestrian movement.
	Wickersley	Maintain the range of retail and service provision, improve convenience retail provision
Local Centres	To be defined on the Policies Map	Encourage developments which improve convenience and comparison goods and service facilities provision and reduce vacancies.

To achieve this and meet forecast need we will plan to accommodate 9,000 sqm gross of convenience goods floorspace, and 11,000 sqm gross of comparison goods floorspace (comprising 3,000 sqm gross of non-bulky goods floorspace and 8,000 sqm of bulky goods floorspace).

As set out in Policy CS1 Delivering Rotherham's Spatial Strategy, Rotherham town centre will be the focus for the majority of new comparison and convenience floorspace proposed to be accommodated in the borough. However subject to satisfying other requirements of this policy, convenience goods floorspace proposals will be supported at Wickersley / Bramley (up to 1,500 sqm gross).

Neighbourhood shops and shopping parades that provide for local retail and service needs will be safeguarded and improved to help reduce the need to travel and to maintain accessibility and inclusive communities. New development of an appropriate scale for local shops and community facilities will be supported in areas of housing growth.

The Sequential Approach

Proposals for town centre uses on the edge of or outside of designated centres will only be permitted where it can be demonstrated that:

a. sites within and then on the edge of town, district or local centres have been assessed and it can be demonstrated that they are not available, suitable or viable for the proposed development, and then
b. In the case of bulky goods floorspace, the availability, suitability and viability of vacant premises in retail parks to accommodate the proposed development has been assessed.

Impact Assessment

Proposals for retail, leisure or office uses of 500 sq m gross or above, on the edge of or outside of designated centres, must be accompanied by an assessment of

c. the impact of the proposal on existing, committed and planned public and private investment in centres in the catchment area of the proposal; and
d. the impact of the proposal on the vitality and viability of centres, including local consumer choice and trade.

Applicants should agree with the Local Planning Authority the scope of the evidence and analysis to be submitted to ensure that this is proportionate to the scale and nature of the proposal.

Explanation

5.4.40 Rotherham town centre is the borough's principal retail and service centre which will continue to be the prime focus for shopping, leisure, education, health and cultural activities and facilities. It also provides important opportunities for housing and employment. Throughout the borough there are a range of shopping and service centres, from town and district centres which serve wider communities, to local centres and shopping parades which enable local communities to access day to day shopping and other services. There are also shopping parks such as Parkgate and

Cortonwood Retail Parks, and areas within neighbouring districts, such as Meadowhall regional shopping centre, which provide employment as well as shopping opportunities. All of these centres will continue to play an important role for communities in meeting their shopping and service needs. However as business and community requirements change it is important that Rotherham's centres can follow suit.

5.4.41 Previous retail and town centre policy has not resulted in the level of protection and enhancement of existing town and district centres envisaged by the Council. This is because the major out of centre retail schemes at Meadowhall and Parkgate Shopping were originally developed during the late 1980's and were already trading before policy in the previous Unitary Development Plan could be applied. Moreover, the impact of these schemes continues to be felt, perhaps even more so, as a result of increasing car ownership (producing increasing levels of shopper mobility), the national trend towards a greater concentration of shopping trips at the more attractive centres, and the recent economic downturn, which has depressed overall levels of consumer retail expenditure.

5.4.42 Rotherham's 2011 Retail and Leisure Study highlights the competition that Rotherham's retail centres face from neighbouring centres such as Sheffield, and from retail parks and shopping centres. Of the £1,018 million of retail expenditure generated within Rotherham, around one-third leaks out to neighbouring areas, mainly to Sheffield District. The principal area of concern is non-bulky comparison goods shopping which forms the 'main stay' of town centres, where half of monies is spent outside of the borough.

5.4.43 Out of centre retailing has expanded considerably over the past 15-20 years, and now accounts for over 70% of the borough's total retail floorspace stock. Significantly (and very unusually), the proportion is higher for "high street" comparison goods shopping than for convenience goods. Overall, more than three-quarters of retail sales in Rotherham are out of centre. Although a high percentage is common for bulky comparison goods and to a lesser extent convenience goods, it is very rare for non-bulky comparison goods turnover to be so dominated by out of centre retailing.

5.4.44 The 2011 borough wide study, along with the 2010 Rotherham Town Centre Retail and Leisure Study, makes it clear that Rotherham town centre could develop further to reposition itself in the national retail ranking and become more competitive with major rivals. Although the independent quality shopping offer has grown in recent years and the town's enterprising nature has seen new start-up businesses achieved in the retail and leisure sector, there still remains a strong qualitative need for further retail provision. They conclude that there is a qualitative and quantitative need for additional retail floorspace to be provided in Rotherham town centre, primarily in non-bulky comparison goods, which would 'clawback' expenditure that is currently leaking out of the borough to competitor centres.

5.4.45 Drawing on the latest evidence base, Policy CS12 establishes the network and hierarchy of retail and service centres within Rotherham (illustrated in Map 7 'Retail Centre Hierarchy'). Rotherham town centre remains the borough's principal retail and service centre. The network of other town and district centres, along with local centres, will be defined on the Policies Map which will accompany the Sites and Policies document. These will be supported by neighbourhood shopping parades which serve the immediate needs of neighbourhoods. It is consistent with national planning policy by promoting a town centre first policy and adopts the sequential approach to site selection, whilst also seeking to support and enhance local shops. It is intended to ensure that new development is directed to centres commensurate with the type and scale of floorspace proposed. To ensure that

new development contributes positively to the vitality and viability of these centres, proposals should demonstrate how they contribute to the centre strategies outlined in Policy CS12.

5.4.46 To meet forecast needs, we will plan to accommodate 9,000 sqm gross of convenience goods floorspace. Provision will also be made to accommodate 11,000 sqm gross of comparison goods floorspace, comprising 3,000 sqm gross of non-bulky goods floorspace and 8,000 sqm gross of bulky goods floorspace. The evidence base indicates a significant level of over-trading in the bulky goods sector, which is derived from over-trading at existing out of centre retail parks. However it is considered that there is no evidence of a material qualitative need for additional bulky goods floorspace provision beyond the 8,000 sqm identified above, particularly given the existing bulky goods provision within the borough including vacant units as well as extant planning consents. As set out in Policy CS1 the majority of retail floorspace need will be focused on Rotherham town centre, however up to 1,500 sqm gross of convenience goods floorspace will be supported at Wickersley / Bramley.

5.4.47 The policy also recognises the importance of smaller neighbourhood centres in providing local shopping opportunities. It identifies that these will be safeguarded and improved to ensure that Rotherham's communities continue to have access to local shops and services for day to day needs. It is also recognised that in areas of housing growth there may be a need for new neighbourhood shops and services to meet the needs of growing populations. Where this is the case the Council will support proposals of an appropriate scale to ensure day to day needs are met.

5.4.48 For the purposes of this policy the definition of main town centre uses set out in the National Planning Policy Framework will be used. In assessing whether proposed development satisfies the sequential test, the following will be taken into account:

- **Availability** – whether sites are available now or are likely to become available for development within a reasonable period of time (determined on the merits of a particular case, having regard to inter alia, the urgency of the need). Where sites become available unexpectedly after receipt of an application, this will be taken into account in the assessment of proposals.
- **Suitability** – with due regard to the requirements to demonstrate flexibility, whether sites are suitable to accommodate the need or demand which the proposal is intended to meet.
- **Viability** – whether there is a reasonable prospect that development will occur on the site at a particular point in time. Again the importance of demonstrating the viability of alternatives depends in part on the nature of the need and the timescale over which it is to be met.

5.4.49 The borough includes a number of retail parks where vacant retail units could accommodate the requirements of bulky goods floorspace. The re-use of vacant floorspace is, in most cases, likely to be preferable to the creation of new floorspace which is not within or on the edge of defined centres. In the interests of efficient land use, criterion b. requires that in the case of bulky goods development after following the sequential approach in criterion a. consideration will be given to the availability, suitability and viability of vacant premises to accommodate the proposed development.

5.4.50 Where retail, leisure or office development of 500sqm gross or above is proposed on the edge of or in out of centre locations an impact assessment will also be required. This threshold does not imply that proposals above 500sqm are of an inappropriate scale or that they should not receive planning permission. Applicants should agree with the Local Planning Authority the scope of the evidence and analysis to be submitted to support any application, particularly in respect of the

sequential and impact test requirements, to ensure that this is proportionate to the scale and nature of the proposal. In all cases the Council encourages early engagement with applicants.

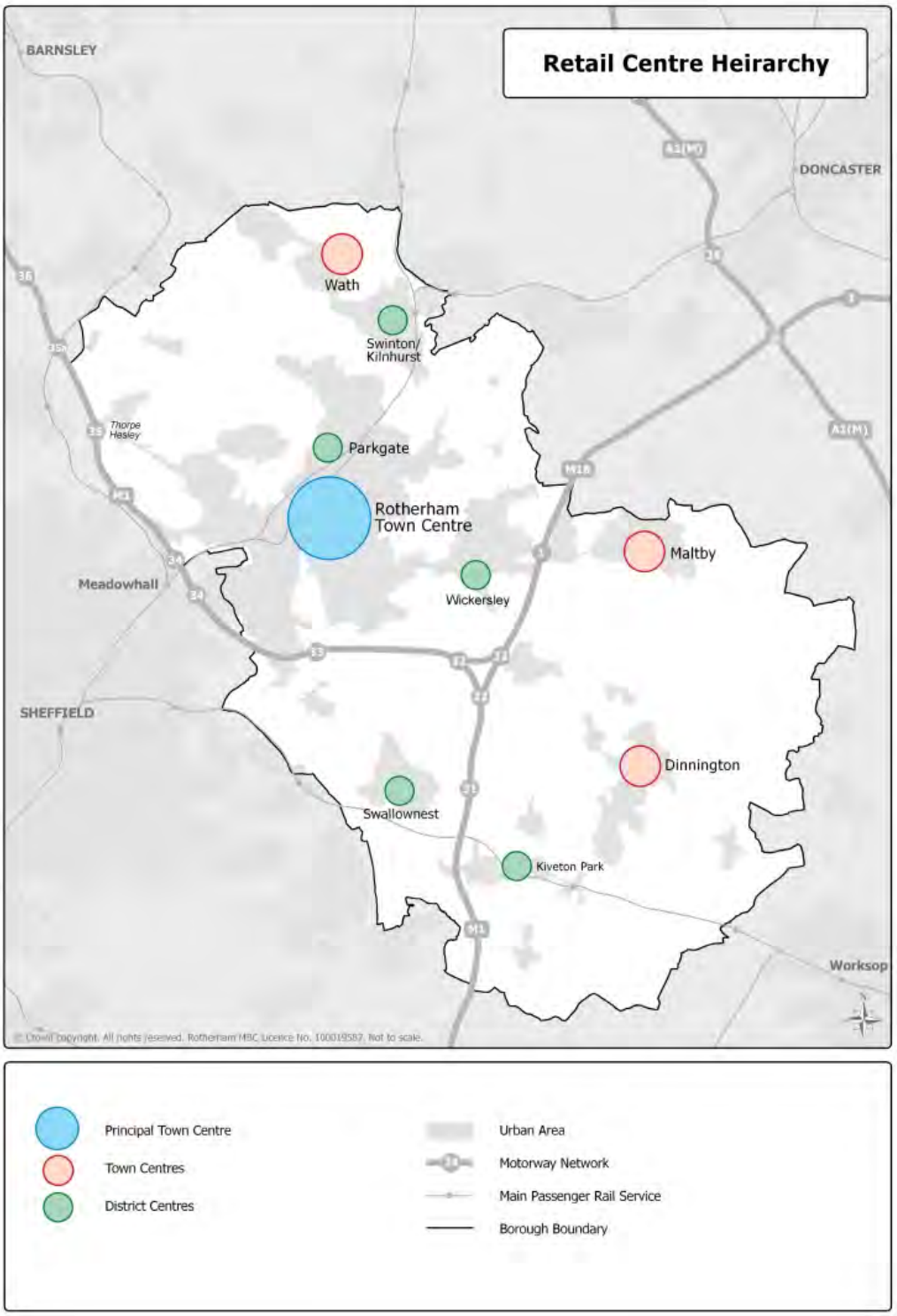
Delivery

5.4.51 This policy will be delivered through the determination of planning applications and through the support of relevant agencies/stakeholders which include the Council, Rotherham Partnership, Rotherham and Barnsley Chamber of Commerce, major retailers, local traders, commercial leisure operators and developers.

5.4.52 The Council will keep under review the network and hierarchy of centres, the need for further development and the vitality and viability of centres. In particular the Council will continue to undertake annual surveys of town and district centres, and quarterly surveys of vacancies within Rotherham town centre.

5.4.53 Specific sites for retail and leisure will be allocated, and supporting policies provided through the Sites and Policies document.

Map 7 Retail Centre Hierarchy



Transforming Rotherham town centre

Policy CS 13

Transforming Rotherham Town Centre

Rotherham town centre is and will remain the borough's primary retail, leisure, cultural and service centre. The Council and its partners are committed to delivering town centre regeneration through developments that improve the quality and diversity of retail and other town centre uses, promote sustainable urban living, support opportunities for learning, reinforce the distinct identity of the town, encourage the re-use of vacant floorspace, enhance the public realm, and address social deprivation.

To maintain its role and help deliver Rotherham's Renaissance objectives Rotherham Town Centre will be the main focus for the majority of new retail, office and other town centre uses within Rotherham. A sustainable, well integrated extension of Rotherham town centre with good links to public transport interchanges to accommodate longer term retail floorspace requirements will be promoted.

Along with our partners the Council will:

a. support development which enhances Rotherham town centre's appeal as a family friendly destination and require proposals to demonstrate how they contribute towards creating a safe, attractive and accessible town centre.
b. seek to deliver new entertainment, leisure and cultural offer focused in the western part of the town centre
c. on the former Guest and Chrimes site, support proposals well integrated with adjoining uses and which support the vitality and viability of the town centre
d. Support the provision of additional and/or improved health facilities
e. Support proposals which improve and enhance transport infrastructure and public transport connections
f. support proposals which improve the range and quality of retail and leisure facilities by

    i. broadening the appeal of the town centre offer
    ii. delivering larger stores and more national retailers
    iii. delivering more quality independent retailers
    iv. raise the profile and improve the physical and environmental quality of the indoor and outdoor markets
    v. providing opportunity for tourism and leisure facilities, such as quality food and drink, cinema and hotel developments
    vi. bringing vacant units back into use

g. expect development proposals to have regard to the ten Renaissance goals set out in Table 8 'The Ten Renaissance Goals'

Table 8 The Ten Renaissance Goals

1. Make the river and the canal a key part of the town's future. We want the river and the canal to become much loved parts of the town with public spaces and walkways lining their banks.
2. Populate the town's centre by creating good quality living. To sustain the long term health of the town centre we want to improve existing housing stock and provide greater choice and accessibility to good quality housing.
3. Place Rotherham within a sustainable landscape setting of the highest quality
4. Put Rotherham at the centre of a public transport network
5. Improve parts of major road infrastructure
6. Make Forge Island a major new piece of the town centre
7. Establish a new civic focus that not only promotes a more open and accessible type of governance but also embraces culture and the arts
8. Demand the best in architecture, urban design and public spaces for Rotherham
9. Improve community access to health, education and promote social well being
10. Create a broadly based, dynamic local economy with a vibrant town centre as its focus

Explanation

5.4.54 Rotherham town centre is the borough's principal retail and service centre. However over the past few decades it has witnessed a steady drift of people away, resulting in many people living, working and shopping outside of the centre. Much of this impact can be traced to the competition faced from out of centre shopping parks and centres, and town and city centres in adjoining districts.

5.4.55 Recognising the need to regenerate the town centre, in the autumn of 2001 the Council and its partners launched its urban renaissance programme, identifying a broad 25 year vision and 10 goals for Rotherham town centre. Since then 'Rotherham Renaissance' has become a key priority, reflected in the plans, strategies and activities of the Council and its Partners. Progress is already underway, with new residential and commercial floorspace developed, a new Central Rotherham train station, and new and improved public spaces enhancing the town centre environment. New Council civic offices and a community stadium for Rotherham United Football Club are also helping bring a large area of derelict land back into use close to the town centre.

5.4.56 Rotherham town centre benefits from high repeat visits and traders report a positive performance. The market is a strong asset as are many of the physical and environmental aspects of the town centre. However the town centre's positive attributes are not being fully utilised and are overshadowed by the negative aspects, such as vacant units. Many of Rotherham's competing centres have been improved and developed over the last couple of decades, notably Sheffield and Meadowhall. The latest evidence indicates that Rotherham town centre could develop further to reposition itself in the national retail ranking and become more competitive with major rivals. Although Rotherham's independent quality shopping offer has grown in recent years and the town's enterprising nature has

seen a number of start-up businesses achieved in the retail and leisure sector, there still remains a significant need for an improved retail and leisure offer in the town centre.

5.4.57 Policy CS13 therefore provides a positive policy stance which aims to strengthen Rotherham town centre. It sets out how we will maintain and improve Rotherham's role as the borough's primary retail and service centre. In line with the centre hierarchy set out in policy CS12 it will be the primary focus for new retail and leisure floorspace in Rotherham. This policy is required to help us achieve our vision for Rotherham town centre and deliver a 'Rotherham Renaissance'.

5.4.58 Rotherham Renaissance has been a key priority, reflected in the emerging plans, strategies and activities of the Council and its Partners. Our vision is to create an attractive, vibrant and re-populated town centre, which is well connected to rejuvenated, high quality and distinctive sustainable neighbourhoods, has the best in architecture and design and capitalises upon public spaces and a new riverside, making Rotherham a more vibrant place to work, visit, live and invest in.

5.4.59 We will achieve this by seeking to deliver:

- a mixed economy of specialist and quality shops, markets, housing and cultural life for all age groups.
- A more modern and wider range of commercial, employment and housing premises, enhancing the town centre's role as a place for urban living in attractive environments.
- improved cultural and leisure facilities, such as a cinema and new central library facility, and art galleries.
- a strong sense of place with a high quality of public realm and well designed buildings within a clear framework of routes and spaces.
- new and improving existing networks, corridors and areas of green space, including the urban fringe to enhance biodiversity and recreation.
- A strengthened identity and role for Rotherham town centre as an accessible and vibrant focal point for high trip generating uses, and conserving distinctive elements of the historic environment
- improved public transport systems and services and increased opportunities for walking and cycling.
- sustainable development patterns by promoting the re-use of previously developed land in urban areas and making the most of existing transport infrastructure.
- reduced crime levels within the Town Centre and its resulting impact on local businesses.

5.4.60 All of the research points to the need for bigger shops providing more choice and variety, clear anchors, more recognisable branded retailers, more clothing retailers, more quality independent operators, more and better quality catering and restaurants, more of a leisure offer – including a cinema and more of a family friendly focus. Existing strengths such as environment, independent retail provision, sense of place and the market can all be built on and further improved so as to provide more people with more reasons to visit Rotherham Town Centre more often. To do this Policy CS13 supports development which will:

- Broaden the appeal of the offer
- Provide bigger stores and more national retailers
- Provide more quality independent retailers

- Deliver more variety and better quality catering operators
- Create a stronger and more varied leisure offer
- Raise the profile of the market
- Enhance Rotherham's appeal as a family friendly destination, and
- Develop and expand on the 'sense of place'

5.4.61 It's location at the heart of the borough, and the public transport network, means that the town centre is well placed to support improvements to existing or development of new health facilities in an accessible location. Proposals will also be supported which improve or enhance the transport infrastructure, or public transport connections in this location.

5.4.62 Rotherham's Renaissance presents an opportunity for major transformation of Rotherham town centre. Following the involvement of and consultation with town centre stakeholders and the wider public 10 Renaissance goals have been identified to help guide the long term development of the town centre. Policy CS13 recognises this and expects development proposals to demonstrate how they contribute towards these goals.

5.4.63 Whilst much of the Renaissance activity is programmed over the longer term, significant development is already underway and will continue to come forward in the short and medium term. New residential and commercial floorspace has already been completed and new and improved public spaces have been created near to the Minster. However there are further opportunities. Policy CS13 therefore supports the following key developments:

A sustainable town centre extension

5.4.64 Policies CS1 and CS12 identify the need to plan for Rotherham town centre to accommodate the majority of new retail floorspace. Whilst there are existing vacant units within Rotherham it is considered appropriate to plan to meet the bulk of these floorspace requirements through an extension to the town centre. This needs to be well located with regard to the bus and rail interchanges and well integrated with the existing retail core. This will be taken forward through the Sites and Policies document.

New entertainment, leisure and cultural offer

5.4.65 As the character and usage of the town centre changes over time, along with spending patterns, it is important to identify the roles that areas may play in the future. Forge Island is identified as part of the town centre which does not live up to its potential and is not at the heart of the town centre. Tesco have aspirations for a larger store which is unlikely to be deliverable on their present site. Whilst it remains suitable for retail use, along with other areas broadly to the west of Corporation Street it could provide an attractive location for entertainment, leisure or cultural uses. The aspiration will be to improve facilities for Rotherham's residents and visitors.

The Former Guest and Chrimes site

5.4.66 The former Guest and Chrimes site has been brought back to life through the development of Riverside House, a new civic hub which provides office space, access to Council services and a new library and art space. Much of the remainder of the site and adjoining land, excluding the Listed Building, provides a new stadium, bringing Rotherham United Football Club back to the heart of the

town. There is potential for further development in this location to make the most efficient use of the site. Given its location it will be important to ensure that any further development does not compete with, but complements Rotherham town centre. Proposals will therefore be supported where they are well integrated with adjoining uses and can be shown to support the vitality and viability of the town centre. Whilst the Listed building presents a constraint to development, it may also provide opportunities for interesting forms of development which respond to the site's context. There is also potential for development in this area to assist in conserving and providing a sustainable future for the Listed building.

Delivery

5.4.67 The delivery of this Policy will be achieved through the determination of planning applications and the work of relevant agencies/stakeholders which include the Council, Rotherham Partnership, Rotherham and Barnsley Chamber of Commerce, major retailers, local traders, commercial leisure operators and developers. Work is underway to bring together strategies and initiatives intended to help achieve Rotherham's Renaissance.

5.4.68 The Council's office relocation programme will see the release of a number of sites for development in and around the town centre following the occupation of the new civic offices. Specific sites for development will be allocated and more detailed policies provided through the Sites and Policies document.

5.4.69 Currently the Council's Rotherham Town Centre Business Vitality Scheme aims to help attract new, specialist independent retailers to set up business through financial contributions towards both rental and capital improvement costs. The British Retail Consortium recognised the benefits of this scheme in reducing the burden on retailers and contributing to the viability of High Streets (21st Century High Streets, BRC, 2009). The Council will look to continue to support such schemes as this in the future wherever possible.

5.5 Movement and accessibility

Accessible places and managing demand for travel

Policy CS 14

Accessible Places and Managing Demand for Travel

The Council will work with partners and stakeholders to focus transport investment on making places more accessible and on changing travel behaviour. Accessibility will be promoted through the proximity of people to employment, leisure, retail, health and public services by:

a. Locating new development in highly accessible locations such as town and district centres or on key bus corridors which are well served by a variety of modes of travel (but principally by public transport) and through supporting high density development near to public transport interchanges or near to relevant frequent public transport links.
b. Enabling walking and cycling to be used for shorter trips and for links to public transport interchanges.
c. Reducing car parking provision in town centre and other accessible sites if public transport and other sustainable modes can accommodate travel but not to an extent where the town centre is unattractive when compared to out of town shopping centres.
d. Set thresholds where existing and future employers and institutions will need to adopt Travel Plans or Area Travel Plans as part of a programme of sustainable transport promotion.
e. The use of maximum parking standards for non-residential developments aimed at reducing the number of car trips to and from them.
f. Adopting car parking policies for vehicles and bicycles in accordance to national guidelines that support and complement public transport and the introduction of sustainable travel modes.
g. The use of Transport Assessments for appropriate sized developments, taking into account current national guidance on the thresholds for the type of development(s) proposed.
h. The safeguarding of suitable land for the provision of transport infrastructure.
i. Prohibiting development where this is prejudicial to projects outlined in the Local Transport Plan or for any other transport proposals. Land to be safeguarded will be contained in specific transport proposals, the Sites and Policies document or other Local Development Plan Documents as appropriate.
j. Implementing the Public Rights of Way Improvement Plan and maximising the use of the Public Rights Of Way network and other routes such as canal towpaths and disused railway lines for local transport connections on foot and by bicycle.
k. Not allowing new development in Air Quality Management Areas unless traffic and air quality impacts are appropriately mitigated.
l. Promoting Park and Ride where other sustainable travel choices cannot deliver similar benefits.
m. Maintaining and improving School Travel Plans to manage demand for travel to and from schools and colleges.

Explanation

5.5.1 Transport and accessibility is the glue that binds many of the strands of the Core Strategy together. It is essential to connect people with places and services although the demand for travel needs to be balanced with the need to reduce both congestion and the negative effects of movement that rely on carbon based fuels.

5.5.2 People are now making longer trips and are travelling more often and use of the private car continues to increase. This reflects the disparity between the location of key settlements and key services and employment opportunities which have tended to become more centralised in principal towns and cities rather than in our local and district centres. Accordingly congestion, air quality and the general negative effects of road traffic are becoming an increasingly important issue.

5.5.3 The Sheffield City Region Transport Strategy (2011-25) and Local Transport Plan (2011-2016) (LTP) set out our objectives for creating accessible communities where people can easily access services using informed travel choices. The City Region Transport Strategy and LTP are underpinned by Government guidance from the Departments of Health and Transport including advice on Delivering Healthy Local Transport Plans (2007) and the Healthy Lives Healthy People White Paper in 2010 both of which advocate local accessibility and sustainable travel.

5.5.4 Since around 2005, Rotherham has pursued policies that promote accessibility and manage demand for travel. For example, In 2011, 40% of Rotherham's workforce were covered by a site specific or area wide travel plan. 100% of schools were covered by a travel plan and more than half engaged in some form of sustainable travel education. School Travel Plans will be maintained and more workplace Travel Plans will be negotiated, for example, when applications for planning permission are being considered. Policy CS14 is a consolidation of our existing sustainable transport policies. More detailed policies will be developed as part of the Sites and Policies document to take forward elements of Policy CS14 such as setting thresholds for Transport Plans, and adopting car parking policies.

5.5.5 The framework for a good transportation network already exists in Rotherham on the Key Route Network and other local roads and no fundamental physical changes to it are planned. The policies in the Core Strategy will reduce the distances that people need to travel on the network but it is important to plan for those trips that still need to be made and to ensure that the most sustainable mode of travel is an attractive option.

5.5.6 Public transport will form the backbone of the sustainable transport network because it has a proven ability to carry people quickly and efficiently between places. The Sheffield City Region Transport Strategy and Local Transport Plan 3 contain significant proposals to enhance the public transport network including Bus Quality Partnerships, Key Route Improvements and advanced ticketing options.

5.5.7 Cycling and walking are becoming increasingly popular travel modes for short to medium length journeys and, as fuel prices, health, air quality and sustainability become increasingly important transport considerations, they will form an important part of future local transport networks. Green Infrastructure provision offers opportunities to enhance accessibility and contribute towards sustainable transport modes.

5.5.8 Cars and other motor vehicles will need to be accommodated. Whilst road charging or workplace parking levies remain an option, demand for motorised travel will be managed mainly through the land planning process using parking policies, parking standards, workplace and school travel planning. The Council will draw on appropriate transport planning or accessibility models as required.

5.5.9 Having taken into account overarching Local Transport Plan policy, the Council will also publish a Transport Statement for the borough which will set out how transport accessibility and demand management will be delivered within the borough.

5.5.10 The following are key plans and strategies which should be read alongside this and other movement and accessibility policies of the Core Strategy:

- Local Transport Plan 2011-26
- Sustainable School Travel Policy
- Highways Asset Management Plan
- Transport Asset Management Plan
- Air Quality Management Action Plan
- South Yorkshire Congestion Delivery Plan
- South Yorkshire Park and Ride Strategy
- Regional Freight Strategy
- Yorkshire and Humberside Rail Network Utilisation Strategy
- South Yorkshire Rail Strategy
- Rights of Way Improvement Plans for Rotherham and neighbouring local authorities

Delivery

5.5.11 This Policy will be delivered through the allocation of sites for development in the Sites and Policies document and through the determination of planning applications. More detailed policies will be provided through the Sites and Policies document. Through the Local Sustainable Transport Fund, Rotherham will benefit from South Yorkshire's allocation of nearly £30 million for projects focused on carbon-friendly economic growth.

5.5.12 The Council will draw on appropriate transport planning or accessibility models to inform its decision making, particularly in relation to parking provision in town centres and other accessible locations.

Key routes and the strategic road network

Policy CS 15

Key Routes and the Strategic Road Network

The Key Route and Motorway network will provide efficient access between the main Rotherham Urban Area, Principal Settlements and the regional and national road network. This will be achieved by:

a. Concentrating through traffic on Motorways and 'A' Roads with best use being made of the existing road capacity to enable this.
b. Improving specific Key Routes to manage congestion including traffic management measures, bus priority and facilities for cyclists and pedestrians.
c. Integrating Park and Ride projects into bus priority schemes where they create a demonstrable reduction in vehicle mileage and are proven to be self financing.
d. Concentrating road based freight onto those key routes where it would not have an unacceptable impact on local communities.

Investment in key routes will be complemented by improved links for public transport, walking and cycling into the communities they serve. Where a key route passes through a community or acts as the main transport link between communities, it will be modified to reflect the needs of local people with priority given to accommodating vulnerable road users.

Explanation

5.5.13 Supporting economic growth is the over-arching aim of the Sheffield City Region Transport Strategy. Economic growth is forecast to create a demand for more trips as more people access new jobs and services in Rotherham and the surrounding City Region. The South Yorkshire Local Transport Plan 2011-16 seeks to create a successful and competitive regional economy, with specific emphasis placed on the on the need to tackle congestion, make the road network reliable, improve journey times / bus punctuality and improve strategic road links to neighbouring City Regions and beyond. Our Key Routes and the Strategic Road Network will carry many of the new trips associated with economic growth.

5.5.14 Rotherham has seen traffic levels grow by 17% between 2000 and 2010 (this is just above the national average) and taking into account our aspirations to further improve connectivity and links to employment and education within Rotherham and the Sheffield and Leeds City Regions, our Urban Dynamic Model predicts that by 2026, demand for highway trips will rise by a further 11% with a 10% rise in trips by public transport.

5.5.15 The Third South Yorkshire Local Transport Plan and Sheffield City Region Transport Strategy acknowledge that more travel is inevitable if our economy is to grow and access is to be improved to local jobs and those in the sub region. The additional trips associated with growth need not result in disproportionate rises in car use. Current morning peak hour cordon counts in Rotherham record around 18,000 car occupants and 5,355 bus passengers. The ratio of bus to car occupants (1 : 3.36)

is much less favourable than is recorded in Sheffield (1 : 2.24) and this demonstrates that much can be done to reduce car travel and grow the bus passenger market.

5.5.16 A network of existing key routes (identified in the Sheffield City Region Transport Strategy 2011-25, LTP3 and South Yorkshire Congestion Delivery Plan and shown in Map 8 'Key Routes and the Strategic Road Network' will form the backbone of future road transport investment. These routes will support new and existing land uses and connect people with public transport interchanges, employment centres, retailing and public services. However, we do not intend to substantially increase the physical capacity of the road network and will, instead, invest in transport measures identified and agreed in the Local Transport Plan.

5.5.17 Our network of Key Routes and the borough's Strategic Road routes (M1/M18) will be managed to maintain a road network for the efficient movement of people and goods. Our aim is to develop a high quality road network to connect Rotherham with the main urban centres within the city region (especially Sheffield) and beyond with particular emphasis on high speed links to the Leeds and Manchester City Regions and regional airports. This aim will be developed further in the South Yorkshire Congestion Delivery Plan and a Transport Statement for the borough, to be published early within the life of the adopted Local Plan.

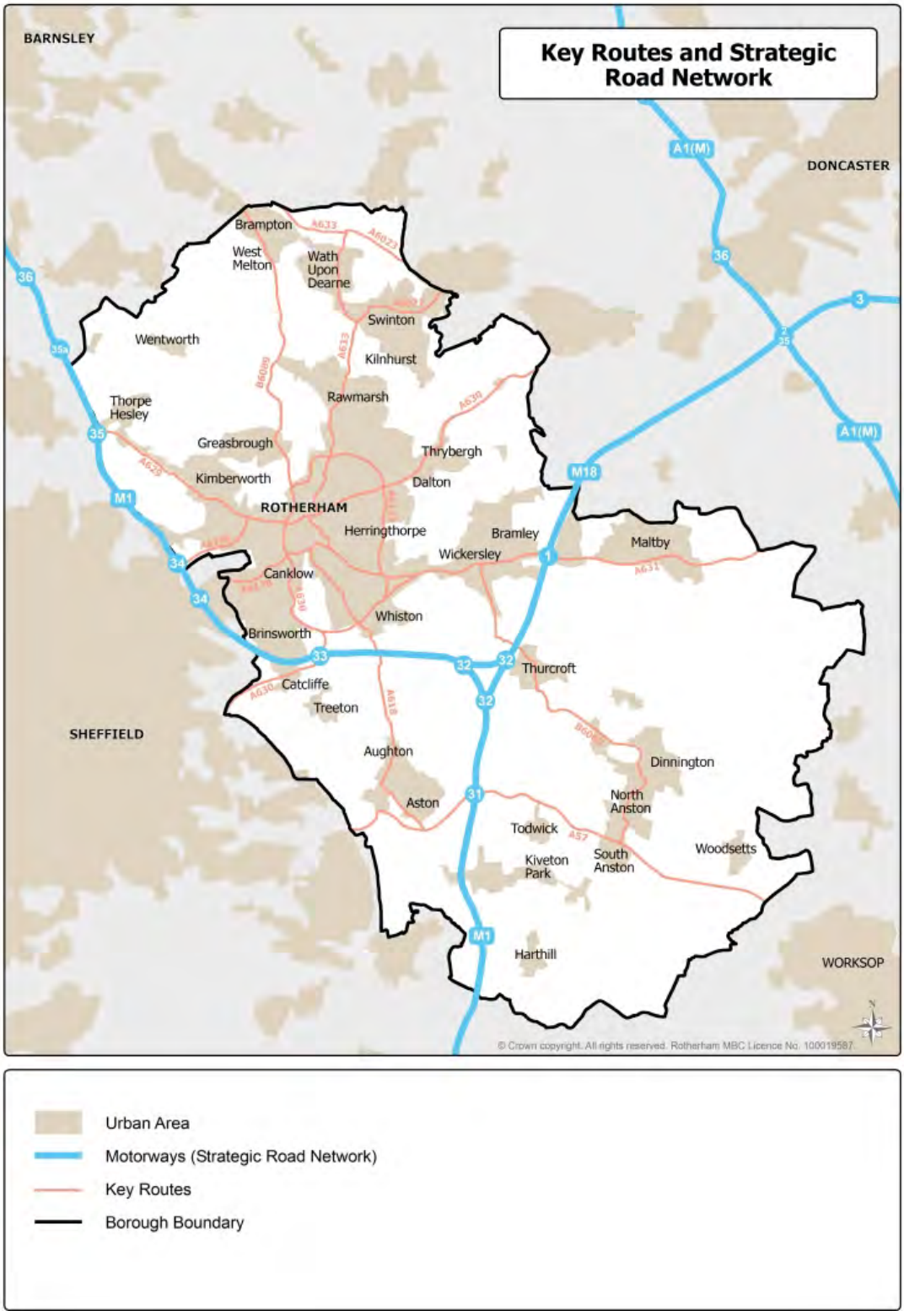
5.5.18 It should be noted that the Highways Agency will only consider improving the Strategic Road Network to meet traffic generated by new development as a last resort, even if the extra capacity is funded by the private sector. Instead, the Highways Agency will encourage developers to provide a range of sustainable travel options for people using their developments through the use of Transport Assessments and Travel Plans, the role of which is set out in Policy CS14 of the Core Strategy

5.5.19 Investment in key routes will be complemented by improved links into the communities they serve. Where a key route passes through a community or acts as the main transport between communities, it will be modified to reflect the needs of local people with priority given to accommodating vulnerable road users.

Delivery

5.5.20 This policy will be delivered through the determination of planning applications. The Council and its partners will also take forward transport measures identified and agreed in the Local Transport Plan.

Map 8 Key Routes and the Strategic Road Network



New roads

Policy CS 16

New Roads

There will be no significant increase in the physical capacity of the highway network. Proposed new roads likely to be delivered within the plan period are:

1. A57 Todwick to M1
2. Sheffield/Rotherham Bus Rapid Transit (Northern Route)
3. Waverley Link Road
4. J33 M1 Improvement
5. M1 J32 – 35 Managed Motorways.

Explanation

5.5.21 The link between employment growth and regeneration may cause tensions between sustainable transport ambitions on one hand and traffic growth on the other but since employment growth is key aim of the Sheffield City Region Transport Strategy and our Corporate Plan, some new road building is fundamental to our growth plans. They may be required to support our economic competitiveness, to remove traffic from unsuitable routes, to address serious road safety problems or to improve the movement of public transport, pedestrians and cyclists. Many of the plans for new or extended employment sites within Rotherham aim to assist in the revitalisation of disadvantaged communities many of whom suffered from the decline of local industries.

5.5.22 New roads do not address the root causes of traffic congestion and they may create adverse environmental impacts – for example by damaging land, environment and natural resources or by inducing more traffic onto the road network. However, where other transport options cannot provide the required level of access, new roads are proposed. Any new road building will be subject to rigorous assessment of its environmental impact including:

- Noise
- Local Air Quality
- Greenhouse Gases
- Landscape
- Townscape
- Local heritage
- Biodiversity
- Water environment
- Physical fitness
- Journey Ambience

5.5.23 The Department for Transport have offered support (in 2011) for the Waverley Link Road and the A57 Todwick to M1 road schemes on the premise that both enable regeneration in deprived

areas on employment sites formerly occupied by the coal industry. Whilst the Department for Transport has decided not to support funding for the Waverley Link Road (in 2012) a further bid for funding could be made within the next Comprehensive Spending Review period (post 2015). Its significance is reflected by its inclusion in the Sheffield City Region Transport Strategy (2011-26) as a scheme to support the regeneration and economic growth of the City Region. Developer contributions already received towards the scheme will be safeguarded for a period of 15 years, and will be available if other funding streams are secured at a later date. The M1 J32-35 Managed Motorway scheme will include permanently converting the hard shoulder to a running lane. Most other long term road based projects from the former UDP have been reviewed by the Council and subsequently amended to reflect the principles of sustainable travel or abandoned entirely.

5.5.24 There are a number of of other potential road schemes which may come forward in the future, however they are not expected to be delivered within the Plan period. These include: M1 J28-31 Managed Motorways (Highways Agency Project), Northern Orbital (A6123/B6089), Dearne Towns Links to Employment, and A57 Todwick to borough Boundary.

Delivery

5.5.25 This Policy will be delivered through the allocation of sites for development in the Sites and Policies document and through the determination of planning applications. Working with partners such as the Department for Transport, the Council will seek to secure funding to implement Policy CS16 and proposed new roads.

Passenger rail connections

Policy CS 17

Passenger Rail Connections

The Council will support development of the rail network, including High Speed 2, and will safeguard land for local rail projects including:

a. Rotherham mainline rail capacity improvements – principally the doubling of Holmes Chord on the Sheffield Main Line near Tinsley.
b. Increases in train frequency and rolling stock capacity.
c. Examination of new stations and park and ride facilities where appropriate.
d. Improvements to existing stations and park and ride facilities
e. The Sheffield – Rotherham Tram Train trial route.
f. Land within and adjacent to existing and historical rail alignments for rail, cycleway and/or walking route development.
g. The route of the High Speed 2 rail line.

Explanation

5.5.26 Rotherham is served by local rail services only although these provide links to East and West Coast Mainlines services at Doncaster and Sheffield Stations. There are around 3 direct hourly

services to Sheffield with additional services at peak times. Rotherham is served by 2 trains per hour to Doncaster with one hourly service to Leeds. Some peak hour trains suffer from overcrowding and are susceptible to delays related to line capacities and bottlenecks.

5.5.27 Local rail infrastructure should ideally be improved but there is limited scope for any major improvements within the lifetime of the Local Plan. Nevertheless, Rotherham Central passenger throughput has grown by 200,000 passengers per annum (ppa) since 2005 and it now handles 630,000 ppa. It is therefore an important part of the sustainable transport infrastructure in Rotherham.

5.5.28 Rail services are enhanced by well used rail based Park and Ride at Rotherham Central, Swinton and Kiveton Bridge Stations.

5.5.29 Much of the operation and management of the rail network is beyond the scope of the Local Plan - the passenger rail network in Rotherham is operated by Northern Rail, although some services are supported by the South Yorkshire Passenger Transport Executive (SYPTE). Track and infrastructure are operated by Network Rail who have outlined limited improvements for future improvements to local infrastructure and rolling stock in the Yorkshire and Humber Rail Network Route Utilisation Strategy.

5.5.30 Whilst much of the future development of the rail network is pre-determined, our aim is to continue to promote improved rail services through Rotherham Central Station with particular emphasis on improving our connectivity with the Sheffield, Manchester and Leeds City Regions and promoting better access to the inter regional train services passing through those major centres. The Council also supports any localised improvements to the rail network contained in the South Yorkshire Rail Strategy which includes improvements to platform waiting areas, ticketing and information and extensions to park and ride facilities.

5.5.31 Whilst new rail tracks are unlikely to be delivered in the lifetime of the Local Plan, there are numerous disused former railway lines in the borough that may have a future transport use for either rail, walking or cycling. These routes offer ideal terrain for walking and cycling routes (reasonable gradients, direct and traffic free and it will be prudent to safeguard these routes for the foreseeable future. Therefore, in the main, the Council's key role will be limited to safeguarding former rail routes for use by other travel modes and any required for rail infrastructure improvements.

5.5.32 The Department for Transport has confirmed funding for plans to trial the country's first tram-train route between Sheffield and Rotherham. Electrification of part of the national rail network will allow for services to operate from Parkgate Shopping Park travelling through Rotherham Central Station and joining up to the existing Supertram network at Meadowhall where the services will then continue onwards to Sheffield City Centre. The route is expected to commence operation in 2015 and the pilot will run for two years with a view to permanent operation.

5.5.33 The High Speed 2 rail network is a major national infrastructure project. Phase 2 includes an eastern branch connecting Birmingham with Leeds via a new station in Sheffield at Meadowhall. The initial preferred route runs immediately to the west of Aston, Aughton and Swallownest, and Treeton before passing through Catcliffe and Waverley and to the west of Brinsworth. From Meadowhall the route passes to the west of Thorpe Hesley. The route will be subject to consultation prior to being finalised by the Government in 2014. Construction could begin within the Local Plan period, with the route potentially opening around 2032- 33.

Delivery

5.5.34 This Policy will be delivered through the allocation of sites for development in the Sites and Policies document and through the determination of planning applications.

Freight

Policy CS 18

Freight

The Council will promote improvements to the freight network accruing from strategic road and rail improvements especially for links to the Humber Ports and the north via the M1/M62 Managed Motorways proposals.

The transfer of freight from road to canal will be encouraged and the potential of the Sheffield and South Yorkshire Navigation and rail network will be maximised by safeguarding sites with potential canal wharfage and rail sidings.

The impact of the movement of road based freight will be minimised through the concentration of freight onto key routes.

Explanation

5.5.35 The efficient movement of freight by rail, road and canal is essential to the South Yorkshire economy. A move toward a sustainable freight distribution network is a key aim but, for the short to medium term, we have examined current commercial and retail practices and we do not expect to be able to influence any material changes to the way freight is moved. Therefore, freight will continue to be moved as follows:

- The movement of 'bulk' loose goods and longer distance hauls will remain a key function of the rail and canal network, particularly between Rotherham and the Humber ports.
- The movement of non-bulk freight will be mainly road-based and concentrated on the key route network.

5.5.36 The Yorkshire and Humberside Regional Freight Strategy (RFS) provides a framework for developing a sustainable regional freight distribution strategy. The framework will be used to develop a sub regional freight strategy which will address freight issues in Rotherham and South Yorkshire.

5.5.37 Ideas and problem sharing between Rotherham MBC, South Yorkshire Local Authorities, the Integrated Transport Authority and representatives of the freight industry will form the basis of a Freight Strategy for South Yorkshire. There is common agreement that road infrastructure for freight in South Yorkshire is fit for purpose although rail has some limitations. The following will be given priority over the next 10-15 years:

- Mapping and signage of freight routes.

- HGV routeing, including south west Sheffield (and relationship with Derbyshire).
- Information on events and significant delays, including liaison with the HA (particularly in respect of adverse weather conditions).
- Lorry parking, particularly in relation to standards / security of facilities.
- Enforcement.
- Interchange of freight modes.
- Collisions / incidents involving HGVs, particularly on the HA "National Network" and the South Yorkshire "Strategic Network".
- Use of bus lanes / gates by goods vehicles.
- Optimising rail freight trunk routes to minimise passenger/freight conflicts.
- Make the rail freight network available 24-hours a day, all year round.
- Eliminate rail pinch points.
- Promote the upgrading of the rail network capability via the Rail Network Utilisation Strategy

5.5.38 Policy CS18 focuses road freight on to key routes which are the most suitable for the vehicles and types of journey associated with this activity. It also recognises that rail and canal routes provide alternatives to road based freight trips which may have sustainability benefits. As such the policy seeks to safeguard sites with suitable canal wharfage and rail sidings. It also supports delivery of Sheffield City Region Transport Strategy Policy C which seeks to promote efficient and sustainable means of freight distribution, while growing the logistics sector.

Delivery

5.5.39 This Policy will be delivered through the allocation of sites for development in the Sites and Policies document and through the determination of planning applications.

5.6 Managing the natural and historic environment

Green infrastructure

Policy CS 19

Green Infrastructure

Rotherham's network of Green Infrastructure assets, including the Strategic Green Infrastructure Corridors will be conserved, extended, enhanced, managed and maintained throughout the borough. Green Infrastructure will permeate from the core of the built environment out into the rural areas.

A net gain in Green Infrastructure will be realised through the protection and enhancement of existing assets and the creation of new multi functional areas, assets and linkages to include promoting: recreation and tourism, public access (including walking and cycling), green education, biodiversity (incorporating the promotion of ecological networks and habitat connectivity), public health and well being, water management, the protection and enhancement of the local and national landscape character area and historic assets, the mitigation of climate change, green economic uses and sustainable land management.

Action will be targeted to the safeguarding and enhancement of functions and assets of the Strategic Green Infrastructure Corridors and any future refinement work and the delivery of objectives and actions identified in local and sub-regional Green Infrastructure Strategies. This will include long term management and maintenance of these assets.

Developer contributions will be used to facilitate improvements through quality, robustness, establishment, enhancement, and the on going management of Rotherham's Green Infrastructure, investing in enhancement and restoration where opportunities exist and the creation of new resources where necessary.

Proposals will be supported which make an overall contribution to the Green Infrastructure network based upon the principles set out below:

a. Securing provision, either on or off site, of an appropriate size, shape, scale and type and having regard to the nature of the development, its impact on the wider network and contribution to the overall quality of the area.
b. Avoiding damage to or loss of Green Infrastructure assets. Where loss is unavoidable and the benefits of the development outweigh the loss, appropriate mitigation and compensation measures, should be included as part of development proposals.
c. Investment in Green infrastructure will be prioritised to increase functionality of individual assets and safeguard existing functions, such as habitats for wildlife.
d. Improving connectivity between new developments and the Strategic Green Infrastructure network and providing buffering to protect sensitive sites.
e. Supporting ecosystem services, including the use and management of Green Infrastructure areas to reduce the impacts of climate change, using vegetation to cool the environment,

provision of new open space to remedy the need for natural and semi natural flood storage and managing surface water to ensure landscape change impacted by climate change has long term benefits.

f. Promoting design which replicates or incorporates natural processes for river morphology and water storage along the regionally important rivers Don, Rother and Dearne.

g. Promoting innovative development which manages quantifiable risks such as flooding.

h. Assisting with the integration of new development into the natural and historic environment.

Explanation

5.6.1 Green Infrastructure is the network of multi-functional green spaces and other environmental assets, both rural and urban, which supports the natural and ecological processes integral to the health and quality of life of sustainable communities. Green Infrastructure operates at a range of scales, over broad landscapes and administrative boundaries down to local neighbourhoods. Green Infrastructure provision is wide and varied. It includes land in either public or private ownership and need not be accessible.

5.6.2 Green infrastructure will underpin sustainability in this Core Strategy and provide an opportunity to deliver and coordinate future growth and environmental improvements in a way that encourages investment in the borough. Core Strategy Policy CS1 outlines the Settlement Hierarchy and Growth Strategy for the borough. New development will bring benefits but this must be balanced with the extra demands placed on the environment and the need for sustainable communities. Through Policy CS19 new development in Rotherham will be required to maximise the opportunities to improve the borough's Green Infrastructure.

5.6.3 Green Infrastructure assets can include:

- Managed and natural green spaces (including woodlands, gardens, allotments, recreational space (e.g. playing pitches), formal parks and amenity areas)
- Green corridors and assets (including footpaths, bridleways and cycle paths, disused railway lines, cycle lanes within the road network, greenways, waterways, street trees and other features that enhance links between habitats, places and tourist activities)
- Nature conservation sites, habitat creation schemes, heritage assets including veteran trees and ecosystems
- Individual or distinctive features of the landscape from green/ brown roofs to ancient woodland
- Flood risk management measures (such as storage that compensates for loss of flood plain, landscape intervention which slows the flow of water and sustainable urban drainage systems)
- Managed landscapes of trees and associated habitats (which help to regulate temperatures, fix carbon, provide places for recreation close to urban centres, and may enhance landscape character)
- Designated and non designated landscapes

5.6.4 It is recognised that such assets can perform multiple functions and opportunities which the above policy seeks to maximise through new development:

- Addressing climate change including the reduction of green house gas emissions, mitigation and adaptation
- Promoting carbon neutral energy such as fuel from managed woodlands in Rotherham
- Addressing flooding risks, drainage and water management
- Making Improvements to the look and quality of where we live by adding to the character of our landscape and townscapes
- Promoting social, health and mental well being
- Aiding tourism and recreation
- Increasing land and property values
- Sustaining regeneration, economic growth and investment by creating an attractive setting for investment
- Contributing towards a greener economy
- Supporting environmental education
- Improving provision of and access to recreational and leisure opportunities
- Maintain natural ecological processes and conserving and extending ecological networks and habitat connectivity
- Promoting sustainable transport modes
- Increasing accessibility to natural green spaces and into and out of the urban core to the outlying rural areas.

5.6.5 The multi functional nature of Green Infrastructure means that a number of development plan policies can support its implementation.

5.6.6 Green infrastructure is an integral part of new development and the identification and conservation of Green Infrastructure will be integral to achieving a high quality and sustainable environment. Conserving and enhancing Green Infrastructure provision will contribute to improving the conditions in which people live, work and take leisure. Green Infrastructure Strategies will provide the framework for targeted action.

5.6.7 In partnership with Natural England (through the Yorkshire & Humber Green Infrastructure Mapping Project 2010) a strategic network of existing and potential Green Infrastructure has been identified at the regional scale. This has provided a useful evidence base for the above policy and a strategic context for the development of further sub regional and local Green Infrastructure planning.

5.6.8 Map 9 'Strategic and Local Green Infrastructure Corridors ' shows in broad terms the borough's Strategic and Local Green Infrastructure Corridors, which are summarised below in Table 9 'Strategic and Local Green Infrastructure Corridors'. This Map sets the context for the application of Policy CS19 and more detailed development management policy set out in greater detail in the Sites and Policies document.

Table 9 Strategic and Local Green Infrastructure Corridors

Corridor	Description
Dearne	Regionally important, providing linkages through Barnsley and the Dearne Valley. Opportunities include addressing accessible green space deficit, landscape and historic environment enhancement, biomass production and flood management opportunities.

Corridor	Description
Don	Regionally important, is a broad and diverse corridor passing rural and urban areas with some parts remaining in heavy industrial use. Includes the Sheffield – Tinsley Canal, South Yorkshire navigation and the Trans-Pennine Trail. Within Rotherham investment could improve access to the river.
Rother	Regionally important, this corridor extends outside South Yorkshire into Chesterfield. Enhancement opportunities can increase linkages between the river and surrounding water and wetland sites enhancing current recreational opportunities. Major development proposals at Waverley have the potential to create additional natural conservation and recreation features.
Chesterfield Canal	Sub regionally significant for its connections through Rotherham from the River Trent to Chesterfield outside the Yorkshire and Humber region. Potential for a marina to be developed on the now reclaimed former Kiveton Colliery.
Maltby	Of District importance, extends from the outskirts of north east Thurcroft to encompass the town of Maltby and surrounding areas. Opportunities exist for future initiatives with the inclusion former Thurcroft Colliery site and wider Maltby urban area.
Thrybergh	Of District importance, stretches from east of Rotherham town centre out across the urban fringe into countryside. Opportunities for enhancement exist in the urban and urban fringe locations of this corridor.
Wentworth	Of District importance, extends north west from the edge of the Rotherham urban area to connect to the Elsecar corridor. Green Infrastructure projects would need to maintain and enhance the rural character of the area.
Elsecar	Of District importance, running from Harley in Rotherham through Elsecar, ElsecarCanal and Knoll Beck to the River Dearne. Assets include Elsecar Heritage Centre, ElsecarPark and Elsecar Reservoir/ canal. Opportunities include addressing accessible green space deficit and enhancing both the landscape and historic environment.
Anston Brook & Sandbeck	Of local significance only, sweeping around the western edge of Dinnington, moving north-east wards towards the stately home and Capability Brown designed landscapes of SandbeckPark. Opportunities for Green Infrastructure enhancement include creating links between existing urban areas and new developments into the wider countryside.

5.6.9 The Strategic Corridors are those identified to be of importance through the Yorkshire & Humber Green Infrastructure Mapping Project 2010. The Anston Brook & Sandbeck Corridor is of local significance only. Detailed descriptions for each of the Strategic Corridors, explaining the main features and functions, indicators and identified key opportunities are available from Natural England.

5.6.10 The Yorkshire & Humber Green Infrastructure Mapping Project 2010 was subsequently used to inform development of the South Yorkshire Green Infrastructure Strategy. This was produced by the South Yorkshire Forest Partnership for the South Yorkshire sub region in collaboration with Barnsley, Doncaster, Rotherham and Sheffield local planning authorities, Natural England and the Sheffield City Region. This sub-regional strategy provides an appraisal of existing green assets in the South Yorkshire sub region and an analysis of the potential broad locations for growth with identification of opportunities for Green Infrastructure. Map 10 'Extract from South Yorkshire Green Infrastructure Strategy'illustrates Rotherham's contribution to this Strategy. The full South Yorkshire Green Infrastructure Strategy and Master Plan is available from South Yorkshire Forest.

5.6.11 The approach of the South Yorkshire Green Infrastructure Strategy is to focus on improvements that will deliver benefits across the four local authority districts, rather then solely

local impacts. Potential linkages between regional, sub regional, district and local corridors should be recognised in the development of specific proposals. The Strategy envisages a vital productive and attractive green infrastructure network which has the capacity and strength to link South Yorkshire's communities, supporting sustainable change within a resilient and biodiverse ecological network while helping to deliver social cohesion.

5.6.12 Consideration will also be given to possible preparation of a more detailed local Green Infrastructure Strategy solely for Rotherham. This would take account of planned growth and will include guidelines for developers to ensure that new Green Infrastructure is provided to serve new development and that improvements to existing networks are made to ensure that new development does not place undue pressure on existing provision, including for the long term maintenance and management of these assets. Where land is removed from the Green Belt for built development consideration will be given to compensate by enhancing features and facilities of the remaining Green Belt in the vicinity through the creation and enhancement of Green Infrastructure. Within identified urban extensions, a key aspect of the design code (see Policy CS11 Sustainable Design) for a scheme's development will be details of the intended Green Infrastructure provision. The South Yorkshire Forest Partnership is currently revising its Forest Plan and this document will be considered in the development of the local Green Infrastructure Strategy.

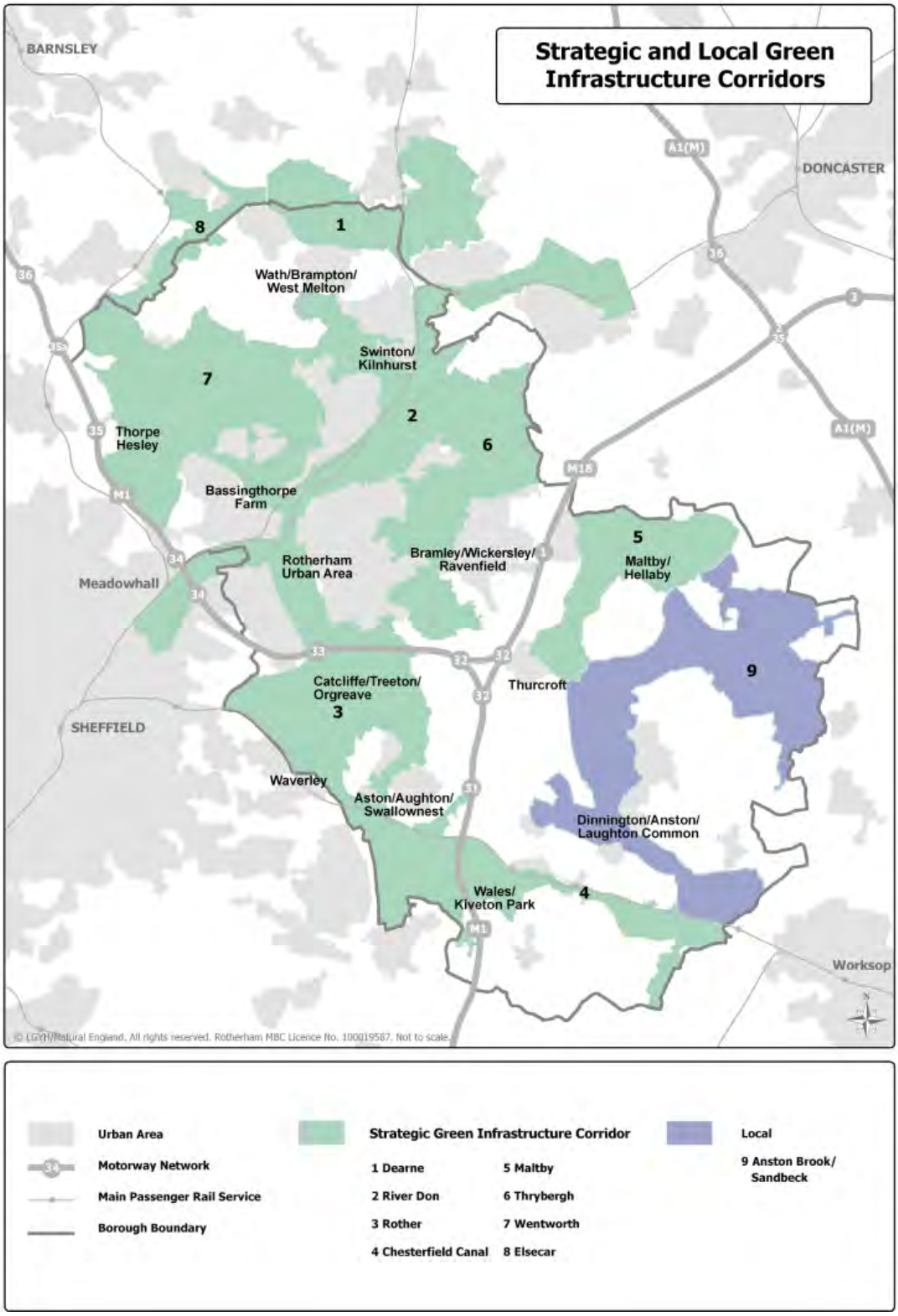
5.6.13 Green Infrastructure must be designed as an integral part of new development to create a safe and accessible environment that softens the impact of development on the landscape, provides linkages between assets and other facilities (such as schools and residential areas), buffering and protecting sensitive sites (including SSSIs) and addressing deficiencies in the network. There may be opportunities to retrofit Green Infrastructure in urban environments.

Delivery

5.6.14 The Council will work with partners, developers, the private sector and agencies to deliver Green Infrastructure and collaborate with adjacent local authorities to ensure that Rotherham's Green Infrastructure assets complement and link with cross boundary Green Infrastructure network and corridors. Site specific and more strategic Green Infrastructure will be delivered through developer contributions comprising S106 obligations and CIL where appropriate. In due course, Rotherham may also develop a Supplementary Planning Document which sets out the Local Green Infrastructure Strategy for Rotherham, to build on the South Yorkshire Green Infrastructure Strategy at local and neighbourhood scales, responding to the challenges and opportunities of the local area. Consideration will be given to the adoption of the South Yorkshire Green Infrastructure Strategy as a Supplementary Planning Document.

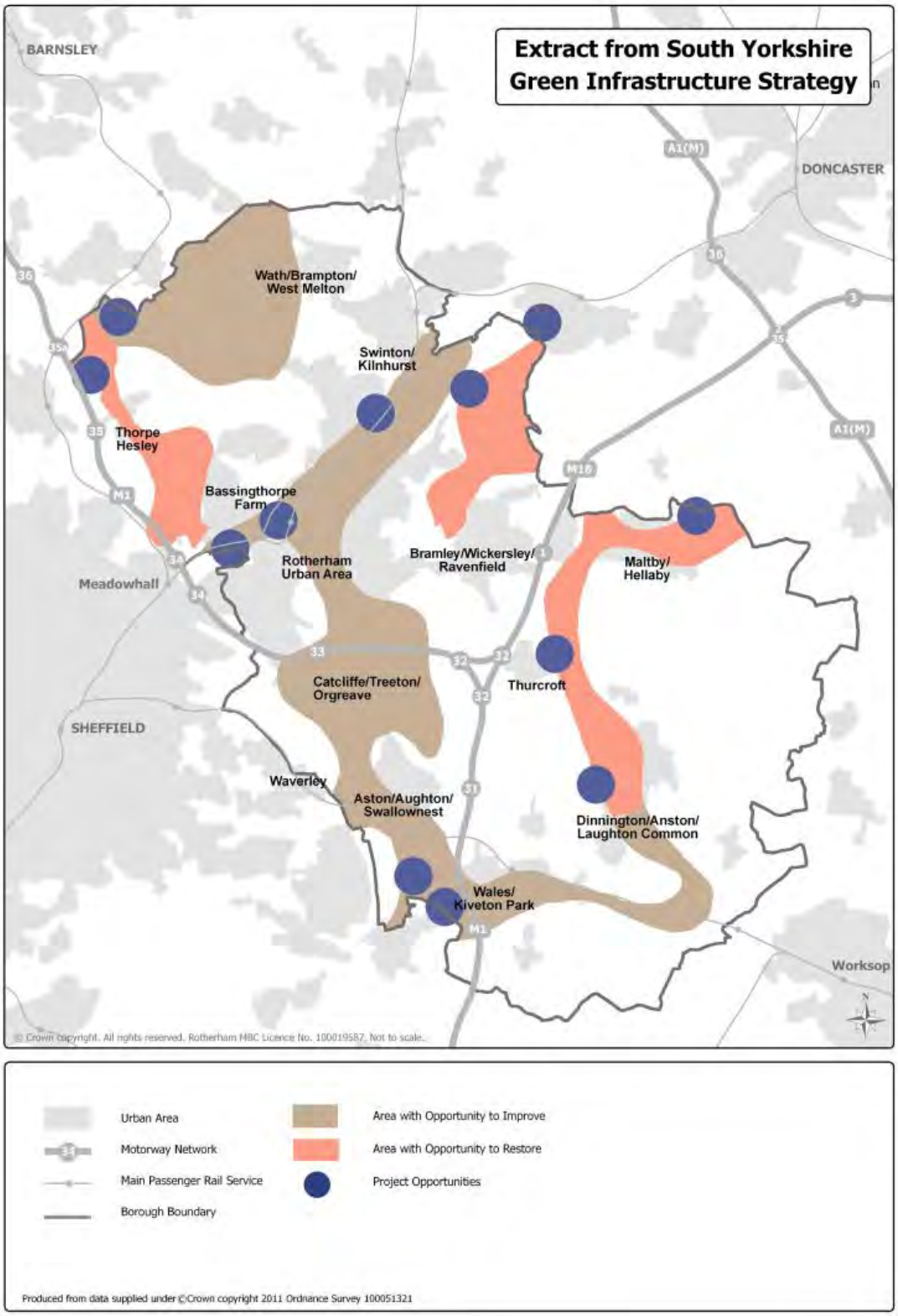
5.6.15 Support will be provided to any emerging Local Nature Partnership and Nature Improvement Area(s). The delivery of Rights of Way improvement plan will contribute to the Green Infrastructure network. Consideration will be given to the establishment of a Green Infrastructure Delivery Partnership arising from the development of a Local Green Infrastructure Strategy and action plan. Local Green Infrastructure mapping will use existing data sets and evidence. Support will be given to the maintenance of these evidence bases in order to monitor delivery and progress and guide further strategy and policy work.

Map 9 Strategic and Local Green Infrastructure Corridors



© LGYH/Natural England. All rights reserved. Rotherham MBC Licence No. 100019587. Not to scale.

Map 10 Extract from South Yorkshire Green Infrastructure Strategy



Biodiversity and geodiversity

Policy CS 20

Biodiversity and Geodiversity

The Council will conserve and enhance Rotherham's natural environment. Biodiversity and geodiversity resources will be protected and measures will be taken to enhance these resources in terms of nationally and locally prioritised sites, habitats and features and protected and priority species. Priority will be given to:

a. Protecting the integrity of European and nationally designated sites for nature conservation, biodiversity and geodiversity, from inappropriate development;

b. Supporting the positive management and protection of nationally, regionally and locally designated sites for nature conservation;

c. Conserving and enhancing populations of protected and identified priority species by protecting them from harm and disturbance and by promoting recovery of such species populations to meet national and local targets;

d. Conserving and enhancing sites and features which have demonstrable biodiversity and geodiversity value, including woodland, important trees, hedgerows, watercourse, caves, crags and structures, but which are not included in designated sites;

e. Supporting the delivery of objectives set out in the Rotherham Biodiversity Action Plan and the Yorkshire and Humber Biodiversity Strategy and Delivery Plan,

f. Supporting the production of further relevant biodiversity and ecological network strategies identified by local partnerships, to deliver the restoration and expansion of priority habitats, including within identified biodiversity opportunity areas;

g. Supporting the delivery of objectives set out in the UK Geodiversity Action Plan, other relevant geodiversity strategies;

h. Encouraging the inclusion of natural environment assets, networks and opportunity areas in Green Infrastructure development;

i. Supporting the maintenance of nature conservation evidence bases to ensure that adequate, up-to-date and relevant evidence on environmental characteristics and prospects is available;

j. Managing land use sympathetically, understanding the naturally functioning processes of habitat succession, flood & water management and climate change adaptation; contributing to landscape-scale and green infrastructure delivery;

k. Protecting soil resources and managing the release of the best and most versatile agricultural land, taking into account it's economic and other benefits and releasing only areas of poorer quality in preference to that of a higher quality;

l. Ensuring that development decisions will safeguard the natural environment and will incorporate best practice including biodiversity gain, green construction, sustainable drainage and contribution to green infrastructure

Explanation

5.6.16 Biodiversity encompasses the whole variety of life on earth; all species of plants and animals and the ecosystems of which they are part. It includes the whole of the natural world from the commonplace to the endangered. Geodiversity is the variety of rocks, fossils, minerals, landforms and soils, and all the natural processes that shape the landscape.

5.6.17 Biodiversity and geodiversity are hugely important in their own right and together form our natural environment and the ecosystem services which provides us with the essentials for life and underpins our health, wellbeing and prosperity. Sustainable economic growth relies on the services provided by the natural environment and protected natural areas, which can yield returns many times higher than the cost of their protection. It is important to understand the economic value of nature capital and take the opportunities that can arise from a greener economy as the setting for investment and sustainable development and in the provision of greener goods and services.

5.6.18 The natural environment is a precious resource and there are many pressures on it; the cumulative impacts of development, population growth and climate change are making these challenges more complex. It is essential that we secure a diverse, healthy and resilient natural environment to maintain our quality of life; this will require a coordinated and strategic approach to policy making and delivery. Nature conservation in this context means the provision of adequate protection and appropriate management of the natural environment.

5.6.19 Rotherham is located in the foothills of the Pennines. Three rivers dominate the drainage of the area, the Don, the Rother and the Dearne. The three river valleys and adjacent areas have been extensively developed. In terms of National Character Areas much of Rotherham lies on the Upper Westphalian Coal Measures where nature conservation features include woodlands, coal tips, canal and river systems, subsidence wetlands, neutral to acidic grasslands and historic parklands. To the east of Rotherham is the narrow strip of Magnesian Limestone where nature conservation interest lies predominantly in the woodlands, hedgerows, rivers and streams, rock outcrops, neutral to calcareous grassland and farmland.

5.6.20 Within Rotherham a framework of valuable biodiversity and geological assets is formed by the network of nationally, regionally and locally designated sites, by the presence of priority habitats and geological formations and by the presence of features that support protected and priority species. This framework of sites and features has helped to generate a Green Infrastructure network in which future development will be expected to contribute to the enhancement of the network including the natural environment.

5.6.21 The Yorkshire and Humber Biodiversity Forum has produced the Yorkshire and Humber Biodiversity Strategy and Delivery Plan (2009) which set targets for the creation and expansion of priority habitats and has led work to identify biodiversity opportunity areas on a regional scale in which it has been identified that restoration and creation of priority habitats will have the greatest benefit. National planning policy states that Local Plans should identify these areas and should include policies that support delivery.

5.6.22 The aim of this policy is to provide a framework for conserving and enhancing the total natural environment resource and diversity both for its own sake and for the positive contribution it makes to Rotherham's quality of life, ecosystem service provision and sense of place.

5.6.23 The sites, features and species noted below will be used as the basis for interpreting this policy. Statutorily protected and designated sites will be shown on the policies map; however, due to the dynamic character of the natural environment and conservation activity additions or amendments to site interests and boundaries may occur in future and the most up to date information should be sought. It is acknowledged that activity in Rotherham may also have an impact on protected sites outside the borough; this policy will be used to guide activity that may have an impact on these sites.

5.6.24 The Natural Environment and Rural Communities (NERC) Act 2006 places a duty on all public authorities to have regard to the purpose of conserving biodiversity (the 'biodiversity duty'); a key aim of this duty is to make biodiversity conservation a natural and integral part of policy and decision making.

5.6.25 Rotherham contains a wide and varied range of sites and features of nature conservation importance. There are 6 Sites of Special Scientific Interest (SSSI) in RMBC and a further 2 on the boundaries with neighbouring authorities. SSSI are representative examples of nationally important wildlife and geology. SSSI are of special value for nature conservation and are legally protected under national legislation. Local Nature Reserve (LNR) is also a statutory designation made under national legislation. More information can be found at http://www.natureonthemap.naturalengland.org.uk/ or at http://magic.defra.gov.uk

5.6.26 Local Sites, Local Wildlife Sites (LWS) and Local Geological Sites (LGS), including Regionally Important Geological Sites (RIGS), are non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites. Local Sites are protected within the planning framework and are a material consideration when planning applications are being determined.

5.6.27 Throughout the borough there are sites and features which are important for species protected by national and European legislation and which require protection against harm and disturbance.

5.6.28 Habitats and Species of Principal Importance for Biodiversity in England are the habitats and species in England that have been identified as requiring action in the UK Biodiversity Action Plan (UK BAP). The Rotherham Biodiversity Action Plan (RBAP) provides a local delivery mechanism for the protection and enhancement of these habitats and species, as well as others that are considered to be of local significance.

5.6.29 The borough contains a rich variety of important sites and features which contribute to the natural environment; many of these will have been identified and some designated. Other sites and features remain unknown or little studied. Ancient woodlands, mature trees, hedgerows, watercourses, gardens and green spaces all form important elements of the wider biodiversity resource. Throughout the borough, and not simply within defined sites, this resource needs protection, management and expansion.

5.6.30 Tree Preservation Orders (TPO) will be declared to protect individual groups of trees and, where applicable, the Hedgerow Regulations 1997 will be employed to protect important hedgerows. Linear features such as watercourses, hedgerows, verges and route-ways will form key elements of the borough's green infrastructure with particular importance as wildlife corridors. Gardens, parks and other green spaces will provide stepping stones and connections within the green infrastructure and should be encouraged to incorporate natural habitats; new green spaces should be located where they will create the maximum connective benefit.

5.6.31 National biodiversity priorities have been used to inform the Yorkshire and Humber Biodiversity Strategy and Delivery Plan (2009) which set targets for the creation and expansion of priority habitats. The Yorkshire and Humber Biodiversity Forum has also produced a regional Biodiversity Opportunity Areas map (2009), shown on Map 11 'Regional Biodiversity Opportunities', which provides a framework of core areas where focused and co-ordinated biodiversity action will have the greatest benefits.The extract shows the identified biodiversity opportunity areas that occur in Rotherham; however, as the areas are designed to consider landscape-scale biodiversity activity they extend over the RMBC boundary into neighbouring authority areas.

5.6.32 The Dearne Valley Green Heart Nature Improvement Area (NIA) includes part of the Rotherham local authority area, also illustrated on Map 11 'Regional Biodiversity Opportunities'. NIA are large discreet areas that will deliver a step change in nature conservation. Support will be given to the delivery of the Dearne Valley NIA vision, including the consideration of what types of development are appropriate for this area and by directing the delivery of suitable biodiversity opportunities.

5.6.33 National planning guidance requires the identification and mapping of local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation. The regional Biodiversity Opportunity Areas map will be used as a starting point for the development of local biodiversity opportunity mapping, which, in conjunction with the local ecological network, will, support the preservation, restoration and re-creation of priority habitats, ecological networks, the protection and recovery of priority species populations and the protection of geological conservation interests.

5.6.34 The UK Geodiversity Action Plan (UKGAP) provides a framework for geodiversity action throughout the UK; providing a shared context and direction for action for geodiversity and good conservation practice. Geodiversity is conserved by a range of means, which includes designation (statutory and non-statutory), planning policy, sympathetic management and partnership working. Planning policies should aim to prevent harm to geological conservation interests.

5.6.35 The existing network of sites and features of nature conservation importance, along with those identified as having potential for environmental enhancement and ecosystem network improvement, will be incorporated into Green Infrastructure mapping and delivery.

5.6.36 Areas outside of mapped ecological and green infrastructure will be encouraged to incorporate natural features with a view to creating new links between and into existing networks.

5.6.37 The natural environment is inextricably linked with climate change and will play a key role in both adaptation and mitigation. Land management should encompass naturally functioning processes such as natural flood alleviation capacity, natural regeneration of brownfield sites and natural succession of habitats and should employ best practice in terms of land stewardship. Achieving this in an integrated approach over landscape-scale areas will maximise the ability of the natural environment to respond to climate change.

5.6.38 Soil is a fundamental and essentially non-renewable component of our environment providing food, pollution filtration and drainage and supporting ecosystems. Soil resources, including the best and most versatile agricultural land, require protection from contamination, degradation and erosion. National planning guidance aims to restrict the loss of high quality agricultural land from irreversible development.

5.6.39 Rotherham's natural environment resource will be illustrated on the policies map along with identified opportunity areas and green infrastructure corridors, where available; the Core Strategy and Sites and Policies document will form the delivery framework for environmental enhancement and will ensure the protection of species, designated sites and priority habitats and features.

5.6.40 Further guidance and more detailed policies will be provided through the Sites and Policies document , including the designation of locally important sites, identifying areas for the creation or restoration of priority habitats and wider biodiversity opportunities, and setting out the criteria against which development proposals will be considered.

5.6.41 Development will be required to make a positive contribution to the natural environment by incorporating biodiversity gain, sustainable design, renewable energy technology and, where appropriate, direct contribution to the green infrastructure network and biodiversity opportunity areas.

5.6.42 The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Where granting planning permission would result in significant harm to those interests the local planning authority will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm or that adequate mitigation measures can be put in place. Where a planning decision would result in significant harm to biodiversity or geological interests which cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought. If that significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission should be refused.

Habitat Regulations assessment

5.6.43 This Core Strategy has been assessed under the provisions of the Habitats Regulations 1994, and it has been concluded that the plan would not have an adverse effect on any European or Ramsar site. The Habitats Regulations Assessment record accompanies, and should be read in conjunction with this Core Strategy when considering potential impacts on European or Ramsar sites. In the context of section 38 (6) of the Planning and Compulsory Purchase Act 2004, any development project that could have an adverse effect on the integrity of a European or Ramsar site, alone or in combination with other plans or projects, would not be in accordance with this Core Strategy. Subsequent development plan documents will also be subject to assessment and will be careful to avoid promoting or allocating development that is likely to have such effects on European or Ramsar sites.

Delivery

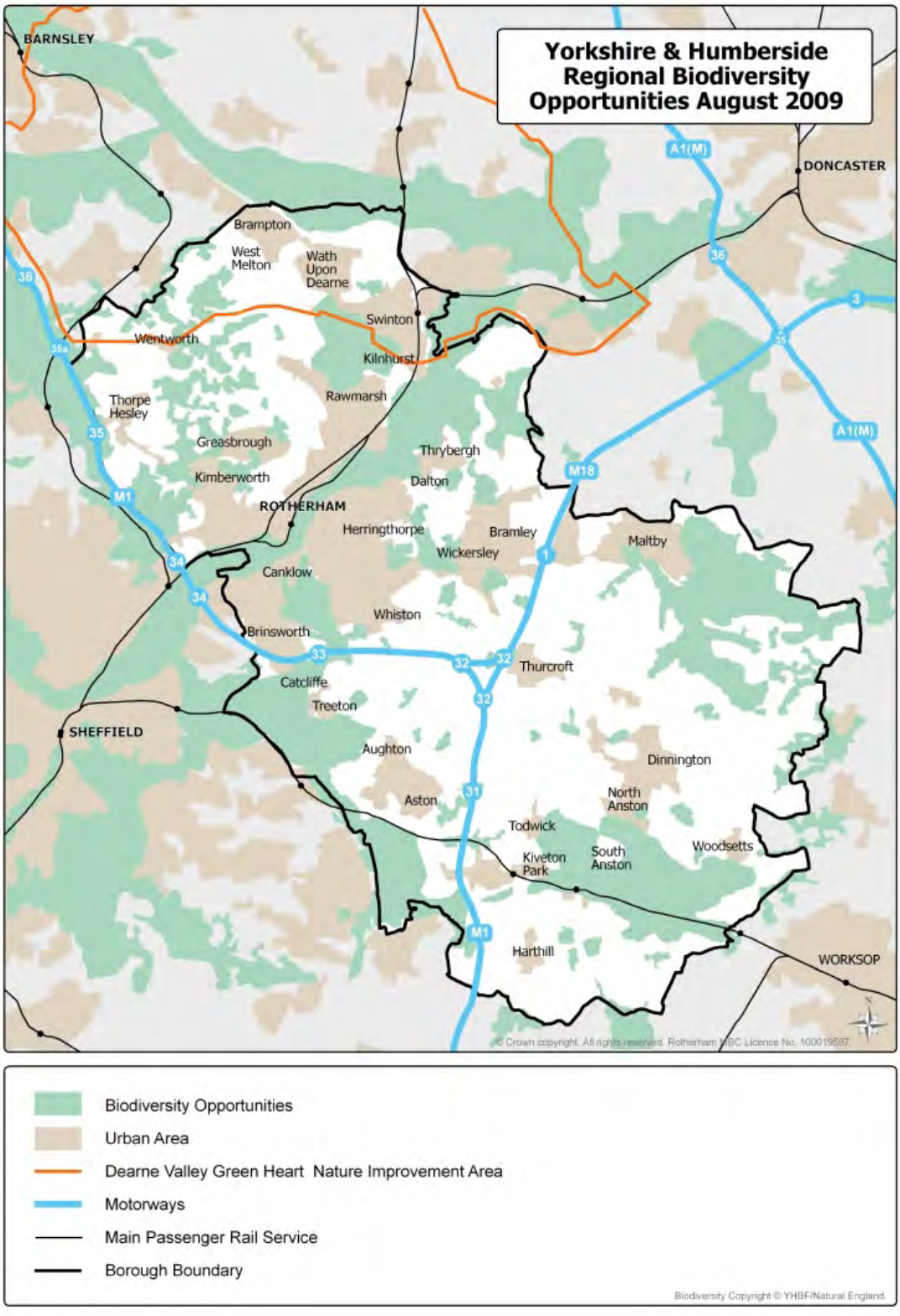
5.6.44 The Natural Environment and Rural Communities Act 2006 places a responsibility on all public authorities to protect and enhance biodiversity in the exercising of the authority's functions. As a competent authority under The Conservation of Habitats and Species Regulations 2010 the Council must have regard to the requirements of the Habitats Directive in the exercise of any of its functions.

5.6.45 Local plans should enable the collection and recording of relevant monitoring indicator information. Policies and planning decisions should be based on up-to-date information about the natural environment. The Rotherham Biological Records Centre and the Rotherham Geological Records Centre are currently considered to be the primary data repositories and will be key elements of the necessary evidence base.

5.6.46 Policy CS20 will be delivered by Rotherham MBC, its partners, and landowners through Council actions, and the determination of planning applications. The Rotherham Local Site System identifies sites of substantive nature conservation value through documented local criteria in line with national good practice (Local Sites Guidance on their Identification, Selection and Management, DEFRA, 2006) supportive of the Council's implementation the Natural Environment & Rural Communities Act 2006 Biodiversity Duty. In accordance with the NPPF local sites mapping and development management policy will be included in the emerging Sites and Policies document.

5.6.47 The Council is a partner in the Rotherham Biodiversity Forum, the South Yorkshire Biodiversity Forum and the Yorkshire and Humber Biodiversity Forum indicating a commitment to the delivery of associated targets. Support will be provided to the emerging South Yorkshire Local Nature Partnership.

Map 11 Regional Biodiversity Opportunities



Landscape

Policy CS 21

Landscape

New development will be required to safeguard and enhance the quality, character, distinctiveness and amenity value of the borough's landscapes. This will be achieved through the principles set out below:

a. All new development proposals will be required to respect and enhance the character and distinctiveness of the relevant National Character Areas and the Local Landscape Character Areas identified for Rotherham.

b. Within Areas of High Landscape Value, development will only be permitted where it will not detract from the landscape or visual character of the area and where appropriate standards of design and landscape architecture are achieved.

c. Significant landscape features, important views including landmarks and skylines will be safeguarded and enhanced. Proposals that reduce the negative visual impact of landscape detractors will be encouraged

d. Development will respect the setting of neighbouring settlements.

e. Where opportunities exist, the Council, and its partners, will support landscape enhancement, restoration, reclamation and other environmental improvements to enhance the quality, appearance and attractiveness of the borough and encourage future investment,development and tourism.

f. Landscape works shall be appropriate to the scale of the development.

g. Developers will be required to put in place effective landscape management mechanisms including long term landscape maintenance for the lifetime of the development.

h. Support will be given to initiatives, strategies and projects working towards or contributing to landscape scale conservation, implementing an integrated approach to managing the environment and all its functions.

Explanation

5.6.48 Landscapes are a mix of natural and cultural elements, giving rise to the European Landscape Convention's definition of landscape: 'An area as perceived by people, whose character is the result of the action and interaction or natural and/or human factors' (Article 1, European Landscape

Convention Council of Europe, 2002). This recognises that we are a part of the landscape, both shaping and being shaped by it.

5.6.49 Our landscapes are important to us for many reasons. They are a shared resource foreveryone, irrespective of ownership, ability or background. They offer enjoyment and a place for activities. They provide a link to the past, and an inspiration for culture. They provide a wide range of social and health benefits. They are important in attracting investment and development and in bringing people to the borough. They are a vital and frequently undervalued resource that must be safeguarded and enhanced for the benefit of future generations. They contribute towards the Green Infrastructure resource of the borough and beyond.

5.6.50 The variety of our landscapes is the result of interaction between geology, landform, soils, vegetation and climate, combined with the legacy of human occupation and use.

5.6.51 Landscape Character Assessment (LCA) is a recognised system for identifying, describing, classifying and mapping this variety of landscape. LCA provides baseline information that can be used to guide landscape change - by feeding into development plans, decisions on development proposals, land management plans and strategies for land use.

5.6.52 Detailed descriptions for national character areas present in Rotherham are given in"Countryside Character Volume 3: Yorkshire and Humber" (1999). In 2009 an outline "Landscape Character Assessment and Landscape Capacity Study" was carried out in Rotherham. In this study, eleven main landscape character areas (and further subdivisions) were identified (see The "Landscape Character Assessment and Landscape Capacity Study" (2009)). Particular landscape features identified in Rotherham include the relatively intact areas of historic parkland at Wentworth in the west of the borough and Sandbeck in the east. The landscape within the east of the borough is heavily influenced by the underlying limestone geology, which is replaced by a coalfield landscape in the western halfof the borough. The Rivers Rother, Don and Dearne also locally influence the landscape.

5.6.53 Land of particularly high landscape quality in the borough was previously identified andprotected through local planning designations as "Areas of High Landscape Value" under Policies ENV1.1 and ENV1.2 in the Rotherham Unitary Development Plan (1999).

5.6.54 This policy provides a positive framework for landscape in Rotherham. Most of Rotherham is currently open countryside. Protecting and managing the diverse environments is therefore a key objective of the Core Strategy.The policy approach to the protection and enhancement of the landscape in Rotherham is to continue to provide the highest level of protection to the Areas of High Landscape Value until such a time as a comprehensive Landscape Character Assessment has been prepared. Once the Landscape Character Assessment work is completed, development will be required to respect or enhance the landscape character area in which it is proposed (see the outline "Landscape Character Assessment and Landscape Capacity Study" (2009)).

5.6.55 Policy CS21 will make a vital contribution to the spatial strategy, providing a framework for the protection of the countryside, minimising the ill effects of new development on the landscape, mitigating declining environmental quality and seeking landscape enhancements. Landscape enhancements will be required to avoid any significant adverse impact associated with new developments. These shall be appropriate to the scale of the development and will be in balance with other considerations (such as respect for the historic environment; biodiversity and geodiversity;

hydrology and drainage; green infrastructure, and mitigation and adaption to climate change).Consideration should be given to the implementation of an integrated approach to managing the natural environment and all its functions, particularly at the landscape scale. The Natural Environment White Paper set out a new direction for valuing and managing the natural environment. It supports the movement to a landscape – scale approach to conservation and the valuing of the wider benefits or ecosystem services that the natural environment provides, which are necessary for the economy and our individual and societal health and well being. Landscape Scale Conservation requires action on a larger scale beyond individual sites and managing the whole landscape to integrate different land uses in a manner sympathetic to the environment for the benefit of people and wildlife. It is considered we need to manage at landscape scale to maximise the ecosystem services provided by the natural environment.

5.6.56 This Policy includes provision for the safeguard ofsignificant landscape features and important views. Proposals that reduce the negative visual impact of landscape detractors will be encouraged. Information on significant landscape features and landscape detractors is given in the "Landscape Character Assessment and Landscape Capacity Study (2009)". A number of assets of landscape significance in Rotherham Metropolitan Borough are recognised for other interests they contain (e.g. they may have one or more planning designations such as Local Wildlife Sites, and they may also receive statutory protection such as a Site of Special Scientific Interest). Historic assets of landscape importance in Rotherham are also recognised through the RegisteredParks and Gardens designation. Further historical detail on local landscapes and townscapes is provided in South Yorkshire Archaeology Service's South Yorkshire Historic Environment Characterisation (available to view at: www.sheffield.gov.uk/syas).

5.6.57 Ratification of the European Landscape Convention means that the United Kingdom has agreed to the following common core principles and actions:

- Putting people from all cultures and communities, and their surroundings, at the heart of spatial planning and sustainable development.
- Recognising that the landscape is important everywhere, not just where designated as special, and that whether outstanding or ordinary, landscape is our shared inheritance. Increasing awareness and understanding of landscape and its value.
- Promoting a more accessible, integrated and forward-looking approach to managing the landscapes we have inherited, and in creating new ones.

5.6.58 A full borough wide Rotherham Landscape Character Assessment will be undertaken. Development will be required to respect or enhance the landscape character area in which it is proposed as set out in the Landscape Character Assessment. Until this time, the existing local landscape designations "Areas of High Landscape Value" will be maintained.

5.6.59 "The South Yorkshire Forest Plan" (2002) recognises the importance of a high quality environment for economic regeneration and investment and improved quality of life and identifies landscape restoration, improvement and management zones.

Delivery

5.6.60 Policy CS21 will be delivered through the development management process via the determination of planning applications (including the use of planning conditions, developerobligations and CIL where appropriate), and also using a variety of measures: such as planning briefs, master plans, management plans, maintenance plans, and design codes as applicable to the development proposal. Criteria g of Core Strategy Policy CS21 relates to larger schemes requiring site specific landscaping of a strategic or at least whole scheme benefit and does not include small, privately owned, domestic gardens. "Lifetime of the development" is as long as the development which has been permitted endures. More detailed guidance will be provided through the Sites and Policies document.

Green space

Policy CS 22

Green Space

The Council will seek to protect and improve the quality and accessibility of green spaces available to the local community and will provide clear and focused guidance to developers on the contributions expected.

Rotherham's green spaces will be protected, managed, enhanced and created by:

a. Requiring development proposals to provide new or upgrade existing provision of accessible green space where it is necessary to do so as a direct result of the new development

b. Having regard to the detailed policies in the Sites and Policies document that will establish a standard for green space provision where new green space is required

c. Protecting and enhancing green space that contributes to the amenities of the surrounding area, or could serve areas allocated for future residential development

d. Considering the potential of currently inaccessible green space to meet an identified need.

e. Putting in place provision for long term management of green space provided by development

f. Requiring all new green space to respect and enhance the character and distinctiveness of the relevant National Character Areas and the Local Landscape Character Areas identified for Rotherham.

g. Links between green spaces will be preserved, improved and extended by:

i. Retaining and enhancing green spaces that are easily accessible from strategically important routes as identified in the Public Rights of Way Improvement Plan, and those that adjoin one or more neighbouring green spaces to form a linear feature

ii. Creating or extending green links where feasible as part of green space provision in new developments

Explanation

5.6.61 Green space, sport and recreation are essential elements of sustainable communities that contribute towards health, quality of life, sense of place and overall well-being. They can add to an area's character, making it a place that is distinctive, stimulating and an exceptional place to live and work.Green space is defined as a wide range of public and private areas that are predominantly open in character and provide, or have the potential to provide direct or indirect environmental, social and/or economic benefits to communities. They include:

Formal open space

- outdoor sports facilities (with natural or artificial surfaces; either publicly or privately owned) - including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas
- provision for children and teenagers - including play areas, skateboard & BMX parks, Multi-use Games Areas (MUGA's) and teenage shelters

Informal open space

- parks - including urban parks, country parks and formal gardens (these may also consist of elements of formal provision);
- natural and semi-natural urban open spaces – including accessible natural green space, woodlands, urban forestry, scrub, grasslands (such as commons and meadows),wetlands, open and running water, wastelands and derelict open land and rock areas;
- river and canal banks and towpaths, cycleways, and rights of way;
- small green or landscaped areas (public or private) which provide a setting for built development and which may offer opportunities for informal recreation close to home or work;
- allotments;
- churchyards, cemeteries and gardens of rest (associated with crematoria);
- accessible countryside in urban fringe and rural areas – including woodlands.

5.6.62 Rotherham has a wealth of green spaces that have been provided for the enjoyment of local people. Such places need to be well looked after to ensure they continue to meet the needs of the communities they serve. Widespread changes in Rotherham over the last thirty years have been brought about by decline in traditional industries, migration, technology and cultural changes. The result has been new lifestyles and pressures on the community and environment. This means that the provision of parks and green spaces today faces many challenges, for example the need to renew ageing facilities and maintain high standards within limited resources. Increasing housing provision will result in extra demand for play, sport and access to nature. A balance needs to be struck; new development has major positive impacts in regeneration and economic activity within an area but needs to be balanced with people's need for green space and recreation.

5.6.63 Around 70% of the borough is rural, however most of the countryside is privately owned and not publicly accessible. The Council is currently the main provider of accessible green space (Green Space Strategy 2010). This policy focuses largely on the recreational value of green spaces. Local planning policy needs to reflect the local need for open space and recreation.

5.6.64 Green spaces need to be well looked after to ensure they continue to meet the needs of the communities they serve. From time to time they may also need realignment or improvement to suit changing circumstances. The planned growth of settlements outlined by the core strategy (see CS1) will bring additional pressures on our built environment and further need from the communities for open space, sport and recreational facilities.

5.6.65 The Council has undertaken an audit (2005) of green space in Rotherham and this raises the following issues with respect to green space provision in the borough:

- Compared to some other metropolitan districts Rotherham has a large amount of accessible green space per person, with extensive reclaimed former mineral and industrial sites contributing to this.
- Some areas contain significantly more green space per person than others, and the proportions of different types of green space vary from one part of the borough to another.
- The value of green spaces can be enhanced by linking them together, although further work needs to be done to identify where this is feasible. There are variations in the quality of green space, and a significant number of sites have been assessed as being high value but only low quality, highlighting the need for further site improvement.
- The MORI survey (2003 & referred to in the audit) found that Rotherham residents considered themselves lucky in having so much green space. There is little perceived need for extra provision but instead a desire for what already exists to be improved, maintained and protected. However, some areas of the borough have been identified where people do not have good access to green spaces.

5.6.66 A Green Spaces Strategy (2010) has been developed, which includes the following vision: "Rotherham: a place where people's lives are improved by having access to a network of safe, well-used Green Spaces offering a wide range of recreational and learning opportunities in high quality, sustainable environments". This network will enhance the 'liveability' of the town, support regeneration and bio-diversity, promote sustainability and make the best use of land.

5.6.67 All green space can form components of green infrastructure and are an important part of green infrastructure. Core Strategy Policy CS19 Green Infrastructure is a complementary policy which

takes a broader approach beyond primary considerations of recreational value. CS19 promotes a multifunctional network of sites which have linkages to go beyond this authority's boundaries. It is anticipated that Policy CS19 will also contribute towards the protection, enhancement and creation of Rotherham's green spaces within the context of green infrastructure.

5.6.68 Accessibility is a major factor for people in deciding whether to use a green space or not. A community's use of green space depends on the quality of the green space and how easy it is for people to get to it. Accessibility can be improved by providing new green space, enlarging existing green spaces to extend their catchment areas, or by making improvements needed to upgrade a site.

5.6.69 Green space makes a valuable contribution to local communities and should not be sacrificed for development where it is required to fulfil a local green space need. Through local and neighbourhood plans local communities may identify Local Green Space (in line with the National Planning Policy Framework) for consideration by the Council for its incorporation into the Local Plan.

5.6.70 It is recognised that green spaces can provide for a variety of recreational functions and an open space should not be developed if it can fulfil an alternate green space function. In situations where there is sufficient green space to cater for local needs, and the proposal does not conflict with Green Infrastructure objectives (see Core Strategy Policy CS19) some green spaces of low value from which the community derives little benefit may be considered surplus to requirements, and their loss acceptable. This will require careful consideration of the local context and the potential benefits that could be achieved through development.

5.6.71 Improving green space provision is not just about individual sites. The value of green spaces can be greatly enhanced by linking them together in corridors giving safe, attractive access for pedestrians and, in some cases, cyclists. In this way, the recreational opportunities offered by one site can be expanded to include those at other linked green spaces, as well as the enjoyment and health benefits of walking or cycling between them. To successfully achieve this enhancement measures could include creation of new access between adjacent green spaces, or between a green space and a public right of way, or new planting along such a route to improve its wildlife and landscape value. The benefits of linking green spaces and other environmental assets are considered further in Core Strategy Policy CS19 Green Infrastructure.

5.6.72 The contributions green spaces make to people's quality of life are varied and extensive. Work carried out by Natural England has shown that natural space has a restorative effect (RMBC Green Space Strategy, 2010). Consideration will be given to determine the need to identify and protect areas of tranquillity in the borough. By acting as 'green lungs' green space can assist in improving air quality. Well planned and maintained open spaces can play a major part in improving people's sense of well being in the place they live. As a focal point for community activities, they can provide opportunities for people to interact. Green spaces and recreational facilities have a role in the promotion of the health and well-being of the community.

5.6.73 The recognition of the value of green spaces for biodiversity and nature conservation has grown in recent years. Country parks aim to provide places where wildlife flourishes whilst being easily accessible to visitors, providing opportunities for environmental education and life-long learning. Woodlands, local nature reserves and other countryside sites are generally managed for biodiversity as well as recreational value. The potential for urban green spaces to be managed in a similar way

is gaining recognition, bringing environmental, recreational and educational benefits of nature closer to where people live.

5.6.74 The landscape value of green spaces is important and can have a significant impact on the economic prosperity of the local area and the borough. Green space quality and design provides a sense of place, civic pride and identity. National studies have shown that a quality natural setting can encourage economic investment and increased house prices.

5.6.75 Good quality green spaces can have a positive effect on the appearance of streets and homes, and in some cases they are the dominant features that help to create the distinct character of a neighbourhood. Green spaces can define the edges of neighbourhoods, separating them from the next community. In such cases loss of a green space could lead to the erosion of a community's unique identity.

5.6.76 Green spaces can play a valuable role in adaptation to and mitigation of the effects of climate change. Recent experience has highlighted the risk to homes and businesses in Rotherham from flooding. Whilst the increasing frequency of extreme rainfall events appear to be a factor in this, the spread of the built environment and hard surfacing also contributes to increased run off which results in a rapid increase in river levels. Green spaces can help to reduce these effects by storing rainwater. Warmer summers particularly affect urban areas as buildings and road surfaces heat up quickly increasing the local temperature. This can lead to increased energy consumption through the use of air conditioning which adds to the overall heating effect. Green spaces can help to reduce these effects because they heat up more slowly. Trees are particularly valuable as they offer protection from the potentially damaging effects of sunlight.

Delivery

5.6.77 Improvements to the quality and accessibility of open space will be achieved through developer contributions comprising S106 obligations and CIL where appropriate. It is important that the Core Strategy is flexible. The type of green space that will be appropriate for different types of development will vary. Further detail will be given in the Sites and Policies document. Partnership arrangements with local organisations including Groundwork Dearne Valley may also be explored.

5.6.78 The delivery of the policy will be informed by the RMBC Green Space Strategy 2010 and any future updates, and updated audits of open space to measure quality and accessibility. Other technical studies such as the Allotments & Playing Pitch Strategies will also be used to justify future provision levels.

Valuing the historic environment

Policy CS 23

Valuing the Historic Environment

Rotherham's historic environment will be conserved, enhanced and managed, in accordance with the principles set out below

a. Proposals and initiatives will be supported which conserve and enhance the heritage significance and setting of the borough's heritage assets, specifically those elements which contribute to the distinct identity of the borough. These include:

   i. The Roman Ridge, Roche Abbey, motte and bailey castles, historic houses and historic parks and gardens.
   ii. The borough's industrial past with particular regard to Catcliffe Glassworks, Swinton Pottery and the Chesterfield Canal.
   iii. The historic grain of the town centre and historic village cores, including street layout and plot sizes.
   iv. Early 20th century developments including planned colliery villages.
   v. Encouraging suitable new uses for vacant, under-used and derelict historic buildings.

b. The character and setting of Rotherham Minster and the Chapel on the Bridge will be conserved and enhanced. Proposals will be supported which respect and enhance key views and vistas to both these and other significant buildings such as the Church of All Saints at Laughton en le Morthen.
c. The character and setting, including key views to and from the historic buildings and designated landscape, of the Wentworth Woodhouse Estate will be conserved, enhanced and protected from inappropriate development.
d. Proposals will be supported which protect the heritage significance and setting of locally identified heritage assets such as buildings of local architectural or historic interest, locally important archaeological sites and parks and gardens of local interest.

Explanation

5.6.79 Rotherham has a rich and varied historic environment. Its heritage assets have an important role to play in connecting us with our past and also have a vital role to play in shaping our future. Rotherham is a borough that wishes to be seen as serious and forward thinking about its heritage. As such, this is an increasingly important area of work for the Council.

5.6.80 The historic environment is an asset of enormous cultural, social, economic and environmental value. It contributes significantly to our quality of life and to the quality of our places. Planning plays a crucial role in conserving the historic environment through the application of legislation, policy and guidance. Heritage assets embrace all manner of features within the historic environment including buildings; parks and gardens; standing, buried and submerged remains; areas, sites and landscapes, whether designated or not. The greater the significance, the greater the degree of protection in planning decisions. Once lost, heritage assets cannot be replaced and their loss has a cultural, environmental, economic and social impact.

5.6.81 The historic environment is an asset which can contribute to broader strategic objectives such as economic development, urban and rural regeneration, tourism, leisure and recreation, cultural and community development, good urban design and town planning, provision of formal and informal education, development of skills, and sustainability. This Policy aims to help define, reinforce and bring these diverse aspects together.

5.6.82 National planning policy on the historic environment is set out in the National Planning Policy Framework and provides guidance on the identification, significance, and protection of heritage assets. These assets include listed buildings, conservation areas, historic parks and gardens and archaeological remains. National policy expects that the contribution of such heritage assets to local character and sense of place is recognised and valued and the policy will reinforce this.

5.6.83 Policy CS23 seeks to ensure that heritage assets are safeguarded or enhanced for the future both for their own heritage merits and for the wider benefits they bring. These benefits should include improvement in the quality of the historic built and landscaped environment, the stimulation of high architectural quality in new buildings, creation of a stronger local identity and sense of place, increased sustainability, encouragement of local building craft skills, greater opportunities for use of the historic environment in education and increased levels of investment and tourism.

5.6.84 Rotherham has a surprisingly rich and diverse collection of heritage assets, including evidence of early settlements, country houses and estates, nationally significant parks and gardens, historic villages, ecclesiastical, agricultural, civic and industrial buildings, canal structures, twentieth century suburbs and planned colliery settlements. The underlying geology of the district gives rise to an interesting variety of vernacular building materials characterised by sandstone buildings to the west and limestone buildings to the east. Stone slate, Welsh slate and clay pantile roofs are distinctive characteristics of parts of the borough. National policy requires local authorities to ensure that they have evidence about the historic environment and heritage assets in their area and that this is publicly documented.

5.6.85 Within the borough there are 526 listed buildings which are designated nationally. Although Rotherham has fewer in numbers than its immediate neighbours, 10% of these are high grade (ie Grade I and II*) The medieval record of the borough is particularly strong, with a number of extant villages retaining their medieval character in addition to the archaeological record of deserted villages, moated sites fortifications and relict landscapes (particularly on the Southern Magnesian Limestone). The ecclesiastical record is an equally important component of the medieval landscape, with significant monastic sites and urban churches complementing the rural record. 18th and 19th century designed landscapes are an important feature of the borough. English Heritage, in conjunction with the Council, has drawn up databases of Grade I and II-star Listed Buildings At Risk and of Conservation Areas At Risk. Additionally, the Council is preparing a list of Grade II Listed Buildings at Risk. Strategies and initiatives to reduce the number of buildings and areas at risk are being supported and developed. There needs to be greater recognition and subsequent protection of the borough's assets which are regionally or even nationally significant. Examples of these include:

- Rotherham Minster, considered by Pevsner to be "one of the largest and stateliest of parish churches in Yorkshire" (The Buildings of England: Yorkshire West Riding, Penguin Books, 1974) and by Simon Jenkins in "Englands 1000 Best Churches" (Allen Lane; 2004) as "the best work in the county".
- Rotherham's Chapel on the Bridge, dating from 1483, is one of only four complete bridge chapels that still exist.
- The Catcliffe Glassworks Cone, the oldest surviving structure of its type in Western Europe and one of only four remaining in the United Kingdom.

- The East Front of Wentworth Woodhouse, at over 600 feet in length, is (according to Pevsner, Ibid) reportedly the longest frontage of any country house in England.
- The medieval barn at Whiston is the oldest standing, non-religious building in Yorkshire.

5.6.86 In addition, Rotherham has 37 Scheduled Ancient Monuments and 5 Registered Parks and Gardens . The Parks and Gardens form a high proportion relative to its total area mainly due to the large estates at Wentworth Woodhouse and Sandbeck Park. These (along with the 526 listed buildings) are detailed in national lists and registers which are made publicly available by the Council. Listed Buildings and Scheduled Monuments are afforded protection through national planning legislation and policy. The heritage significance of registered parks and gardens of special historic interest is a material consideration in the determination of planning applications.

5.6.87 Currently, Rotherham has 27 conservation areas. These have an element of protection through national planning legislation but are designated locally. The key characteristics of the borough's conservation areas are described in conservation area character summaries. It is intended to make these available on the Councils website. Work is currently being undertaken on more detailed Conservation Area appraisals and management plans which will then be used to identify and assess local character and promote enhancement. Work is also in progress to assess whether the designation of a further 12 conservation areas is appropriate.

5.6.88 The borough also has a significant number of historic buildings which may in the future be considered for designation as buildings of local architectural and historic interest. These are heritage assets that contribute to the distinctive local character of the borough but are not afforded the same legislative protection. National policy on the historic environment recognises that some of these local heritage assets have lesser significance but expects that decisions are based on the nature, extent and level of that significance, which is a material consideration in the determination of planning applications. The Council will consider the designation of buildings of local architectural and historic interest. The policy will ensure that this will then be given due consideration in planning decisions.

5.6.89 Rotherham contains a wealth of archaeological material and evidence for the development of its historic landscapes and townscapes, all of which contribute to the borough's identity. In addition, such evidence has the potential to inform our understanding of the development of the borough, as further research is carried out. Known archaeological sites, including Scheduled Monuments, are recorded in the South Yorkshire Sites and Monuments Record maintained by the South Yorkshire Archaeological Service. The South Yorkshire Archaeological Service also holds the results of the South Yorkshire Historic Environment Characterisation project. The policy will ensure that this evidence is given due consideration in planning decisions.

Delivery

5.6.90 This policy will be delivered through working with developers and partners and facilitated through the determination of planning applications. It will also be achieved through the allocation of land for development and policies against which planning applications will be judged, to be made within the Sites and Policies document.

5.6.91 In addition, ongoing schemes such as the Rotherham Town Centre Townscape Heritage Initiative will help deliver the policy around key town centre buildings such as Rotherham Minster.

Conserving and enhancing the water environment

Policy CS 24

Conserving and Enhancing the Water Environment

Proposals will be supported which:

a. do not result in the deterioration of water courses and which conserve and enhance:

   i. the natural geomorphology of watercourses,
   ii. water quality; and
   iii. the ecological value of the water environment, including watercourse corridors;

b. contribute towards achieving 'good status' under the Water Framework Directive in the borough's surface and groundwater bodies
c. manage water demand and improve water efficiency through appropriate water conservation techniques including rainwater harvesting and grey-water recycling;
d. improve water quality through the incorporation of appropriately constructed and maintained Sustainable Urban Drainage Systems or sustainable drainage techniques as set out in Policy CS25 Dealing with Flood Risk,
e. dispose of surface water appropriately according to the following networks in order of preference:

   i. to an infiltration based system wherever possible (such as soakaways)
   ii. discharge into a watercourse with the prior approval of the landowner and navigation authority (to comply with part a. this must be following treatment where necessary or where no treatment is required to prevent pollution of the receiving watercourse.)
   iii. discharge to a public sewer

Explanation

5.6.92 Rotherham's water environments are an important feature of the landscape. As well as their intrinsic value, they provide wildlife habitats and encourage biodiversity, provide opportunities for leisure and recreation and help alleviate flood risk. They can contribute positively towards the social, economic, environmental and health well being of communities.

5.6.93 In terms of quality, although improvements have been made to Rotherham's surface water bodies and groundwaters a large proportion of the rivers are still only of moderate ecological potential and several fail for their chemical status, and several groundwater areas are of good quantitative quality, but poor chemical quality.

5.6.94 Policy CS24 seeks to address the key objectives of the Water Framework Directive as well as respond to the guidance and recommendations in the Humber River Basin Management Plan, the Don Catchment Flood Management Plan and relevant Catchment Abstraction Management Strategies:

- To prevent deterioration in the status of water bodies and groundwater
- To achieve good ecological and chemical status for surface waters and good quantitative and chemical status for groundwaters
- To reduce pollution
- Promoting water efficiency in new development
- Identifying opportunities for ecological enhancement
- Promoting the use of sustainable drainage systems
- Ensure that flood risk is not increased and that opportunities for the management of existing flood risk are taken.
- Where possible, opportunities should be sought to enhance the river corridor habitats, landscape, access and amenity facilities

5.6.95 To conserve and enhance Rotherham's watercourses proposals will be supported which do not result in their deterioration and which contribute towards achieving 'good status' under the Water Framework Directive. In recognising the natural and ecological value of our water environment proposals will also be supported where they conserve and enhance the natural geomorphology of watercourses and the ecological value of the water environment.

5.6.96 Promoting water efficiency helps preserve a scarce resource as well as assist in reducing the risk of flooding caused via run off. The Council will therefore support measures and proposals which manage the demand for water as well as the efficiency of its use. Techniques such as grey water recycling and rain water harvesting can play an important role in delivering the sustainable design and construction of new places.

5.6.97 The effective management and disposal of surface water plays a role in reducing the risk of flooding as well as ensuring that excessive strain is not placed upon existing infrastructure. Development should ensure that surface water is disposed of according to the hierarchy set out in Policy CS24. The preference will be for water to be directed to infiltrations systems, such as soakaways, in the first instance. Alternatively, where it is safe to do so (either where no treatment is required, or where treatment has taken place to remove pollutants) surface water may be discharged into a watercourse. Where opportunities to dispose of water via these routes cannot be achieved, then water may be discharged to a public sewer.

Delivery

5.6.98 This policy will be delivered through the determination of planning applications. The Council will work with partners, developers, the private sector and agencies to deliver appropriate water management features. Supplementary Planning Documents may also be adopted to set out water management requirements further.

Dealing with flood risk

Policy CS 25

Dealing with Flood Risk

Proposals will be supported which ensure that new development is not subject to unacceptable levels of flood risk, does not result in increased flood risk elsewhere and, where possible, achieves reductions in flood risk overall.

1 Proposals should demonstrate that development:

a. has been directed to areas at the lowest probability of flooding by demonstrating compliance with the sequential approach as follows:

    i. Sites are within flood risk zone 1; or
    ii. Sites within flood zone 2 are considered only when it can be demonstrated that there are no reasonably available sites within flood zone 1; or
    iii. Sites within flood zone 3 are considered only when it can be demonstrated that there are no reasonably available sites with flood zones 1 or 2; and
    iv. Proposed uses are appropriate within the flood risk zone having regard to Table 10 'Flood Risk Vulnerability of Uses'; and
    v. Where Table 10 'Flood Risk Vulnerability of Uses' indicates the exception test is required proposals must demonstrate that the development:

        a. provides wider sustainability benefits to the community that outweigh the flood risk; and
        b. will be safe, without increasing flood risk elsewhere and, where possible, will reduce flood risk overall

b. within each flood zone is located where there is the lowest probability of flooding and that uses with higher vulnerability are located on parts of the site with the lowest probability of flooding
c. Is in accordance with the recommendations set out in the Strategic Flood Risk Assessment level 1 and level 2 documents;
d. Is supported by a detailed Flood Risk Assessment (FRA) having regard to the guidance in national planning policy

2 Within the Rotherham Regeneration Area the Council will support proposals which demonstrate that they have assessed, and, where necessary, mitigated flood risk in accordance with the Flood Risk Took Kit. Proposals will not be supported where the risk cannot be satisfactorily mitigated.

Proposals within flood zones 2 and 3 will be required to demonstrate that other sites in lower flood risk zones within the Rotherham Regeneration Area have been assessed and can be shown to be unable to accommodate the proposed development. Applicants must also set out the flood

risk mitigation measures incorporated into the design and demonstrate how these reduce flood risk to an acceptable level and maintain safe access both to the site and its surroundings during times of flood. Any flood risk management measures implemented through development must be compatible with the requirements of the Council's community wide Rotherham Renaissance Flood Alleviation Scheme.

3 The extent and impact of flooding will be reduced by:

a. Requiring all development proposals on brownfield sites to reduce surface water run-off by at least 30% and development on greenfield sites to maintain or reduce existing surface water run off rates, unless it can be demonstrated to be impractical or unfeasible.
b. Requiring the use of appropriately constructed and maintained Sustainable Urban Drainage Systems or sustainable drainage techniques on all sites where practical and feasible taking account of the location and the scale of the development proposed.
c. Encouraging the removal of culverting. Building over a culvert or culverting of watercourses will only be permitted where it can be demonstrated that it is necessary.
d. Protecting areas of functional floodplain as shown in the Strategic Flood Risk Assessment level 1 and level 2 documents and not increasing, and where possible reducing, the building footprint within the developed floodplain and where necessary designing new buildings to take into account flood risk
e. Identifying new areas of natural flood storage
f. Requiring appropriate mitigation and construction methods for developments in areas with known surface water flooding issues as well as not increasing the likelihood or extent of surface water flooding

Table 10 Flood Risk Vulnerability of Uses

Flood Risk Zone	Flood Risk Vulnerability (see table 11 and glossary for definitions)				
	Essential Infrastructure	Water Compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Zone 1 (Low Probability)	Y	Y	Y	Y	Y
Zone 2 (Medium Probability)	Y	Y	Exception Test Required	Y	Y
Zone 3a (High Probability)	Exception Test Required	Y	N	Exception Test Required	Y
Zone 3b (Functional Floodplain)	Exception Test Required	Y	N	N	N

Y Development is appropriate

N Development should not be permitted

Table 11 Definition of Flood Risk Vulnerability Categories

Flood Risk Vulnerability	Definition *
Essential Infrastructure	• Essential transport and utility infrastructure • Wind turbines
Highly Vulnerable	• Emergency services stations and telecommunications installations required to be operational during flooding. • Emergency dispersal points. • Basement and mobile dwellings. • Installations requiring hazardous substances consent.
More Vulnerable	• Hospitals; residential institutions; student halls of residence; drinking establishments; nightclubs; and hotels. • Non–residential uses for health services, nurseries and educational establishments. • Landfill and sites used for waste management facilities for hazardous waste. • Sites used for holiday or short-let caravans and camping, subject to a specific warning and evacuation plan.
Less Vulnerable	• Emergency services stations not required to be operational during flooding. • Buildings used for: shops; financial, professional and other services; restaurants and cafes; hot food takeaways; offices; general industry; storage and distribution; non–residential institutions not included in 'more vulnerable'; and assembly and leisure. • Land and buildings used for agriculture and forestry. • Waste treatment (except landfill and hazardous waste facilities). • Minerals working and processing (except for sand and gravel working). • Water treatment works which do not need to remain operational during times of flood. • Sewage treatment works (if adequate measures to control pollution and manage sewage during flooding events are in place).
Water Compatible	• Flood control infrastructure. • Water and sewage transmission infrastructure and pumping stations. • Sand and gravel workings. • Docks, marinas and wharves; compatible activities requireing a waterside location • Navigation facilities. • MOD defence installations. • Water-based recreation (excluding sleeping accommodation). • Lifeguard and coastguard stations. • Amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms. • Essential ancillary sleeping or residential accommodation for staff required by uses in
* A comprehensive definition of appropriate uses is set out in the glossary	

Explanation

5.6.99 Flooding can result not only in costly damage to property, but can also pose a risk to life and livelihood. It is essential that future development is planned carefully, steering it away from areas that are most at risk from flooding where possible, and ensuring that it does not exacerbate existing known flooding problems.

5.6.100 Recent experience in Rotherham has shown the devastating impacts that flooding can have on lives, homes and businesses. A considerable number of people live and work within areas that are susceptible to flooding, and ideally development should be moved away from these areas over time. It is recognised however that this is often not a practicable solution. For this reason, careful consideration must be taken of the measures that can be put into place to minimise the risk to property and life posed by flooding. These should address the flood risk not only in the short term, but throughout the lifetime of the proposed development.

5.6.101 It is also important to recognise that planning boundaries do not necessarily coincide with river catchment boundaries. There are areas at risk of flooding downstream of Rotherham, and future development within the borough could influence the risk of flooding posed to neighbouring areas if not carefully managed. It is imperative that all local authorities clearly understand the core issues that flood risk raises within their respective Boroughs, and adapt their decision making accordingly. The Don Catchment Flood Management Plan (2010) will aid this process.

5.6.102 National planning policy seeks to minimise vulnerability to climate change and adverse effects on the local and natural environment, and to manage the risk of flooding; avoiding inappropriate development in areas at risk of flooding, and directing development away from areas at highest risk.

5.6.103 Historically development in Rotherham has concentrated around the river and canal network, providing critical water supplies and transport linkages to support the coal mining and steel industries. As such, the borough faces a particular risk of flooding. This is due both to the close proximity of its key urban centres to major waterways, and also a legacy of urban drainage systems that are ageing, limited in their capacity to carry runoff from rapidly developing catchment areas, and often susceptible to blockage by debris. The Don Catchment Flood Management Plan shows that between 500 and 1000 properties are at risk in a 1% annual probability river flood, and climate change is expected to increase flood risk from a variety of sources.

5.6.104 The Environment Agency produces flood risk maps which show areas within different flood zones.

- Areas in flood zone 1 have less than 0.1% (1 in 1000) chance of flooding in any year,
- areas in flood zone 2 have between 1% (1 in 100) and 0.1% (1 in 1000) chance and
- Areas in flood zone 3 have greater than 1% (1 in 100) chance.

5.6.105 For the most up to date flood risk information the latest Environment Agency flood risk map should be referred to.

5.6.106 Further detail is provided in the Rotherham Strategic Flood Risk Assessment (SFRA) Level 1 (June 2008) and the Level 2 Strategic Flood Risk Assessment produced for the heart of Rotherham's urban area around Rotherham town centre. The Level 2 SFRA forms part of a more comprehensive Flood Risk Toolkit produced for this area. These documents differentiate flood zone 3b (the functional floodplain) from the remainder of flood zone 3 (defined as zone 3a). They have considered flood risk at a borough wide level and more specifically at the heart of the urban area where there are areas at risk of flooding which are also important locations for new development to deliver Rotherham's spatial strategy.

5.6.107 The absence of flooding in the past in no way guarantees that a site will not be susceptible to localised flooding in the future. It is considered unreasonable to restrict future development within areas that may have suffered a localised flooding incident in years past. It is essential however not to overlook the potential risk of localised flooding during the design process; a proactive approach to risk reduction through design can mitigate the potential for damage, both to the development itself and elsewhere.

5.6.108 The key aim of Policy CS25 is to ensure that new development is not subject to unacceptable levels of flood risk, and that new development does not increase the risk of flooding elsewhere. Wherever possible the Council will look for new development to result in reductions in overall flood risk.

5.6.109 Part 1 of Policy CS25 sets out how proposals should demonstrate that a sequential approach has been adopted to ensure that development is located in areas at the lowest probability of flooding having regard to the type of use proposed. Depending on the type of use and proposed location the exceptions test may also need to be satisfied. Where this is the case evidence will be required to show that wider sustainability benefits outweigh the flood risk, that the site is on previously developed land or there are no reasonable alternative previously developed sites, and that development will be safe and will not increase (and where possible reduces) overall flood risk.

5.6.110 The Council will also look for proposals to demonstrate that they are in accordance with the most up to date Strategic Flood Risk Assessments and that they are supported by detailed Flood Risk Assessments (having regard to national planning policy).

5.6.111 Table 11 'Definition of Flood Risk Vulnerability Categories' provides a summary of the vulnerability of different types of uses; however more detailed definitions are provided in the glossary.

5.6.112 Rotherham's borough-wide Strategic Flood Risk Assessment (SFRA) identified that parts of the Rotherham Urban Area are at a medium to high risk of river and surface water flooding. In recent times Rotherham Town Centre and the areas surrounding it have experienced two serious flood events; in November 2000 and again in June 2007. Flooding occurred as a result of water overflowing from the River Don and River Rother (these two rivers join together south of the Town Centre) and following natural flow routes through the Town Centre. In addition, exceptionally heavy rainfall events also cause surface water flooding where water flows overland and ponds in lower lying areas.

5.6.113 Since the first flood event, the Council and the Environment Agency have been proactive in reducing the risk of flooding in the Town Centre to mitigate the impacts of climate change through the town centre in future years.. This has included investing £15 million in the first phase of the Rotherham Renaissance Flood Alleviation Scheme (RRFAS) and removing physical obstructions to improve the flow of the River Don. The Council has also undertaken work to model and research how the borough is affected by flood risk.

5.6.114 Lying at the heart of Rotherham's urban area it faces a specific challenge in terms of flood risk which it is vital to address to ensure that existing and new development is protected and which also allows for continued development of previously developed land, and in particular key sites along the riverside which will contribute towards Rotherham's Renaissance. Given the importance of this area to the function and goals for the borough, a Level 2 SFRA has been produced to identify

more specifically the cause, risk and measures to mitigate and reduce the risk from flooding. This has been produced as part of a wider Flood Risk Toolkit to assist developers when bringing forward developments within this area, and also ensuring that new development is compatible with the wider Flood Alleviation Scheme. The area covered by the Toolkit, termed the Rotherham Regeneration Area, is shown in Map 12 'Rotherham Regeneration Area' below.

5.6.115 The focus on flood risk is particularly aligned to the regeneration aspirations of the Council and its partners, especially to reinvigorate the Town Centre economy which is integral to the future success of the whole borough. The Town Centre also contains many existing businesses which will benefit from reduced flood risk. Part 2 of Policy CS25 sets out how the Council expects flood risk to be addressed within the Rotherham Regeneration Area. It indicates that the Flood Risk Toolkit should be used as a starting point as this sets out how the Sequential Approach will be applied by the Council and how flood risk mitigation measures should be incorporated into development proposals and demonstrated in planning applications. Guidance is included as to how proposals will be assessed by the Council as the Local Planning Authority.

5.6.116 The first phase of the Flood Alleviation Scheme has been completed; the second phase of the Flood Alleviation Scheme, which runs through the town centre, will be developed incrementally. However the community-wide Scheme will only deliver its full benefits providing that it is implemented consistently along its full length. Part 2 of Policy CS25 therefore also ensures that where new flood risk management measures are implemented through new development, they are compatible with the Flood Alleviation Scheme. The Toolkit also includes a design guide which will ensure that new flood risk management measures, when implemented, are compatible with the Flood Alleviation Scheme.

5.6.117 Part 3 of Policy CS25 sets out how we will reduce the impact and extent of flooding.

5.6.118 New development generally reduces the permeability of sites and increases surface water run-off. This can create problems such as increased flood risk and reduced water quality. Reducing the rate of run off from urban sites to greenfield runoff rates is one of the most effective ways of reducing and managing flood risk within the borough. The borough-wide Strategic Flood Risk Assessment identifies the need to encourage the reduction in surface water run off rates from brownfield sites to the equivalent greenfield runoff rates (usually around 5 to 9 litres per second per hectare). Policy CS25 seeks to achieve this by ensuring that for development on Greenfield sites run off rates are maintained or, where achievable, reduced. For development on brownfield sites it expects run off rates to be reduced by 30% which recognises the approach taken across the South and West Yorkshire local authorities.

5.6.119 Sustainable Urban Drainage Systems (SuDS) is a term used to describe the various approaches that can be used to manage surface water drainage in a way that mimics the natural environment. The integration of sustainable drainage systems into a site design can help reduce the risk of flooding and also improve the quality of water. Other benefits of SuDS are the potential for capture and re-use of site runoff for irrigation and/or non potable uses, and the provision of greenspace areas offering recreation, biodiversity and/or aesthetic benefits.

5.6.120 SuDS should be installed and maintained in line with best practice guidance to ensure that an increased risk of pollution to watercourses is avoided. They should also be sited so that they do not cause pollution by re-mobilising any pollutants which may be in the ground, especially on

previously developed sites. The appropriate application of a SuDS scheme to a specific development is heavily dependent upon the topography and geology of the site and its surrounds. For example, infiltration techniques are unlikely to function effectively in areas of impermeable and/or particularly shallow soils (e.g. areas overlying shallow coal measures). This is significant as the impervious nature of the soils (and underlying bedrock) throughout the River Don catchment (which flows through Rotherham town centre in a northerly direction towards Doncaster) would suggest that perhaps infiltration techniques may not always be suitable for sustainable drainage design (SuDS). However significant parts of Rotherham will be suitable for SuDS. Further analysis of these issues will occur through the Surface Water Management Plan which will be produced over the next three years.

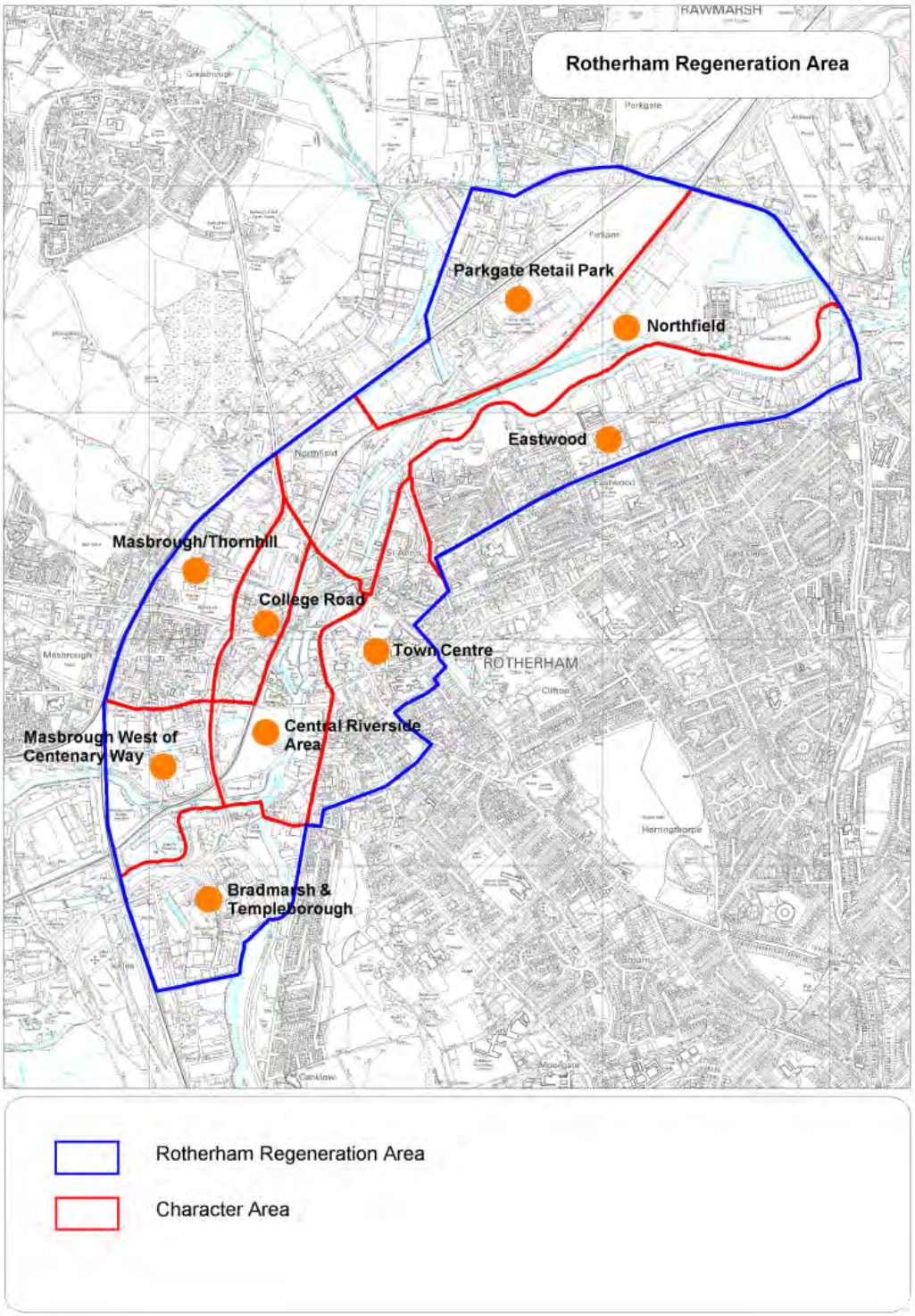
5.6.121 Watercourses are important landscape features and it is recognised that culverting can have adverse ecological, flood risk, human safety and aesthetic impacts. It increases maintenance requirements and costs and can destroy wildlife habitats, damage an attractive natural amenity and interrupt the continuity of the linear corridor of a watercourse. The Council will encourage the removal of culverts wherever possible. The introduction of new culverts, or building over culverts, will only be permitted where it can be demonstrated that it is necessary and that alternative options are unsuitable of unfeasible.

5.6.122 Floodplains play an important role in managing flood risk by allowing storage capacity for flood water. The Council will look to protect existing floodplains and where possible reduce the built footprint within floodplains. In some cases identifying new areas of flood storage, such as the new wetland area as part of the Flood Alleviation Scheme, can deliver additional benefits such as biodiversity enhancement and recreation opportunities. The Council will therefore look to identify new areas of natural flood storage.

Delivery

5.6.123 This policy will be delivered through the determination of planning applications. The Council will work with partners, developers, the private sector and agencies to deliver appropriate water management features. Recognising that planning boundaries do not necessarily coincide with river catchment boundaries, it will be important to collaborate with adjacent local authorities to ensure that the risk of flooding is not increased in these neighbouring areas as a result of future development within Rotherham. This will be facilitated as necessary by policies against which planning applications will be judged, to be made within the Sites and Policies document. Supplementary Planning Documents may also be adopted to set out water management requirements further. It is intended that this Flood Risk Took Kit will be adopted as a Supplementary Planning Document. Until this time it will be used as best practice guidance.

Map 12 Rotherham Regeneration Area



Minerals

Policy CS 26

Minerals

Provision will be made for mineral extraction during the Plan period in an orderly and sustainable manner in line with the principles set out below.

1 Mineral Safeguarding Areas

Mineral Safeguarding Areas will be defined around all deposits of coal, aggregate limestone (in the south-eastern part of the borough between Thorpe Salvin and Maltby), and brick clay (between Hellaby and Maltby), that are considered to be of current or future economic importance.

The purpose of Mineral Safeguarding Areas is to ensure resources are protected beyond the plan period, therefore in Mineral Safeguarding Areas there is no presumption that safeguarded resources will be worked but any potentially incompatible development should not sterilise underlying or adjacent mineral resources. All non-mineral development proposals within the Mineral Safeguarding Areas will be encouraged to extract any viable mineral resources present in advance of construction where practicable, and where this would not have unacceptable impacts on neighbouring uses.

Proposals for non-mineral development within the Mineral Safeguarding Areas (except for householder development and conversions/ changes of use which do not involve any new building or excavation works) will be supported where it can be demonstrated that:

a. the proposal incorporates the prior extraction of any minerals of economic value in an environmentally acceptable way; or;
b. mineral resources are either not present or are of no economic value; or
c. it is not possible to extract the minerals in an environmentally acceptable way or this would have unacceptable impacts on neighbouring uses or the amenity of local communities; or
d. the extraction of minerals is not feasible; or
e. the need for the development outweighs the need to safeguard the minerals for the future; or;
f. the development is minor or temporary in nature; or
g. Development would not prevent the future extraction of minerals beneath or adjacent to the site.

Where prior extraction is proposed supporting information should provide details of the extraction scheme.

In addition, Mineral Safeguarding Sites will be identified which are used for or have the potential to be used for mineral transport or processing facilities, or for safeguarding against sensitive development which might constrain its continued or future use.

2 Limestone Aggregates

Provision will be made to ensure an appropriate contribution towards the sub regional apportionment figure for crushed rock (identified in the Local Aggregate Assessment) for the plan period and jointly with Doncaster Council will aim to maintain a minimum land bank equivalent to ten years' sales.

Preferred Areas for the future working of limestone aggregates will be suitable extension(s) to the existing Harry Crofts Quarry. Proposals for new quarries or extensions to existing quarries will be considered with regard to the need to maintain the landbank in accordance with national policy, and whether they are necessary to maintain apportioned provision for South Yorkshire.

3 Other Minerals

a. Brick Clay - Areas of extant planning permission for the extraction of remaining brick clay resources adjacent to the former Maltby Brickworks will be protected from inappropriate development that could result in their sterilisation.
b. NaturalBuilding Stone - Proposals for the extraction of building or roofing stone for notable building conservation and restoration projects will be considered on their merits in accordance with national planning policy. Applications for development within a former building or roofing stone quarry will be required to demonstrate that the mineral is not of sufficient quantity or quality to justify extraction or make provision for the removal of the mineral before development takes place.
c. Energy Minerals - Proposals for underground coal mine extensions (including colliery spoil disposal) and surface mining in addition to proposals for the exploration, appraisal and production of onshore oil and gas, including the gasification of coal, coal mine methane and coal bed methane will be assessed on their merits against all material planning considerations including national planning policy.
d. Efficient use of minerals, substitutes and recycled materials - Proposals for the recycling of aggregates, recovery of material from waste tips, use of surplus soil making material from mineral workings and locally sourced fill materials from borrow pits will be supported where:

    i. Recovered materials assist in avoiding the use of primary minerals and the reduction of unnecessary transportation movements, and

    ii. Recovery operations are of a limited scale and duration with no adverse amenity or environmental impacts and are subject to suitable site management and timely restoration measures

The use of surplus fill or soil making materials from mineral workings will normally be utilised in situ for restoration purposes. Proposals involving the importation and utilisation of such material on other sites will be subject to the assessment of separate planning applications. Proposals for sites for the blending, processing and distribution of substitute and secondary materials will be supported in appropriate locations where adverse amenity and environmental impacts can be mitigated and where sustainable transport by rail and canal can be optimised.

4 New Quarries and Extensions to Existing Quarries

Proposals for new quarries and extensions to existing quarries will only be permitted where it can be demonstrated that:

a. production of waste during mineral working will be minimised, and
b. environmental, historic and cultural constraints have been assessed and that any impacts arising from mineral operations and the transport of minerals are kept to an acceptable minimum, and
c. local amenity will be safeguarded, and
d. the use of methods other than road haulage have been explored and utilised wherever possible, and
e. sensitive working, restoration and aftercare practices will be adopted to preserve and enhance the overall quality of the environment once extraction has ceased, and
f. they meet the requirements of other development plan policies and national planning guidance

Explanation

5.6.124 Government policy advocates the need for a steady and adequate supply of minerals. Policy CS26 provides guidance on how the Council will ensure sustainable mineral extraction, ensuring that existing reserves are not unnecessarily sterilised, whilst ensuring that appropriate environmental and amenity safeguards are in place.

5.6.125 In simplified form, the solid geology of Rotherham Borough comprises outcropping rocks of the Coal Measures Series in alternating seams of sandstone, mudstone and coal generally dipping to the north -east. The exception is in the south east of the borough (and extending into Doncaster) where the coal measures are overlain at the surface by more recent Permian strata - principally magnesian limestone. Map 13 'Mineral Resources within Rotherham' shows the broad extent of mineral resources within the borough. This indicates that Rotherham has workable reserves of coal (both deep-mined and opencast), brick clay and magnesian limestone together with limited deposits of sandstone. The borough has had a significant history of mineral working activity dominated by coal mining. However, the only deep mine remaining, at Maltby, which produced high quality coal for coking and power station use has recently been mothballed and its future is currently uncertain. The main area of recent opencast mining at Waverley has now ceased and has been restored. Brick-making plants at Thurcroft and Maltby closed some time ago and clay working has virtually ceased with only intermittent and limited clay extraction at Maltby for use at other brick manufacturing plants outside the borough. Rotherham is not a major producer of aggregate minerals and production is limited to a single medium sized quarry at Harry Crofts near South Anston. The Borough's legacy of mineral working gives rise to proposals for the reworking of former tips which can provide a valuable source of recovered coal and secondary aggregates. There is a small (Rotherham Red) Sandstone quarry at Green Lane, Ulley which is a potential intermittent source of supply of indigenous building material for local vernacular and historic building projects. There are no sand and gravel workings. Despite past geological investigations, to date there has been no commercial exploitation of oil and natural gas although there may be potential to tap mine methane, coal bed methane and to utilise underground coal gasification subject to viability considerations.

5.6.126 In Rotherham the main minerals in terms of output are of limestone aggregate (from Harry Crofts quarry) and small amounts of clay at the former Maltby Brickworks for blending and manufacture of bricks which now takes place outside the borough.

Mineral Safeguarding Areas (MSA)

5.6.127 Minerals are a finite resource and can only be worked where they occur so it is important that they are not needlessly sterilised by other development. Policy CS26 indicates that Mineral Safeguarding Areas will be defined to ensure adequate and effective protection of mineral resources. The extent of any identified MSAs and the current permitted reserves for all minerals will be identified on the Policies Map to accompany the Sites and Policies document and will be safeguarded from sterilisation from non-minerals development.

5.6.128 The presence of a MSA does not preclude other forms of development but provides an alert that minerals may be sterilised by proposed development. Conversely, there is no planning presumption that any areas within MSAs will ultimately be acceptable for mineral extraction. Policy CS26 sets out how proposals for non-mineral development within a MSA will be considered; encouraging the prior extraction of minerals where this can be achieved in an environmentally acceptable way. Development which is of a minor or temporary nature will be acceptable.

5.6.129 Rotherham now has relatively limited deposits of minerals of economic value including limestone aggregates and brick clay worked at two separate locations in the borough. There is only one remaining source of brick clay which is subject to an extant planning permission. This is only worked intermittently to supply brick manufacturing outside the borough and therefore this policy therefore looks to safeguard only a limited area immediately adjacent to the current quarry at Maltby.

5.6.130 There are currently no opencast coal workings and the one remaining deep coal mine in the borough at Maltby has recently been mothballed and its future is currently uncertain. Proposals for coal and related energy products such as the coal gasification, coal mine methane and coal bed methane will be assessed on their merits against all material planning considerations including regional and national policy.

Limestone aggregates

5.6.131 The policy sets out how Rotherham will contribute jointly with Doncaster to meeting the sub-regional apportionment for Limestone.

Table 12 Sub Regional Limestone Aggregates Apportionment

Sub-regional apportionment (million tonnes)	Requirement for the plan period (million tonnes)	Estimated Reserve 2013 (million tonnes)	Additional requirement (million tonnes)	Additional supply (million tonnes)	Surplus (million tonnes)
2.54	38.1	54.38	0 (16.28 surplus)	25	41.28
Figures based on sub-regional apportionment (NPPF 10 year average sales 2001 to 2010)	2.54 times 15 years	-	Based on estimated reserve minus requirement over plan period	Former industrial mineral within Doncaster	Surplus over plan period plus additional supply

5.6.132 The most substantial resources of limestone aggregates exist within the magnesian limestone belt straggling the Doncaster / Rotherham administrative boundaries. By far the largest resource occurs in Doncaster (figures for Rotherham alone are not available to respect commercial confidentiality) and as Table 12 'Sub Regional Limestone Aggregates Apportionment' shows in comparison to the 38.1m tonne requirement there is a surplus of reserves over the plan period. Rotherham's contribution will continue to be met from the remaining permitted reserves at the borough's only quarry at Harry Crofts, being supplemented by Preferred Areas comprising possible future extension(s) at Harry Crofts.

5.6.133 It is not therefore considered appropriate to identify Areas of Search for limestone aggregates in Rotherham due to the current levels of reserves that exist in Doncaster. However, in exceptional circumstances, proposals for additional new quarries will be considered. Provision is made to contribute to a land bank of at least 10 years, with provision for an adequate and steady phased supply of aggregate limestone based on the most up to date information available and in continuing consultation with the industry and Doncaster Council as adjacent Minerals Planning Authority.

Other minerals

5.6.134 A wide variety of minerals other than aggregates are worked within England. Apart from aggregate minerals, other potential mineral resources within Rotherham include, brick clay, natural building stone, coal and other energy minerals (including natural gas, oil, coal gasification, coal-mine and coal-bed methane). Unlike aggregates, there is no formal framework for the future supply of these minerals, and no areas for future extraction have been designated.

5.6.135 Proposals for "minerals development", including development and the use of land for mineral exploration, the winning and working of minerals and the erection of associated ancillary plant and buildings will be assessed on the basis of national policy.

5.6.136 Proposals for the extraction of building or roofing stone will be considered on their merits in accordance with part 4 of Policy CS26 and national policy. Rotherham Red Sandstone may be the

only source of stone currently being quarried, however there were other types of stone worked locally (such as Wickersley Rock and Cadeby Formation). English Heritage in association with BGS is in the process of completing a Project which will identify important historic quarries within the Region. This may, potentially, identify other sources of building stone (other than existing quarries) which the plan might need to safeguard.

5.6.137 Maltby Colliery is the only remaining coal mine in the borough, although it has recently been mothballed. Through the Sites and Policies document consideration will be given to exploring the potential for alternative uses within this site to meet some of the borough's growth requirements. Should the mine re-open within the plan period there could be a need for additional capacity for the disposal of colliery waste. There is likely to be additional opportunity for the capture of methane should the mine close.

5.6.138 To reduce dependency on the extraction of primary minerals, the efficient use of secondary and recycled materials and substitutes is promoted. Proposals for the recycling of aggregates, recovery of material from waste tips, use of surplus soil making material from mineral workings and locally sourced fill materials from borrow pits in addition to sites for the blending, processing and distribution of substitute and secondary materials, will be considered on their merits and assessed in accordance with national policy. The Joint Waste Plan provides a policy framework for proposals outside mineral sites to recycle construction and demolition wastes and recover secondary and recycled aggregates.

New quarries and extensions to existing quarries

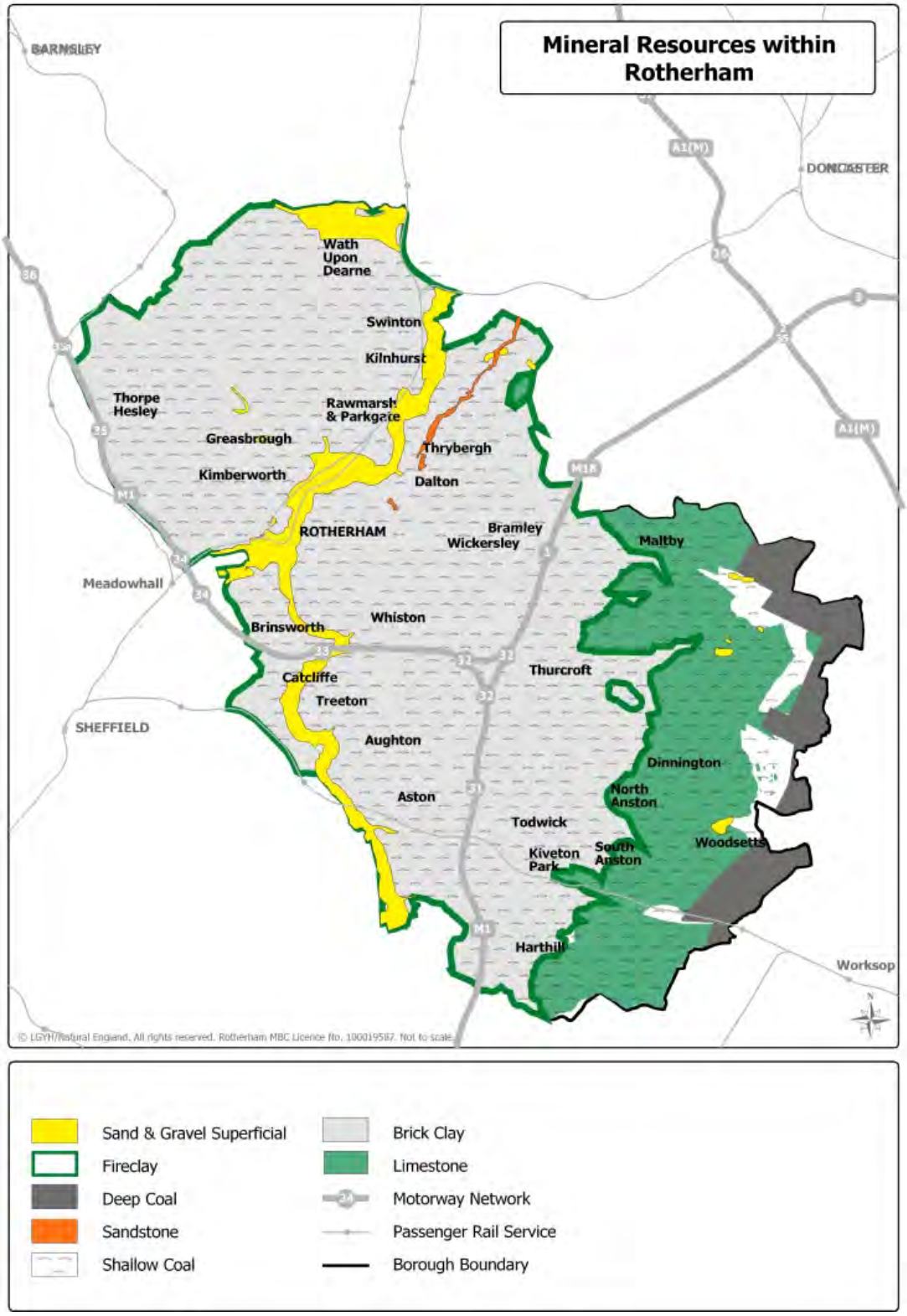
5.6.139 Part 4 of Policy CS26 sets out how the Council will consider proposals for new quarries or extensions to existing quarries. It will ensure that constraints have been assessed and impacts arising from development are kept to an acceptable minimum. It will ensure that local amenity is safeguarded and that appropriate methods of working, restoration and aftercare are put in place.

Delivery

5.6.140 Delivery of this policy will be achieved through the determination of planning applications. More detailed guidance will be provided through the Sites and Policies document.

5.6.141 The Council will continue to work with the Yorkshire and Humber Aggregate Working Party, whose responsibilities include scrutinising and providing advice on the Local Aggregate Assessment, assessing overall demand and supply for the Aggregate Working Party area, and reporting on minerals activity.

Map 13 Mineral Resources within Rotherham



5.7 Creating safe and sustainable communities

Community health and safety

Policy CS 27

Community Health and Safety

Development will be supported which protects, promotes or contributes to securing a healthy and safe environment and minimises health inequalities.

Development should seek to contribute towards reducing pollution and not result in pollution or hazards which may prejudice the health and safety of communities or their environments. Appropriate mitigation measures may be required to enable development. When the opportunity arises remedial measures will be taken to address existing problems of land contamination, land stability or air quality.

Proposals within Coal Mining Development Referral Areas must be accompanied with a risk assessment.

New development should be appropriate and suitable for its location. Proposals will be required to consider the following factors in locating and designing new development:

a. Whether proposed or existing development contributes to, or is put at unacceptable risk from pollution, natural hazards or land instability

b. Public safety and health risks directly arising from in-situ operations, past mining activity, and/ or from potential indirect or cumulative impacts on surrounding areas, sensitive land uses, and the maintenance of healthy functioning ecosystems.

c. The impact of existing sources of pollution and the potential for remedial measures to address problems of contamination, land stability or air quality.

d. Potential adverse effects of additional development near to hazardous installations and upon Air Quality Management Areas.

Explanation

5.7.1 Healthy functioning ecosystems contribute to environmental quality, which affects the health and well being and quality of life of communities. An integrated approach to development and environmental management maximises social and environmental benefits. New development should not have an adverse impact on existing neighbours, future occupants or the environment. It should help to create and maintain quality environments that are clean, safe, healthy and pleasant.

5.7.2 The Local Plan can make a significant contribution to protecting people and the environment from various forms of pollution by controlling the type and location of new development. This is particularly meaningful for Rotherham owing to its legacy of activities such as mining, quarrying and heavy industrial activities which have resulted in the degradation of environmental quality in the past and have potential to cause further pollution or damage to amenity. Associated concentrations of deprivation and ill-health following the demise of many of these industries further serves to vindicate an approach whereby developments should maximise opportunities to contribute to well-being, including supporting opportunities for improved life chances and healthier lifestyle choices.

5.7.3 Development has the potential to harm the environment in a variety of ways; including the emission of pollutants to the air, water courses, and land. The Council will consider the possible polluting affects of a development proposal on aspects such as amenity and surrounding land-uses. These considerations will be complemented by legislation outside the planning process, such as the Pollution Prevention and Control Regulations and national objectives for pollutants.

5.7.4 Pollution in its various forms can cause stress, damage buildings, devalue and degrade nearby properties and communities, deter new 'cleaner' development, create a poor image, damage crops and result in a waste of potential recreation resources. Ultimately, of course, pollution can damage health and take on a global dimension. Control of pollution is a complex subject involving several agencies, none of which can operate to maximum effect in isolation. Similarly it involves a range of Council powers and responsibilities, including smoke, noise and litter abatement and waste disposal, as well as less direct but equally important measures such as traffic management.

5.7.5 The impact of existing sources of pollution should also be taken into account when locating new development. New development sensitive to pollution will not be appropriate where existing sources of noise or other pollution cannot be satisfactorily mitigated. New development will also not be appropriate where it would prejudice the viability of other important land uses by reason of its sensitivity to pollution. Residential development, for example, will not usually be appropriate in locations where the presence of residential uses is likely to give rise to the imposition of undue operational constraints on existing safeguarded industrial uses that might prejudice their ability to continue operation. New development should be appropriate and suitable for its location.

5.7.6 Noise and vibration can be a serious cause of nuisance and can affect quality of life. Planning can make sure that new noise sensitive development such as housing and schools is not close to existing sources of noise, including industrial uses and noise created by vehicles and other forms of transport. It can also make sure that potential noise creating uses, including industrial processes or some recreational activities, are not in places where they would be likely to cause nuisance. Measures can sometimes be incorporated into development to reduce noise to acceptable limits. Buildings can be sited away from the noise and constructed with materials that reduce noise. Externally recreation areas and gardens can be sited away from highways, and protected by planting, mounding or fencing.

5.7.7 Floodlighting and other forms of artificial lighting are often a key component of security, safety and design. External lighting and security floodlights can however also cause significant amenity problems. Poorly situated or badly designed lighting can have an adverse impact on residential amenity, the sky at night and wildlife such as birds and bats. By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

5.7.8 Planning policy set out the government's national policy on sustainable development and pollution control. In all cases where development is likely to have a significant effect on the environment through the creation of pollution, developers will be expected to undertake an Environmental Impact Assessment.

5.7.9 Air quality is a concern in parts of the borough, particularly in the M1 corridor and close to Rotherham town centre, mostly caused by traffic. A number of Air Quality Management Areas have been designated where pollution levels may exceed guidelines set by the government. Town centres and urban areas are the places where the Core Strategy concentrates most new development, so without action, air quality in these areas might deteriorate. It is important that new development throughout the borough does not worsen air quality. Proposals will need to take into account the cumulative impacts on air quality from individual sites in local areas. New development in Air Quality Management Areas is required to be consistent with the local air quality action plan. Air quality in Air Quality Management Areas will inevitably be influenced by factors beyond their and individual Local Authority boundaries. It is therefore important that the possible impact on air quality of developments close to Air Quality Management Areas is also considered.

5.7.10 The Local Planning Authority will have regard to the fact that air quality can be an important consideration. This is the case whether or not levels of air pollution in areas on which the proposed development may impact are already high enough to justify the designation of Air Quality Management Areas. The Council is concerned to ensure that all new development, particularly commercial, industrial and traffic generating uses, does not result in an unacceptable level of air pollution to the detriment of public health and other land uses. Developers will be expected to take proper account of air quality issues when drawing up their proposals. Promoting the use of public transport, walking and cycling as alternatives to the car, will help to reduce greenhouse gas emissions and air pollution.

5.7.11 The reuse of previously developed land and buildings is encouraged to ensure the efficient use of scarce land resources. This includes the re-use of sites which have been contaminated by previous activity. Therefore, it is important to ensure that any contamination is dealt with as part of the redevelopment process, to ensure there are no adverse effects on future occupants or the environment. The Council has a duty to regulate the re-development process, but there is also a duty for developers to ensure the safe development of their site. Much has been done to improve environmental quality within the borough such as the decontamination and redevelopment of sites at locations such as Templeborough and the DearneValley and restoration of collieries including Dinnington. The conditioned restoration of Maltby Colliery will yield significant biodiversity benefits. Nonetheless there are remaining areas where significant improvements are still required, particularly the Croda site in Swinton. The presence of contamination in land can present risks to human health and the environment but development presents an opportunity to deal with these risks successfully.

5.7.12 The Rotherham area has a long history of past coal mining activity, which has left a legacy that needs to be fully considered as part of development proposals. The Coal Authority has used its records to define specific Coal Mining Development Referral Areas, where coal mining legacy may create land stability issues and potentially pose a risk to new development. This information has been provided to the Local Planning Authority, and any development proposals within those areas will requirethe submission of a risk assessment to accompany the planning application.

5.7.13 Where hazardous processes are carried out the implications extend beyond the boundaries of the site. The release of toxic chemicals or effects of an explosion could be serious not only for

those people working on the premises, but to the wider community living and working in the vicinity. As of 2011, the Health and Safety Executive has identified 8 Hazardous Installation Consultation Zones in the borough within which development proposals need to be assessed in terms of their location and proximity to hazardous operations. A cluster of these is located within the traditional heavy industrial locations of Rotherham's main urban area, as well as in Hellaby and Aston. These may change in the future. Natural hazards can occur which development proposals will need to accommodate (for example geological hazards arising from natural limestone geology such as the potential for voids and caves close to the surface in the Maltby area).

Delivery

5.7.14 This policy will be delivered through the determination of planning applications. Where necessary planning conditions and/or legal agreements will be utilised to help limit the impact of the various aspects identified above or benefit the wider community. Dialogue with the relevant expert body including the Environment Agency and the Health & Safety Executive will be undertaken to inform the approach taken. This will be facilitated by policies against which planning applications will be judged, to be made within the Sites and Policies document.

Sustainable design

Policy CS 28

Sustainable Design

Proposals for development should respect and enhance the distinctive features of Rotherham. They should develop a strong sense of place with a high quality of public realm and well designed buildings within a clear framework of routes and spaces. Development proposals should be responsive to their context and be visually attractive as a result of good architecture and appropriate landscaping.

Development should protect or contribute to securing a healthy and safe environment, including minimising opportunities for crime, the risk of terrorism and addressing any specific risks to health or safety from the local environment. Encouragement will be given to incorporation of Secured by Design principles in new development and in the design of public spaces.

Development proposals will be expected to secure sustainable design and construction, ensuring the flexibility and adaptability of new development and increasing the energy and water efficiency of buildings. Encouragement will be given to the development of lifetime homes.

In preparing development proposals for new build, refurbishment and extensions to existing buildings, consideration should be given to the inclusion of sustainable drainage schemes, grey water recycling, green and brown roofing and walls, landscaping and connectivity to ecosystems. Provision should be made for sustainable waste management.

Design should take all opportunities to improve the character and quality of an area and the way it functions.

The design process shall take into account:

a. the topography, landforms, Green Infrastructure assets, river and canal corridors, important habitats, waterways, woodlands, other natural features and open spaces that provide opportunities for an accessible choice of shade and shelter, recognise opportunities for flood storage, wildlife and people provided by multi-functional greenspaces.
b. views and vistas to landmarks and skylines into and out of Rotherham Town Centre and across Rotherham to the surrounding countryside
c. heritage, townscape and landscape character including the height, scale, massing, density, layout, building styles and materials of the built form particularly (but not exclusively) in and around:

    i. Rotherham Town Centre
    ii. within and adjacent to Conservation Areas

Explanation

5.7.15 Architecture and design are both significant to development in urban and rural areas and require an understanding of the context in which new development takes place. Good design is central to good planning. It ensures attractive, usable, thriving and well-liked places where people want to live, work and play. It goes beyond the visual appearance of buildings and considers how buildings relate to each other, the spaces between buildings, and the connections between places. Good design is about making places that everyone can use easily and safely, which fosters civic pride, a sense of place, improves and enhances the existing environment and also attracts business and investment. Our vision of quality places links in with the concept of Lifetime Neighbourhoods, places that are sustainable, accessible, inclusive, attractive and which offer a wide range of facilities for people of all ages. Creative site planning is a crucial element in the provision of high quality living and working environments.

5.7.16 Rotherham is characterised by a mix of suburbs focused around Rotherham itself and a dispersed settlement pattern characterised by more rural areas of smaller towns and villages. Whilst the quality of Rotherham's built environment has improved over recent years, the design quality of new buildings, public spaces and neighbourhoods must continually evolve to address the needs of the community and the wider environment. Similarly, there is an urgent need to improve the overall sustainability of all types of development to help combat climate change and its effects.

5.7.17 Establishing overarching design principles for Rotherham ensures that development is appropriate to its surroundings. Design that reflects the character of areas will help to strengthen their distinctiveness, identity and people's sense of belonging to them. Good design can also play a vital role in supporting economic and physical regeneration and bringing about new forms of distinctiveness by making run down areas both physically and economically more attractive.

5.7.18 In designing new developments the scheme should not be considered in isolation but be informed by a thorough analysis of the surroundings of the site.

5.7.19 The analysis of Rotherham's historic environment character, undertaken by the South Yorkshire Archaeology Service, provides detail on local landscapes and townscapes and this analysis will need to be considered as part of the design process.

5.7.20 New development proposals should seek to use land efficiently, but to be acceptable, higher density developments must also be well designed. Building for Life (BFL) is the national standard for residential design quality that encompasses good design objectives. We will encourage all new residential developments (of 10 dwellings or more, although many of the guidelines are appropriate to smaller developments) to meet the relevant Building for Life criteria. This approach will be considered further in the Sites and Policies document.

5.7.21 The Council will encourage new residential development proposals to incorporate Lifetime Homes standards within their schemes depending upon the scale of development proposed. Lifetime Homes are a set of 16 design criteria that seeks to enable all housing to be convenient for a wide range of people and introduces some adaptability into the housing layout and design so that the house can re-adapt to any changing needs of the household. This approach will be considered further in the Sites and Policies document. Lifetime Homes ensures that a dwelling can be suitably adapted to suit the needs of the occupants throughout their lifetime. Further advice is available within the South Yorkshire Residential Design Guide (January 2011).

5.7.22 Using nationally recognised standards as design benchmarks provides a flexible way for proposals to reduce their environmental impact and provides certainty to investors and developers. Often good design principles can be met simply by using a good designer, and there are many overlaps between the standards and other planning requirements e.g. surface water management and sustainable drainage schemes.

5.7.23 Crime and the fear of crime are amongst the most important concerns of local communities, which has been exacerbated over recent years by the risk of terrorism. Community safety is essential to creating sustainable communities and is one of the key objectives of sustainable development identified in national planning policy. The design of buildings and spaces can make a significant contribution towards reducing the scope for crime, and for creating more pleasant and reassuring environments to live in. Removing or reducing opportunities for crime is essential to good design and should be the aim when designing all communal spaces in residential areas, town centres, employment areas and in all transport schemes. Building layout, the mix of uses and integration of lighting, landscaping and surveillance measures can help deter crime and make people feel safer by creating safe, accessible and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

5.7.24 Sustainable design also includes the sustainable use of resources, which is an important part of conserving materials and natural resources that are likely to become scarcer. This includes conserving how existing buildings can be re-used, and how new buildings might be used and adapted in different ways in the future. Sustainable materials include those that are degradable, have low embedded energy, are easily renewed, or are recyclable. In preparing development proposals consideration should also be had to the Renewable Energy policy.

5.7.25 Sustainable design proposals in addressing the issue of waste management, will need to consider how to incorporate waste segregation and collection facilities into the scheme design.

5.7.26 For significant large scale major proposals, (which are important by virtue of their proposed use, scale or location) the Council will expect developers to apply a Design Code approach. The aim of design coding is to provide clarity as to what constitutes acceptable design quality and thereby a level of certainty for developers and the local community alike that can help to facilitate the delivery of good quality new development.

5.7.27 Further information is provided within the South Yorkshire Residential Design Guide (January 2011) and Better Places to Work (2002) which provides best practice guidance for office and industrial development in South Yorkshire.

Delivery

5.7.28 The Council will work with partners, developers, the private sector and agencies to deliver sustainable design principles. This will be facilitated as necessary by policies against which planning applications will be judged, to be made within the Sites and Policies document. Updating of Building Regulations will cover many aspects of sustainable design but planning has a distinctive contribution to make by introducing guidelines to complement the regulations. Planning briefs, design codes and masterplans will be used to implement the policy in areas of significant change.

Community and social facilities

Policy CS 29

Community and Social Facilities

The Council will support the retention, provision and enhancement of a range of community and social facilities in locations accessible by public transport, cycling or on foot which enhance the quality of life, improve health and well-being and serve the changing needs of all of Rotherham's communities; particularly in areas of housing growth or identified deficiency.

The Council will seek to enable provision through a variety of local authority, private sector and local community partnerships, wherever appropriate, and support the co-location of community and social facilities wherever feasible.

Explanation

5.7.29 There is a need for the provision of a wide range of community facilities, the demand for which will vary in response to the demographic and economic changes in society and the needs of different groups in the community. These facilities are a vital element in the creation of sustainable communities.

5.7.30 Social interaction, whether for recreational, educational or social reasons, is vital to the development of a healthy community. Community facilities are essential for local residents and contribute towards health and well-being. Planned housing growth and resulting population growth needs to be supported by adequate infrastructure provision, including community and social facilities.

It is also recognised that some existing facilities are in need of upgrading and that some parts of the borough may already be deficient in provision.

5.7.31 The definition of community facilities includes public services, community centres and public halls, arts and cultural facilities, policing, fire and ambulance services, health and education facilities, public houses, public toilets, youth centres, nurseries, libraries, leisure centres, social care facilities including day centres, places of worship and services provided by the community and voluntary sector e.g. scout and guide premises are important to the local community and provide a focus for a range of social, cultural and other activities.

5.7.32 Policy CS29 supports the retention and enhancement of existing facilities, as well as the provision of new facilities which enhance quality of life and serve the needs of Rotherham's communities. In particular the provision of community facilities is supported in areas of housing growth where existing facilities may not meet the needs of the new population, and in locations where there is an identified deficit of community and social facilities.

5.7.33 In meeting the needs of Rotherham's communities, accessibility by public transport is essential to promote use of facilities by those without access to private cars or who are otherwise of restricted mobility.

5.7.34 The Council is only one of a number of agencies involved in the provision and operation of community facilities and services. The Council will continue to promote co-operation and partnership between the public, private and voluntary sectors, and in particular support the co-location of community and social facilities wherever possible. This can help ensure the efficient use of land whilst also addressing one of the constraints of development viability.

Delivery

5.7.35 This policy will be delivered through the determination of planning applications. The Sites and Policies document will set out more detailed guidance. The Council will continue to support and work in partnership with a range of public, private and voluntary sector organisations to deliver social and community facilities.

Low carbon & renewable energy generation

Policy CS 30

Low Carbon & Renewable Energy Generation

1 Energy

Developments should seek to reduce carbon dioxide emissions through the inclusion of mitigation measures in accordance with the following energy hierarchy:

a. Minimising energy requirements through sustainable design and construction;
b. Maximising Energy Efficiency;
c. Incorporating low carbon and renewable energy sources.

Developments will be supported which encourage the use of renewable, low carbon and decentralised energy. All development should achieve, as a minimum, the appropriate carbon compliance targets as defined in the Building Regulations.

2 Developments that produce renewable energy

Proposals for the development of renewable and low carbon sources of energy, particularly from community owned projects, will be encouraged provided that there are no unacceptable adverse effects on:

a. Residential living conditions, amenity and quality of life
b. Character and appearance of the landscape and surrounding area
c. Biodiversity, geodiversity and water quality
d. Historical, archaeological and cultural heritage assets
e. Highway safety and infrastructure

Careful consideration will be given to the capacity of the landscape to accommodate renewable energy developments, the ability to mitigate visual intrusion and the cumulative impact of individual sites.

Any proposals will be accompanied by supporting information to clearly show how the surrounding environment will be protected and how site restoration will be carried out when production ends.

Explanation

5.7.36 There is compelling evidence that greenhouse gas emissions (particularly Carbon Dioxide - CO_2) from domestic, industrial and transport-related energy uses are causing climate change, and will continue to do so for decades to come. This has potentially devastating consequences to the global environment and poses a significant threat to social cohesion and economic systems.

5.7.37 One of the Core Planning principles set out in the National Planning Policy Framework is to support the transition to a low carbon future in a changing climate, and to encourage the reuse of existing resources and the use of renewable resources. It also indicates that planning plays a key role seeking to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.

5.7.38 Action to reduce the impact of climate change is therefore a key part of the overall vision of the Core Strategy and two key strands towards mitigating these impacts are through a reduction in carbon emissions and by increasing the amount of renewable energy produced. This policy, allied to sustainable design (see Policy CS28) and management of the demand for travel (see Policy CS14), will play a significant role in attaining these ambitions.

5.7.39 Taking account of the energy hierarchy, new buildings and conversions should in the first instance be designed and constructed to be energy efficient, in particular through using the principles of passive design, including high insulation levels, solar heating, natural lighting and ventilation, thermal mass and passive cooling.

5.7.40 Having achieved a reduced energy demand through energy efficient design, the second stage is to consider the use of decentralised, renewable and low or zero carbon technologies. The type of renewable energy is not prescribed but instead it is advocated that a range of technologies be explored choosing the one that gives the best environmental performance, is cost efficient and has no adverse impacts on the surrounding area.

5.7.41 In all cases flexibility will be exercised where viability and deliverability are critical factors, however, schemes are encouraged to seek higher standards ahead of the trajectory in this policy where viability allows. This policy aspect will be monitored closely and potentially reviewed in light of national policy and ongoing economic conditions with the underlying objective of ensuring as high a standard as possible is achieved. It is also envisaged that increased public awareness, technological advances and economies of scale will play an important role in achieving our stated aims.

5.7.42 . An energy statement should be submitted with the planning application explaining the approach to energy on the development.

5.7.43 Two studies underpin Policy CS30:

- AECOM (2011) "Low Carbon and Renewable Energy Capacity in Yorkshire and Humber" for Local Government Yorkshire and Humber
- Wardell Armstrong (2011) "Rotherham Low Carbon and Renewable Energy Study" for Rotherham Borough Council.

5.7.44 Together the studies' conclude that Rotherham Borough has potential renewable energy resources in hydro, solar, heat pumps, biomass and energy from waste but that the most significant potential lies in commercial scale wind power - both large (55 MW Potential Electricity Resource) and medium scale (66.5MW Potential Electricity Resource).

Delivery

5.7.45 This policy will be delivered through the determination of planning applications, updating of building regulations and the Sites and Policies document will set out more detailed guidance.

Mixed use areas

Policy CS 31

Mixed Use Areas

Within Mixed Use Areas to be shown on the Policies Map accompanying the Sites and Policies document, a variety of land uses will be acceptable. The particular uses appropriate to each area and any limitations or requirements pertaining to these uses or their location will be set out in the Sites and Policies document.

5.7.46 The creation of sustainable communities is at the heart of Rotherham's growth strategy. This will be achieved by ensuring that new and existing communities have access to job opportunities, local services and community facilities. There are many uses which can exist together and mixed use

areas and developments can help in creating linkages between different uses and contribute towards creating more vibrant places.

5.7.47 Mixed use developments can play a key role in delivering accessible and viable developments which make the most effective use of land. Land can perform different functions and mixed use areas and developments can bring complementary uses together, promoting inclusivity, social interaction within our communities, and helping reduce the need to travel by enabling linked trips.

5.7.48 There are many locations within Rotherham where a combination of different uses already exist together, or where mixed use developments could help deliver safe and attractive schemes. They can help in the re-use of previously developed land by making regeneration schemes viable and improve safety by ensuring that sites and wider areas are active, being used at different times by a wide range of people.

5.7.49 The Sites and Policies document will allocate those areas where a mix of uses will be appropriate and provide more detailed guidance which sets out the appropriate uses in different locations.

Delivery

5.7.50 The Sites and Policies document will set out more detailed policies and guidance regarding development in mixed use areas.

Waste management

5.7.51 Rotherham's Core Strategy sets the policy context for all planning issues except waste management. This is addressed in a separate document called the Joint Waste Plan, produced jointly by Barnsley, Doncaster and Rotherham councils. Adopted on 8th March 2012, this provides a detailed planning framework to manage all types of waste in the three boroughs, including commercial and industrial waste, construction, demolition and excavation waste, hazardous waste and agricultural waste. The Joint Waste Plan forms part of Rotherham's Local Plan and has the status of a Core Strategy.

5.8 Infrastructure and implementation

Infrastructure delivery and developer contributions

Policy CS 32

Infrastructure Delivery and Developer Contributions

It is essential to have in place a strong mechanism to ensure the monitoring and delivery of the strategy and the timely provision of the infrastructure on which it depends. For that reason, the Council has appointed a lead officer to head the Infrastructure Delivery Group of officers, members and service providers. Its functions will include assessing the progress of the strategy, identifying risks and priorities and the resolution of any problems. This approach will focus on actual and potential departures from the strategy and recommending to the Council any actions needed to keep the strategy on track, and/or bringing it back on track. The lead officer will liaise with the external Infrastructure Delivery Forum, setting up meetings on a regular basis to promote the effectiveness and implementation of the Core Strategy.

The Council will work with infrastructure providers and developers to ensure timely delivery of infrastructure is provided to support growth. An assessment of the infrastructure required to support the delivery of the growth strategy is set out in the Infrastructure Delivery Schedule contained in Appendix A. The Schedule will be subject to regular review and update by the Council through liaison with providers reflecting the capacity and requirement at any point in time.

Development will be required to contribute to funding all or part of the items of infrastructure listed in the Infrastructure Delivery Schedule, through a combination of mechanisms such as a Community Infrastructure Levy (CIL) and S106 Planning obligations. The Infrastructure Delivery Schedule is indicative and final requirements will be assessed based on the specific requirements stemming from each development, taking account of capacity and legislation concerning developer contributions.

It is acknowledged that in some instances there may be a need for negotiation and prioritisation of the overall developer contribution requirements (based on what is needed to make the development acceptable and what the development can afford to contribute). Any negotiation will need to take account of all policy requirements stemming from this plan, including requirements such as affordable housing and renewable energy generation.

Where there is a need to negotiate on the level of developer contribution, the onus will be on the developer to fund and submit an independent viability appraisal and valuation of costs. The appraisal should set out the residual land value based on policy compliant requirements, and additional scenarios should demonstrate the variations in contributions to achieve a neutral and positive residual land value.

This viability appraisal will be based on jointly agreed input assumptions (agreed by the Council and the developer). The developer will need to submit evidence of the amount paid for the land

– noting that any abnormal payments beyond current market values will not be accepted. All assumptions will be based on current market conditions as at the date of the grant of planning permission.

Explanation

5.8.1 Creating sustainable communities is about providing the necessary supporting 'infrastructure' which includes, amongst others, utility services (such as electricity, gas, water and sewerage), transport, schools, open space, green infrastructure, community, emergency services, flood protection, health and leisure, and ecosystem services. These services are provided by a range of organisations but provision needs to be integrated so it can meet the needs of existing and future communities.

Infrastructure Assessment

5.8.2 A detailed assessment of infrastructure capacity and requirements to meet the needs of the planned growth has been undertaken and is evidenced in the Rotherham Infrastructure Delivery Study 2012. Appendix A: Infrastructure Delivery Schedule summarises the key findings of the Infrastructure Delivery Study and sets out detailed schedules relating to infrastructure requirements, costs and project-related funding.

5.8.3 The plan takes account of the severe spending cuts currently faced by service providers but also captures the capacity created by the substantial new investment in a variety of infrastructure that has taken place in the last five years. This plan is specifically prepared with austerity and cost saving measures in mind, utilising existing capacity, phasing, claw back capacity from neighbouring areas, realignment of internal service boundaries and efficiencies in service delivery. Having said this, the plan is based on the assumption that new development will aim to meet the majority of the site specific infrastructure requirements such as transport, education, health, community, recreational, green infrastructure and emergency services.

5.8.4 The borough Council will work with infrastructure providers, particularly utility providers, adjoining authorities and delivery agencies, taking account of existing capacity and efficiencies in service delivery to support the future infrastructure requirements. Considerable funding is needed for strategic infrastructure to be funded either by CIL, by infrastructure providers or grant applications to national government. The Council will work with infrastructure providers to seek to ensure such infrastructure costs are factored into various infrastructure providers' asset management plans and support relevant infrastructure funding grant applications.

Developer Contributions

5.8.5 A strategic policy on infrastructure and developer contributions is included to provide a framework against which future development is assessed. This policy aims to ensure that relevant infrastructure to accommodate development is provided in a timely and coordinated way to support the development process.

5.8.6 Funding for infrastructure will usually need to be secured from a range of sources but developers will be expected to contribute towards all or part of the cost of providing relevant infrastructure that is directly related to the development or adds to the cumulative impact on strategic

infrastructure. This contribution will be in form of direct provision on site, or via a financial provision for off site infrastructure. The mechanisms to enable this may include S106 agreements and Community Infrastructure Levy (CIL) (depending on the type of infrastructure).

5.8.7 The assessment informing this policy has been based on a clear understanding of the recent changes to developer contribution legislation stemming from the 2008 Planning Act and the 2010 Statutory Instrument on Community Infrastructure Levy (as amended). If CIL is introduced, the Council will avoid double funding from these sources, by issuing a Regulation 123 list of relevant infrastructure for CIL.

5.8.8 Plan level viability has been undertaken to inform this assessment. The affordable housing viability assessment (Housing Viability Study, Affordable Housing Requirements on Large Sites, Volumes 1 & 2, 2012; Housing Viability Study, Affordable Housing Requirements on Small Sites, Volumes 1 & 2, 2012) undertook a series of scenario assessments to inform the affordable housing policy; and this included an assumption of £7000 per unit towards possible non-affordable housing developer contributions (noting these will vary for each application). As part of the infrastructure delivery study, a viability assessment was undertaken, which has been updated to a whole plan viability assessment.

5.8.9 It is important to note that the plan period is long term, however, viability assessments can only realistically be undertaken for the short term as it is not possible to predict what longer term 'normal' market conditions will be. The policy acknowledges this and clarifies that the effect of development specific viability will be taken into account when assessing the level of developer contribution at any point in time. There is scope to negotiate on the level of developer contributions, providing the final development is still acceptable in planning terms. The Council too will need to make important decisions relating to infrastructure priorities and these will vary with each development depending on what is already available in the area, capacity and local priorities.

Delivery

5.8.10 The Council will work with infrastructure providers, particularly utility providers, adjoining authorities and delivery agencies, taking account of existing capacity and efficiencies in service delivery to support the future infrastructure requirements. There is recognition that not all funding to meet the infrastructure requirements is in place. Proactive action will be needed by the Council to manage the delivery of critical infrastructure, prioritisation by members, and coordination to ensure timely delivery of the most relevant infrastructure. Sections 23 and 24 of the Infrastructure Delivery Study outline the funding gap and the action needed to ensure delivery.

5.8.11 All plan policies relating to infrastructure delivery and funding are to be considered holistically as part of the Infrastructure and Developer Contributions policy to ensure consistency and avoid double counting.

5.8.12 The process of taking a coordinated, long term view of infrastructure requirements related to the proposed growth, has prompted a number of service providers to look at how this can be coordinated within the Council and connected with other service providers. Guidance has been provided as part of the Infrastructure Delivery Study on developing a forum of key service providers to meet once or twice a year, in order to understand where growth is taking place, discuss any delivery issues, inform medium term investment planning and look to innovative ways to meet future

needs. As part of this process a mechanism will be introduced to strengthen the current cross boundary liaison with some service providers that are most likely to be affected.

5.8.13 For a long term strategic plan of this nature, the essential requirements to meet the immediate five year supply are in place, and a mechanism in place to continue to develop and review the Infrastructure Delivery Schedule to inform timely infrastructure requirements and highlight early warning of any potential future risks to delivery (so that plans can be put in place to address these). The Schedule will be kept under regular review and updated through liaison with providers reflecting the capacity and requirement at any point in time.

Presumption in favour of sustainable development

Policy CS 33

Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
b. Specific policies in that Framework indicate that development should be restricted.

Explanation

5.8.14 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. Central to the Framework is the presumption in favour of sustainable development. Policy CS33 sets out how this presumption will be applied within Rotherham, and indicates that the Council will work with applicants to approve proposals wherever possible, having regard to policies within the National Planning Policy Framework, Rotherham's Local Plan and any material considerations. The Council supports early engagement with applicants. Rotherham's pre-application service aims to increase the efficiency of the Council's planning process and to resolve any planning problems and issues with the applicants at an early stage, before the submission of a planning application.

5.8.15 In the absence of relevant or up to date policies then the Council will seek to take a positive stance in determining planning applications. Key considerations will be any material considerations, whether any adverse impacts of granting permission would significantly and demonstrably outweigh any benefits, and any relevant restrictions set out in the National Planning Policy Framework.

Delivery

5.8.16 Delivery of this policy will be through the consideration of planning applications in the development management process. The Council will also encourage pre-application discussions aimed at resolving issues wherever possible prior to submission of any planning application.

Housing Delivery and Ongoing Co-operation

Policy CS 34

Housing Delivery and Ongoing Co-operation

A. The Council will continue to co-operate with relevant bodies, including neighbouring local authorities and other partners in the City Region on strategic planning issues. In particular the Council will:

i. use its best endeavours to co-operate with neighbouring local authorities, especially Sheffield City Council, to produce jointly a Strategic Housing Market Assessment for the entire housing market area, to be completed in December 2014: and
ii. undertake an immediate review of the Core Strategy should the updated Strategic Housing Market Assessment demonstrate a need for additional housing provision to that provided for in Policy CS6

B. The Council, through its Annual Monitoring Report and the Infrastructure Delivery Group, will continue to monitor actual supply against the requirement. Where a five year supply of deliverable sites cannot be demonstrated and analysis of the information provided by the SHLAA suggests that this is not likely to improve in the next year then consideration will be given to the causes of the situation and the actions required to rectify it. Should monitoring demonstrate that development of residential sites is slower than anticipated or that site development is not commencing when expected, then further analysis of the causes will be undertaken and appropriate positive action, depending on the findings, could include:

i. comparing performance with comparative authorities to see if the problems are specific or generic;
ii. surveying and meeting house builders/landowners to identify causes of supply problems and acting on feedback received;
iii. investigating potential funding streams and considering the need to use compulsory purchase or other powers available to the council to remove barriers to the delivery of specific identified sites;
iv. reviewing the five year land supply;

v. reviewing the Strategic Housing Market Assessment and producing a new Strategic Housing Market Assessment for the whole of the Housing Market Area;
vi. reviewing the Core Strategy (in whole or in part);
vii. reviewing the Sites and Policies document, to see whether there is the need to bring forward alternative sites for development.

Explanation

5.8.17 The Core Strategy must be deliverable over the plan period. As far as possible the policies provide flexibility, recognising that circumstances may alter over the next 15 years and situations may arise that the Council cannot foresee which influence the Core Strategy policies. Policy CS34 sets out how the Council will monitor and address under performance in housing delivery. Under performance will constitute a shortfall in the delivery of housing of 20% of the annual target for 2 consecutive years and/or a 20% deficit in the 5 year land supply for more than 2 consecutive years. Such an under performance would trigger the Core Strategy's provisions for contingency and/or flexibility set out below.

5.8.18 In line with the Duty to Co-operate the Council will continue to work with relevant bodies, including neighbouring local authorities and other partners in the City Region on strategic planning issues. The Council will work with partners to produce an updated Strategic Housing Market Assessment for Rotherham's housing market area. This work will commence as soon as possible and be completed in December 2014. Where this work, in conjunction with discussion with neighbouring local authorities and City Region partners, demonstrates a need for additional housing provision in Rotherham to that provided for in Policy CS6, the Council will undertake an immediate review of the Core Strategy.

5.8.19 Throughout the Plan period the Council will monitor the Plan and its policies, including the supply and delivery of housing development, through its Annual Monitoring Report and the Infrastructure Delivery Group. Where housing delivery is slower than anticipated then the Council will undertake a critical appraisal of the market and any issues with delivery of sites to determine the causes and identify the appropriate positive action to be taken.

5.8.20 This could include comparing housing performance with other comparable authorities and undertaking research with house builders and land owners to determine the cause of any supply / delivery problems. Identifying the cause will allow the appropriate action to be taken, which could include considering the support the Council could give to removing barriers to delivery and reviewing the 5 year land supply, reviewing and, if necessary, updating the SHMA . Depending upon the outcomes of these actions, or the severity of the issue identified, the Council may review the Core Strategy (either comprehensively or in part) or the Sites and Policies document.

5.8.21 The table below highlights the flexibility and / or contingency in place to mitigate the key risks associated with delivering the Core Strategy over the plan period.

Table 13 Core Strategy Risk and Contingency

Risk	Contingency / flexibility
Lack of capacity within settlements to accommodate growth set out in CS1	Where new development cannot be accommodated in a sustainable way to meet the needs of the settlement as determined by the settlement hierarchy, then consideration will be given to identifying sites in other appropriate settlements within the same tier or within or on the edge of a higher order settlement before searching for sites in settlements of a lower order in the hierarchy.
Development within the strategic allocation and broad location for growth cannot be delivered	In these circumstances the Council will adopt a plan, monitor and manage approach to meeting needs within the Borough. This approach will identify whether there is a shortfall in meeting the housing and employment needs in the Borough during the Plan period. The Plan, Monitor, Manage approach will also enable windfall completions to be counted against the identified housing need. Where it is clear that there will be a problem in meeting the identified target within the Plan period and every effort has been made to overcome identified obstacles to delivery, including commencing development at other locations within the broad location for growth, negotiation with the land owner and developers, and this has not closed the gap in delivery terms, then consideration will need to be given to an early review of the Plan and the allocation of deliverable sites. The SHLAA will identify suitable sites that could potentially be allocated on a partial review of the Local Plan if there is a shortfall.
Difficulties encountered in delivering the infrastructure required to support the Core Strategy Under provision of housing / economic development	The Council will investigate the potential for alternative funding streams to enable the appropriate level of infrastructure to be provided and will negotiate with landowners and developers to unlock any possible obstacles where this is possible. Consideration could be given to utilising the New Homes Bonus and the Community Infrastructure Levy to close essential gaps in the supply of appropriate infrastructure to meet the essential needs of the new and existing communities. Although some sites may not come forward for development due to the current economic circumstances, any impact is largely considered to be in the short to medium term rather than extend across the full fifteen year plan period. The evidence base will continue to be regularly reviewed, while the Annual Monitoring Report will provide regular monitoring updates. Delivery of employment land is not as critical as delivery of housing numbers. The Council actively promotes economic regeneration and development within the borough but economic investment is difficult in the current fragile economy.
Market improvement / rate of development improves significantly in future years	The Council could encourage higher density developments where appropriate which would increase capacity on development sites. The Council is committed to joint working with other authorities within the SheffieldCity Region on future development provision. If future joint working indicate a need for further development then the Council will undertake an early review of the Plan.
Current market conditions	The Council recognises the current fragile nature of the economy and that recovery over the short to medium term is expected to be modest. However the Council considers that the Local Plan contains sufficient flexibility to adapt to changing economic circumstances, and acknowledges that if market recovery takes place faster than expected and monitoring indicates a need for additional land for development purposes, then an early review of the Local Plan will be required.

Risk	Contingency / flexibility
	The current market could affect the quality of development proposals. However, the requirements contained in national and local policy and guidance means that there are clear mechanisms to reject poor design to ensure that design quality is maintained.
Climate change	The use of planning conditions and obligations could be reviewed to consider whether a different approach should be taken in order to secure mitigation and/or aid in the monitoring of some of the areas that planning can directly influence.
Change to legislation and national policy	The Core Strategy may need to be reviewed if major changes were proposed, however this is will apply to all local authorities and not be exclusive to Rotherham.
Changes to the evidence base	The Core Strategy has been prepared with regard to the local evidence base. This evidence base will continue to be reviewed and where necessary updated to respond to changing circumstances. This may lead to the need to change or alter policy. This process will be managed through the Annual Monitoring Report and where necessary changes will be introduced through a review of the Local Plan. The Council will produce an updated Strategic Housing Market Assessment and will undertake an immediate review of the Core Strategy where this demonstrates a need for additional housing provision in Rotherham.

Delivery

5.8.22 Delivery of this policy will be through annual monitoring of the Core Strategy, the operation of the Infrastructure Delivery Group, and, where necessary, undertaking analysis and implementing appropriate mitigation measures.

6 Monitoring and implementation

6.0.1 Review and monitoring are key aspects of the planning system with emphasis on delivering sustainable development and sustainable communities. They are crucial to the successful delivery of the vision and strategic objectives set out in the Core Strategy. Monitoring and reviewing policies set out in Local Plan documents will indicate: what impact the policies are having in respect of national, regional and local policy targets and other specific targets set out in the Local Plan. They will also indicate whether policies need adjusting or replacing because they are not working as intended, or whether they need to be changed in the light of changes to national or regional policy.

6.0.2 In accordance with the Planning and Compulsory Purchase Act 2004, the Council produces an Annual Monitoring Report. This contains an assessment of Local Plan documents that are being prepared against the milestones set out in the Local Development Scheme, and the extent to which policies are being achieved and targets met. The Annual Monitoring Report is the main mechanism for assessing the Local Plan's performance and effect. As well as linking with spatial objectives and policies, indicators in the Annual Monitoring Report also link to sustainability appraisal objectives in order to identify the significant effects of implementing the policies.

6.0.3 The Annual Monitoring Report also includes the latest updated housing trajectory showing housing delivery in terms of net additional dwellings, within the context of past achievement and estimated future performance.

6.0.4 The following tables set out the indicators, targets and an indication of who and how the policy will be implemented. The indicators are based around national guidance on monitoring and include the key Local Plan Core Output Indicators as currently specified by central government data requirements. Other national indicators are currently in the process of being abolished and/or greatly reduced which may also reduce the availability of national datasets - the initial indicators set out in this document will need to be regularly reviewed to take into account new sources of information and to take advantage of more locally developed monitoring systems. These indicators should therefore be considered a 'starting point' and indicators included in future Annual Monitoring Reports are likely to be amended or replaced as better or additional data becomes available.

6.0.5 The tables below set out the initial indicators to be monitored for each of the Core Strategy core policies grouped under the seven broad themes as shown in Chapter 5.

Table 14 Delivering Development in Sustainable Locations

DELIVERING DEVELOPMENT IN SUSTAINABLE LOCATIONS			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
CS1: Delivering Rotherham's Spatial Strategy	Percentage of new development within the Rotherham Urban Area	Encourage development within the main urban areas in line with apportionments by settlement type.	Active management of planning applications and allocation of land through the Local Plan
	Percentage of new development within the defined Principle Settlements for Growth		
CS2: Delivering Development on Major Sites	Any monitoring indicator to be determined		
CS3: Location of New Development	Percentage of dwellings on previously developed land	Maximise the amount of new housing which is built on previously developed land.	Active management of planning applications and allocation of land through the Local Plan
	Accessibility to a range of places using public transport	Ensure that new housing is within easy reach of services by public transport	Active management of planning applications - indicator from South Yorkshire Local Transport Plan (LTP3)
CS4: Green Belt	Extent of Green Belt	Maintain general extent of the Green Belt (none to be lost to development)	Allocation of land through the Local Plan and planning application management.
	Planning permissions granted on Green Belt	No planning permissions to be granted for an inappropriate use.	
CS5: Safeguarded Land	Planning permissions granted on Safeguarded Land	No planning permissions to be granted for an inappropriate use	Management of planning applications

Table 15 Creating Mixed and Attractive Places to Live

CREATING MIXED AND ATTRACTIVE PLACES TO LIVE			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
CS6: Meeting the Housing Requirement	Plan Period and housing targets (DCLG Core output indicator)	Housing Trajectory - maintain build rate over the plan period	Delivered through house builders / Registered Social Landlords and RMBC - active management of planning applications and allocation of land through the Local Plan.
	Net additional dwellings during the year (DCLG Core output indicator)	To ensure dwellings built reach 100% of annual housing requirement.	
	Five year supply of land for housing (DCLG Core output indicator)	Have deliverable land to accommodate at least five times the annual housing	

CREATING MIXED AND ATTRACTIVE PLACES TO LIVE			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
		requirement plus an additional 20% until it can be demonstrated that the housing target is being met (when an additional 5% will be included)	
CS7: Housing Mix and Affordability	Gross affordable housing completions (DCLG Core output indicator)	To increase the number of affordable homes built and meet identified requirement for the year	RMBC housing / Developers / Registered Social Landlords through planning application management / developer investment
	Density of completed dwellings - % completed at <30, 30 to 50 , >50 dwellings per hectare	Provide a range of housing types to meet identified need.	Management of planning applications.
CS8: Gypsy and Traveller Accommodation	Net additional Gypsy and Traveller pitches (DCLG Core output indicator)	Meet identified needs	Allocation of land and planning applications management.

Table 16 Supporting a Dynamic Economy

SUPPORTING A DYNAMIC ECONOMY			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
CS9: Transforming Rotherham's Economy	New business registration rate	Increase the number of start-up businesses in Rotherham.	RiDO / Rotherham Chamber / Economic Strategy
	Vacancy rate for industrial and commercial property	Aim for a high occupancy on all industrial areas in the borough but sufficient vacant units to allow for choice and 'churn' in the market place.	RMBC / RIDO - marketing of units and attracting new investment & business.
	Overall employment rate in the borough	To close the gap to the regional and national averages	RMBC / RiDO, Economic Strategy
	Amount of floorspace developed for employment by type	Increase employment floorspace and ensure availability of a variety of sites.	Active management of planning applications and allocation of land through the Local Plan
	Employment land available	To ensure sufficient for long-term development	
	Employment land review undertaken	An ELR to be undertaken every 3 years to ensure requirements and suitability	RMBC / RiDO

SUPPORTING A DYNAMIC ECONOMY			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
		of sites are regularly maintained and reviewed.	
CS10: Improving Skills and Employment Opportunities	Percentage of working age population educated to at least NVQ2+, NVQ3+, NVQ4+	Increase the minimum level of qualifications of the local workforce	Training providers / schools
CS11: Tourism and the Visitor Economy	Number of rural diversification schemes	Encourage increase in rural diversification schemes	Planning application management
CS12: Managing Change in Rotherham's Retail and Service Centres	Vacancy rates in the borough's town and district centres	Reduce the number of empty properties across the main retail / service centres in the borough	RMBC / Parish Councils - attract new retailers / retain existing
	Vacancy rates in primary shopping areas of town and district centres		
	Amount of new floorspace in town and district centres	New retail floorspace to be encouraged in town centres, discouraged in out of town locations	Management of planning applications.
CS13: Transforming Rotherham Town Centre	Vacancy rate on primary shopping area in the town centre	Reduce the number of empty properties within Rotherham town centre	RMBC town centre team - attract new retailers / retain existing

Table 17 Movement and Accessibility

MOVEMENT AND ACCESSIBILITY			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
CS14: Accessible Places and Managing Demand for Travel	Percentage of completed non-residential development complying with car parking standards set out in the Council's current parking standards	All developments to be in compliance	Planning application management
	Public transport patronage and modal share	Increase in public transport usage	SYPTE - LTP3
	Accessibility to a range of places using public transport	Ensure that new development is within easy reach of services by public transport	
	Walk / cycle modal share	Increase walking and cycling share of journeys made	
	Numbers killed or seriously injured on the borough's roads	Reduce numbers being killed or seriously injured	

MOVEMENT AND ACCESSIBILITY			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
CS15: Key Routes and the Strategic Road Network	Congestion - average journey time per mile during the morning peak	Mitigate the impact of increasing car ownership and usage on congestion on the key routes around Rotherham	South Yorkshire PTE - LTP3
	Public transport punctuality, reliability and journey times.	Improve public transport	
CS16: New Roads	No significant increase in capacity expected / no indicator-measurement suggested.		
CS17: Passenger Rail Connections	Land for local rail projects not top be lost for other development	Support development of rail network by safeguarding land for local rail projects.	SYPTE / RMBC planning application management.
CS18: Freight	Amount of goods carried	To be set	SYPTE via LTP3

Table 18 Managing the Natural and Historic Environment

MANAGING THE NATURAL AND HISTORIC ENVIRONMENT			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
CS19: Green Infrastructure	Number of new green infrastructure projects developed	No target set	Planning application management
	Number of parks with a Green Flag award	Target of 3 Country parks and 3 Urban parks.	RMBC Green Spaces
CS20: Biodiversity / Geodiversity	Condition of Sites of Special Scientific Interest (SSSI's) in the borough	National target is to reach 95% favourable (or unfavourable recovering)	Natural England / RMBC
	Changes in areas of biodiversity importance (DCLG Core output indicator)	Proportion of sites of importance to biodiversity and geodiversity that are in positive management	Local Wildlife System
CS21: Landscape	Amount of land covered by woodland	Increase the percentage of area in the borough covered by woodland	South Yorkshire Forest / RMBC - active management of planning applications
	Amount of land covered by environment stewardship schemes	Increase the area of land under environmental management	Natural England agri-environment scheme
CS22: Green Space	Proportion of population living within easy walking distance of green spaces meeting defined quality standards	To be set	Green Spaces Strategy / Audit
	Net gains / losses in green space provision.	To be set	Allocation of land through Local Plan / planning application management

MANAGING THE NATURAL AND HISTORIC ENVIRONMENT			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
CS23: Valuing the Historic Environment	Number of designated heritage assets on the English Heritage "Heritage at Risk Register"	Reduce number of designated assets on the "Heritage at Risk Register"	English Heritage / RMBC
	Listed buildings and Ancient Monuments lost to development	None to be lost to development	
CS24: Conserving and Enhancing the Water Environment	Number of planning applications granted contrary to advice of the Environment Agency on water quality grounds (DCLG Core output indicator)	None to be granted against sustained EA advice.	Environment Agency / RMBC planning application management
	Percentage of river length in Rotherham assessed as being of good quality under the Water Framework Directive	Regional target was for all water to reach 'good' status by 2015.	Environment Agency
CS25: Dealing with Flood Risk	Number of planning applications granted contrary to advice of the Environment Agency on flood defence grounds (DCLG Core output indicator)	None to be granted against sustained EA advice.	Environment Agency / RMBC planning application management
CS26: Minerals	Production of primary and secondary / recycled aggregates (DCLG Core output indicator)	Maintain a supply of aggregate minerals to contribute to the regional and sub-regional demand	Mineral operators / RMBC management of planning applications

Table 19 Creating Safe and Sustainable Communities

CREATING SAFE AND SUSTAINABLE COMMUNITIES			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
CS27: Community Health & Safety	Air Quality - harmful emissions measured in the Air Quality Management Areas (AQMAs)	Reduce emissions (target to be set)	RMBC / SYPTE
	CO2 emissions	Reduction in CO2 emissions per head - see Renewable Energy policy	
CS28: Sustainable Design	Density of completed dwellings - % completed at <30, 30 to 50 , >50 dwellings per hectare	Avoid development of less than 30 dph	Management of planning applications.

CREATING SAFE AND SUSTAINABLE COMMUNITIES			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
	Housing Quality - Building for Life assessments (DCLG Core output indicator)	Increase proportion of new builds reaching standards against the Building for Life Criteria	RMBC / developers - assessments for new developments against standards
	Percentage of non residential floorspace (schemes including at least 500m2 floorspace) granted planning permission that achieves or exceeds the required levels against the BREEAM standard	Increase the number of developments that meet the standard.	RMBC / developers - assessments for new developments against standards
CS29: Community and Social Facilities	Monitoring indicator(s) to be determined		
CS30: Renewable Energy Generation	Renewable energy generation in the year (DCLG Core output indicator)	Increase renewable energy generation year on year in the borough - reach 11.0Mw by 2010 and 36Mw by 2021.	Developers / housebuilders / renewable energy operators - RMBC via planning application management
	Carbon Dioxide (CO2) emissions per capita	Reduce overall CO2 emissions per head.	
CS31: Mixed Use Policy	Monitoring indicator(s) to be determined		
Waste Management - Policies in the joint waste DPD for Rotherham, Barnsley & Doncaster	Capacity of new waste management facilities in the borough (DCLG Core output indicator)	Increase recovery capacity in line with borough needs	Waste Operators / RMBC management of planning applications and allocation of land.
	Amount of municipal waste arising and managed by management type (DCLG Core output indicator)	Reduce landfill and reducing total municipal waste	

Table 20 Infrastructure and Implementation

INFRASTRUCTURE AND IMPLEMENTATION			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
CS32: Infrastructure Delivery and Developer Contributions	Any monitoring indicator to be decided as part of Infrastructure Delivery Plan		
CS33: Presumption in Favour of Sustainable Development	Monitoring indicator(s) to be determined		
CS34: Housing Delivery and Ongoing Co-operation	Plan period and housing targets (DCLG Core output indicator)	Housing trajectory - maintain build rate over the plan period	Delivered through house builders / Registered Social Landlords and RMBC - active management of planning

INFRASTRUCTURE AND IMPLEMENTATION			
Policy Area	**Indicator**	**Target / Aim**	**Delivery / Implementation**
	Net additional dwellings during the year (DCLG Core output indicator)	To ensure dwellings built reach 100% of annual housing requirement	applications, allocation of land through the Local Plan, and undertaking appropriate posive action, depending upon the outcome of any monitoring analysis
	Five year supply of land for housing (DCLG Core output indicator)	Have deliverable land to accommodate at least five times the annual housing requirement plus an additional 20% until it can be demonstrated that the housing target is being met (when an additional 5% will be included)	

Appendix A: Infrastructure Delivery Schedule

An Infrastructure Delivery Study has been undertaken to support the Core Strategy. The following sections summarise the key findings of the Infrastructure Delivery Study and set out detailed schedules relating to infrastructure requirements, costs and project-related funding. The full RMBC Infrastructure Delivery Study (Peter Brett Associates, 2012) is available to view on our website: www.rotherham.gov.uk/localplan

Infrastructure Costs by Category

Table 21 Known Infrastructure Costs

Infrastructure category	Known 'gross' infrastructure costs	Known infrastructure costs attributable to growth ('growth cost')	
		Cost	Percentage
Transport - highway	£24.5m	£15.8m	29%
Transport - bus, cycle, other	£46.6m	£6.3m	11%
Emergency, flood & other	£20.5m	£8.5m	16%
Education	£12.7m	£12.7m	23%
Health	£9.5m	£2.8m	5%
Recreation	£6.1m	£6.1m	11%
Library & community	£2.6m	£2.6m	5%
Total	**£122.5m**	**£54.7m**	**100%**

Table 21 ' Known Infrastructure Costs' shows estimated "gross" infrastructure costs by category. These are not specifically tailored to the impact of growth, so some of these costs provide infrastructure with wider benefits to society as a whole. This is useful, because it provides a broad picture of how much money will need to be spent on infrastructure in Rotherham in the plan period. Total infrastructure costs are estimated at £122.5m. Transport is the largest single component of estimated infrastructure costs across the borough, with 'emergency, flood & other' second highest, largely due to the Rotherham Renaissance Flood Defence project for the centre of Rotherham. Education is the third highest cost.

However, the key understanding in planning terms is the cost of infrastructure required to support growth (rather than a gross cost of the infrastructure in Rotherham during the plan period). There is a difference between these two numbers, because the need for infrastructure improvements (particularly transport and flood defence infrastructure) cannot always be entirely ascribed to new growth.

To calculate the cost of infrastructure ascribable to growth, the Infrastructure Delivery Study made some estimations about the extent to which new infrastructure costs arise from growth alone, and shared those costs pro-rata. It is clear that some of the requirements are included to improve existing

deficits and the Study sought to differentiate between these, especially as growth will not pay for deficit, and other sources of funding will be needed to meet these requirements. Table 21 ' Known Infrastructure Costs' shows that total estimated infrastructure costs attributable to growth are £54.7m.

The difference between the gross cost and the more refined "cost of growth" is considerable and is due largely to:

- The 'other transport project costs' aimed at improving bus and cycle corridors and car park interchange throughout Rotherham. Indeed the Department for Transport is currently providing over £35m funding towards some of the bus transport schemes.
- Rotherham Renaissance Flood Alleviation Scheme which has already benefited from £15m Objective 1 funding and Environment Agency support for the most critical parts of the scheme, but more work still remains.
- Some health schemes which will have the dual role of accommodating growth, but also benefit from refurbishment of existing outdated 'stretched' facilities. Again, there has already been considerable investment jointly by the Primary Care Trust and Rotherham MBC to upgrade a number of existing facilities and some still remain.

These are measures designed for historic growth as well as future growth.

Essential infrastructure

The Study analysed which infrastructure items are essential to allow growth to proceed. Table 22 ' Infrastructure Costs for Growth by Priority' below shows that if partners were to provide only those items considered to be essential in order for development to proceed, then costs could be reduced. However, this is not to say that the items making up the 'other' category are not important. Essential items in this context represent items without which development could not be brought forward. More infrastructure is likely to be required in order to generate a good quality, well planned place.

Table 22 Infrastructure Costs for Growth by Priority

Infrastructure category	'Essential' infrastructure costs for growth	% of total 'essential' costs	'Other' category infrastructure costs for growth	% of total 'other' costs
Transport	£15.8m	34.2%	-	-
Transport - bus, cycle, other	£6.3m	13.7%	-	-
Education	£12.7m	27.6%	-	-
Health	£2.8	6%	-	-
Recreation	-	-	£6.1m	69.6%
Library & community	-	-	£2.6m	30.4%
Emergency & other	£7.9m	17.2%	-	-
Administration costs	£0.6m	1.3%	-	-
Total	**£46**	**100**	**£8.7m**	**100**

Putting Costs and Funding Together

Table 23 Potential Funding Gap

Cost / potential funding stream	Cost	
Known infrastructure costs attributable to growth	-	£54.7m
Mainstream funding	+	£0.0m
Utilities funding of	+	£0.0m
Anticipated S106 funding	+	£21.6m
Anticipated CIL funding	+	£19.4m
New Homes Bonus funding	+	£0.0m
Funding gap		**£13.7m**

The headline figures on costs, funding and developer contributions are outlined above in Table 23 ' Potential Funding Gap'. The funding gap identified, of £13.7m, over this timescale is to be expected. There are many unknown variables and other infrastructure costs that will be refined and developed over the course of the plan. There will be processes in place to manage the funding.

Infrastructure Delivery Schedule

Table 24 ' Rotherham Infrastructure Delivery Schedule' which follows shows infrastructure requirements, costs and project-related funding by infrastructure category. The Schedule is indicative because whilst the Council recognises that securing the delivery of all infrastructure items is preferable, prioritisation may be required and final requirements will be assessed on a site specific basis (through the Sites and Policies Document or individual planning applications).

Table 24 Rotherham Infrastructure Delivery Schedule

Rotherham Infrastructure Schedule	Priority	Capital or revenue?	Known gross cost	% gross cost attributable to growth	Known cost attributable to growth	Mainstream / public agency funding	Known gross costs after anticipated funding	Known growth costs after anticipated funding	Cost start date
Transport - Highway									
Bassingthorpe Farm Access Road	Essential	Capital	Not yet known	100%	Not yet known		Not yet known	Not yet known	2018
Variable message signs linked to Bassingthorpe Farm	Essential	Capital	£500,000	50%	£250,000		-£500,000	-250,000	2018
Taylors Lane Roundabout - DfT bid	Essential	Capital	£1,400,000	0%	£0		-£1,400,000	0	2013
A629 Fenton Road Roundabout - Bassingthorpe Farm	Essential	Capital	£1,000,000	100%	£1,000,000		-£1,000,000	-1,000,000	2018
Centenary Way Roundabouts (4) - Rest of Rotherham	Essential	Capital	£8,500,000	50%	£4,250,000		-£8,500,000	-4,250,000	2013
Aldwarke employment - Parkgate retail park access	Essential	Capital	£5,000,00	100%	£5,000,00		-£5,000,00	-5,000,00	2022
Worrygoose Roundabout - Rest of Rotherham	Essential	Capital	£1,000,000	50%	£500,000		-£1,000,000	-500,000	2016
Anston Jn A57/B6060 - Site 3	Essential	Capital	£1,200,000	50%	£600,000		-£1,200,000	-600,000	2018
Dinnington Roundabout B6060 / B6463 - Site 3	Essential	Capital	£750,000	50%	£375,000		-£750,000	-375,000	2018
Junction Improvements on A633 / A6195 - Site 4	Essential	Capital	£750,000	50%	£375,000		-£750,000	-375,000	2018
Woodman Roundabout A6023 / B6060 - Site 6	Essential	Capital	£500,000	50%	£250,000		-£500,000	-250,000	2018
A633 / Kilnhurst Junction - Site 5	Essential	Capital	£500,000	50%	£250,000		-£500,000	-250,000	2018
Masons Roundabout A631 / B6060 - site 6	Essential	Capital	£500,000	100%	£500,000		-£500,000	-500,000	2018

Rotherham Infrastructure Schedule	Priority	Capital or revenue?	Known gross cost	% gross cost attributable to growth	Known cost attributable to growth	Mainstream / public agency funding	Known gross costs after anticipated funding	Known growth costs after anticipated funding	Cost start date
Addison Road westbound Lane - site 7	Essential	Capital	£1,500,000	100%	£1,500,000		-£1,500,000	-1,500,000	2018
A631 / A618 Whiston Crossroads - site 8	Essential	Capital	£500,000	50%	£250,000		-£500,000	-250,000	2018
Kiveton Lane improvements - site 9	Essential	Capital	£400,000	100%	£400,000		-£400,000	-400,000	2018
Masons roundabout - site 10	Essential	Capital	£500,000	50%	£250,000		-£500,000	-250,000	2018
Sub total			**£24,500,000**		**£15,750,000**		**-£24,500,000**	**-£15,750,000**	
Transport - all other bus, cycle, car parks									
Key Route Bus - Rotherham - Thrybergh (Rest of Rotherham) DfT bid	Essential	Capital	£3,500,000	50%	£1,750,000		-£3,500,000	-1,750,000	2014
Key Route Bus - Rotherham to Dearne DfT bid	Essential	Capital	£2,000,000	50%	£1,000,000		-£2,000,000	-1,000,000	2014
Key Route Bus - Rotherham - Maltby (sites 6 & 7)	Essential	Capital	£1,500,000	50%	£750,000		-£1,500,000	-750,000	2014
Key Route Bus - Rotherham - Swallownest (sites 8 & 9)	Essential	Capital	£850,000	50%	£425,000		-£850,000	-425,000	2014
Key Route Bus - Rotherham to Chapelton (site 11)	Essential	Capital	£1,500,000	50%	£750,000		-£1,500,000	-750,000	2014
Bus Rapid Transit Northern Route (site 2) DfT funding in place	Essential	Capital	£34,000,000	50%	£0	£34,000,000	-£0	-0	2014
Lower Don Valley Cycle Route (site 2)	Essential	Capital	£1,800,000	50%	£900,000		-£1,800,000	-900,000	2014
Rawmarsh to Rotherham Town Cycle Route (site 5)	Essential	Capital	£1,100,000	50%	£550,000		-£1,100,000	-550,000	2014
Dearne Valley to Swinton Cycle Route (stie 5)	Essential	Capital	£320,000	50%	£160,000		-£320,000	-160,000	2014

Rotherham Infrastructure Schedule	Priority	Capital or revenue?	Known gross cost	% gross cost attributable to growth	Known cost attributable to growth	Mainstream / public agency funding	Known gross costs after anticipated funding	Known growth costs after anticipated funding	Cost start date
Sub total			**£46,570,000**		**£6,285,000**	**£34,000,000**	**-£12,570,000**	**-£6,285,000**	
Education									
Bassingthorpe Farm - new primary and nursery	Essential	Capital	£6,500,000	100%	£6,500,000	£0	-£6,500,000	-6,500,000	2023
Bassingthorpe Farm - secondary extension	Essential	Capital	£1,900,000	100%	£1,900,000	£0	-£1,900,000	-1,900,000	2023
Dinnington, Anston & Laughton Common - primary extension	Essential	Capital	£150,000	100%	£150,000	£0	-£150,000	-150,000	2018
Dinnington, Anston & Laughton Common -secondary extension	Essential	Capital	£300,000	100%	£300,000	£0	-£300,000	-300,000	2018
Bramley, Wickersley & Ravenfield - primary extension	Essential	Capital	£1,160,000	100%	£1,160,000	£0	-£1,160,000	-1,160,000	2013
Bramley, Wickersley & Ravenfield - secondary extension	Essential	Capital	£931,000	100%	£931,000	£0	-£931,000	-931,000	2013
Aston, Aughton & Swallownest - primary extenstion	Essential	Capital	£812,000	100%	£812,000	£0	-£812,000	-812,000	2013
Aston, Aughton & Swallownest - secondary extenstion	Essential	Capital	£150,000	100%	£150,000	£0	-£150,000	-150,000	2023
Wales & Kiverton Park - secondary extension	Essential	Capital	£300,000	100%	£300,000	£0	-£300,000	-300,000	2018
Thurcroft - secondary extension	Essential	Capital	£150,000	100%	£150,000	£0	-£150,000	-150,000	2018
Catcliffe, Treeton & Orgreave - secondary extension	Essential	Capital	£150,000	100%	£150,000	£0	-£150,000	-150,000	2018
Special education needs	Essential	Capital	£220,000	100%	£220,000	£0	-£220,000	-220,000	2018
Sub total			**£12,723,000**		**£12,723,000**		**-£12,723,000**	**-12,723,000**	
Health									

Rotherham Infrastructure Schedule	Priority	Capital or revenue?	Known gross cost	% gross cost attributable to growth	Known cost attributable to growth	Mainstream / public agency funding	Known gross costs after anticipated funding	Known growth costs after anticipated funding	Cost start date
Bassingthorpe Farm - new surgery	Essential	Capital	£2,000,000	100%	£2,000,000	£0	-£2,000,000	-2,000,000	2025
Rest of Rotherham - redevelopment of Dalton surgery	Essential	Capital	£2,000,000	10%	£200,000	£0	-£2,000,000	-2,000,000	2020
Dinnington, Anston & Laughton Common - new health centre	Essential	Capital	£3,500,000	10%	£350,000	£0	-£3,500,000	-3,500,000	2020
Catcliffe, Orgreave & Treeton - redevelopment of Treeton	Essential	Capital	£2,000,000	10%	£200,000	£0	-£2,000,000	-200,000	2018
Sub total			**£9,055,000**		**£2,750,000**		**-£9,500,000**	**-2,750,000**	
Recreation									
Recreational infrastructure throughout	Other	Capital	£6,057,280	100%	£6,057,280	£0	-£6,057,280	-6,057,280	2013
Sub total			**£6,057,280**		**£6,057,280**		**-£6,057,280**	**-6,057,280**	
Library & community									
Bassingthorpe Farm - redevelopment of Greasborough Library	Other	Capital	£496,800	100%	£496,800	£0	-£496,800	-496,800	2018
Rest of Rotherham - various	Other	Capital	£393,300	100%	£393,300	£0	-£393,300	-393,300	2018
Dinnington, Anston & Laughton Common - extension	Other	Capital	£107,640	100%	£107,640	£0	-£107,640	-107,640	2018
Swinton & Kilnhurst - extension	Other	Capital	£60,548	100%	£60,548	£0	-£60,548	-60,548	2012
Bramley, Wickersley & Ravenfield - extension	Other	Capital	£94,185	100%	£94,185	£0	-£94,185	-94,185	2018
Maltby& Hellaby - refurbhishment	Other	Capital	£80,730	100%	£80,730	£0	-£80,730	-80,730	2018
Aston, Aughton & Swallownest - refurbhishment	Other	Capital	£60,548	100%	£60,548	£0	-£60,548	-60,548	2018

Rotherham Infrastructure Schedule	Priority	Capital or revenue?	Known gross cost	% gross cost attributable to growth	Known cost attributable to growth	Mainstream / public agency funding	Known gross costs after anticipated funding	Known growth costs after anticipated funding	Cost start date
Wales & Kiveton Park - refurbhishment	Other	Capital	£40,365	100%	£40,365	£0	-£40,365	-40,365	2018
Thurcroft - refurbhishment	Other	Capital	£33,638	100%	£33,638	£0	-£33,638	-33,638	2018
Community building facilities - various	Other	Capital	£1,276,330	100%	£1,276,330	£0	-£1,276,330	-1,276,330	2018
Sub total			**£2,644,084**		**£2,644,084**		**-£2,644,084**	**-2,644,084**	
Emergency, waste and flood defence									
Expansion of existing police stations at Dinnington and Wath	Essential	Capital	£500,000	100%	£500,000	£0	-£500,000	-500,000	2018
Fire for Rest of Rotherham and Bassingthorpe Farm	Essential	Capital	£3,000,000	100%	£3,000,000	£0	-£3,000,000	-3,000,000	2018
Rotherham Renaissance Flood Defence Line	Essential	Capital	£15,000,000	20%	£3,000,000	£0	-£15,000,000	-3,000,000	2018
Waste collection and disposal	Essential	Capital	£1,418,258	100%	£1,418,258	£709,129	-£1,418,258	-1,418,258	2015
Sub total			**£19,918,258**		**£7,918,258**	**£709,129**	**-£19,918,258**	**-7,918,258**	
Administration									
Administration costs of developer contributions, demand management staffing	Essential	Revenue	£609,563	100%	£609,563	£0	-£609,563	-609,563	2014
Total - all infrastructure			**£122,522,185**		**£54,737,185**	**£34,709,129**	**-£87,813,056**	**-£54,028,056**	

Appendix B: Replaced Unitary Development Plan policies

The Planning and Compulsory Purchase Act 2004 provides for the saving of policies in adopted Unitary Development Plans for a period of 3 years from the commencement of the Act, which was on 28 September 2004. Policies in plans adopted or approved at that date expired on 27 September 2007 unless extended by the Secretary of State. The Secretary of State issued a direction for Rotherham, listing those UDP policies which are saved. Those policies not listed in the direction expired on 27 September 2007. The saved policies will gradually be replaced as Local Plan documents are adopted.

The following saved policies have already been superseded by the adopted Joint Waste DPD:

- WM 1.1: Land reclamation schemes
- WM 1.2: Assessment of waste management proposals
- WM 1.4: Agricultural tipping
- WM 1.9: Landfill gas

Table 25 'Replaced Unitary Development Plan Policies' below sets out those saved UDP policies which are superseded by Core Strategy policies. Following adoption of the Core Strategy the remaining saved policies will continue to form part of Rotherham's development plan until superseded by subsequent Local Plan documents.

Table 25 Replaced Unitary Development Plan Policies

Core Strategy Policy	Superseded Unitary Development Plan Policy
CS4 Green Belt	ENV1 Green Belt
CS9 Transforming Rotherham's Economy	EC1.1 Safeguarding Existing Industrial and Business Areas EC3.6 Rural Diversification EC4 Service Sector Employment
CS11 Tourism and the Visitor Economy	EC6 Tourism and Visitor Developments
CS14 Accessible Places and Managing Demand for Travel	T3 Public Transport T3.1 Bus Priority Measures and New Systems T5.1 Road Freight T6 Location and Layout of Development
CS15 Key Routes and the Strategic Road Network	T5.1 Road Freight
CS16 New Roads	T2 Major Road Schemes and Highway Improvements

Core Strategy Policy	Superseded Unitary Development Plan Policy
CS18 Freight	T5 Freight Transfer to Rail and Canal T5.1 Road Freight
CS21 Landscape	ENV3.1 Development and the Environment
CS26 Minerals	MIN4 Oil and Natural Gas MIN6 Methods and Control of Working MIN7 Recycling MIN7.1 Waste Tips and Embankments
CS28 Sustainable Design	ENV2.3 Maintaining the Character and Quality of the Environment ENV3.1 Development and the Environment
CS29 Community and Social Facilities	CR1 Community and Social Provision
CS30 Renewable Energy Generation	UTL3.4 Renewable Energy
CS31 Mixed Use Areas	EC5 Mixed Use Areas

Appendix C: Glossary

Accessibility: The ability of people to move around areas and reach places and facilities.

(The) Act: The Planning and Compulsory Purchase Act 2004.

Affordable housing: Housing accessible to households who cannot afford open market rental or purchase. It includes a range of tenures, i.e. shared ownership, discounted market housing, key worker housing, subsidised social renting etc.

Aggregates - the mineral materials, such as sand or stone, used in making concrete.

Air Quality Management Area (AQMA): Air Quality Management Areas have to be declared by Local Authorities for any parts of their areas where the air quality is unlikely to meet Government objectives as set out in the Environment Act 1995, and where people are expected to be exposed to the poor air quality.

Allocations - Sites to meet future development

Annual Monitoring Report (AMR): The annual monitoring report will assess the implementation of the local development scheme and the extent to which policies in local development documents are being successfully implemented.

Area Action Plan: A type of Development Plan Document focussed upon a specific location or an area subject to conservation or significant change (for example, major regeneration).

Area of High Landscape Value: A local landscape designation used to identify land of particularly high landscape quality.

Best and Most Versatile Agricultural Land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Biodiversity: The whole variety of life on earth; all species of plants and animals and the ecosystems of which they are part.

Biodiversity Action Plan (BAP): A plan which sets out proposals to protect and improve the places where trees, plants, animals and insects live.

Biomass: Plants and trees, and the non fossil fuel based fraction of the waste stream, when used to create energy.

Broad locations for growth: Indicative areas of major development.

Brownfield (previously developed) land: Land that is or was occupied by a permanent structure.

Building Research Establishment Environmental Assessment Method (BREEAM): This is a tool to measure the sustainability of non-domestic buildings.

Bulky goods: Retail categories that include furniture, whitegoods, electrical equipment, bedding, lighting, automotive parts, camping and outdoor equipment, tools, building materials and DIY and homemaker products.

Carbon Compliance: The "built performance" emissions from new homes that should not be exceeded. This compliance is expressed as kg CO2/M2 and is the amount of CO2 a dwelling can produce. On-site contributions to achieve these targets include energy efficiency and low & zero carbon energy.

Carbon emissions: Gasses, such as carbon dioxide, caused by burning fossil fuels in transport and energy generation which contribute to global warming and climate change.

Chain of Conformity: It is important that we make sure the inter-relationships between different Local Plan documents are clear and that the Local Plan as a whole is consistent with national policy. This consistency is commonly referred to as the 'chain of conformity'.

Code for Sustainable Homes: Provides a set of national standards for the design and construction of new homes to reduce carbon emissions.

Combined heat and power: The use of a heat engine or a power station to simultaneously generate both electricity and useful heat.

Community Infrastructure Levy: A form of planning gain tax, where a proportion of the increase in value on land as a result of planning permission is used to finance the supporting infrastructure, such as schools and will 'unlock housing growth'

Community Strategy: Although no longer a statutory requirement, Local Authorities can prepare Community Strategies with aim of improving the social, environmental and economic well being of their areas. In Rotherham the Community Strategies is prepared by the Local Strategic Partnership, which includes local authority representatives.

Comparison goods: These can be described as goods that consumers buy at infrequent intervals and normally would compare prices before buying eg. TV, fridges, clothes etc.

Conservation Area: An area, usually part of a settlement, designated by a local planning authority for preservation or enhancement because of its special architectural or historic interest under the Planning (Listed Buildings and Conservation Areas) Act, 1990.

Contextual indicators: Measure changes in the wider social, economic, and environmental background against which policies operate. They help to relate policy outputs to the local area.

Convenience goods: A consumer item that is widely-available, purchased frequently and with minimal effort. Examples of convenience goods include newspapers and sweets.

Core Strategy: Sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision. The core strategy will have the status of a development plan document.

Density: The number of buildings in a given area. In the Local Plan it is used mainly in relation to housing, being expressed as dwellings per hectare or 'dph'.

Department for Communities & Local Government (DLCG): Established in 2006 as the successor to the Office of the Deputy Prime Minister, DCLG is the Government department for communities and local government and has policy responsibility for (amongst others) planning, urban regeneration and building regulations.

Department for Environment Food & Rural Affairs (Defra): The government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities.

Designations: Areas of land where specific policies apply.

Design and Access Statement: A short report accompanying and supporting a planning application explaining how a proposed development is a suitable response to the site and its setting, and that it can be adequately accessed by prospective users.

Design Code: A document which sets out rules for the design of a new development

Development Management Policies: Detailed Local Plan policies which will be used by the Council when deciding planning applications.

Development Plan: As set out in Section 38 of the Planning and Compulsory Purchase Act 2004, an authority's development plan consists of the relevant regional spatial strategy (for Yorkshire and the Humber Region) and the development plan documents contained within its Local Plan. It sets out the local planning authority's policies and proposals for the development and use of land and buildings in the authority's area.

Development Plan Documents (DPD): Spatial planning documents that undergo independent examination. They can include a core strategy, site specific allocations of land, generic development control policies, and area action plans (where needed). Proposals will all be shown on a policies map for the borough. Individual development plan documents or parts of a document can be reviewed independently from other development plan documents. Each authority must set out the programme for preparing its development plan documents in the local development scheme. A development plan document is used to make decisions on proposals for development.

Ecosystem: A biological environment consisting of all the organisms living in a particular area, as well as all the physical components of the environment with which the organisms interact, such as air, soil, water and sunlight.

Ecosystem Services: The benefits that we derive from the natural world and its constituent ecosystems, including products like food, fibre, wood and water; services like pollination, nutrient cycling, soil formation, water purification, flood defence and opportunities for reflection and recreation.

Employment Land Review: An evidence base document which takes stock of the existing employment land situation, considers future requirements and assesses the 'fitness for purpose' of existing employment land.

Energy crops: Energy crops are a carbon neutral energy source and when substituted for fossil fuels can help reduce greenhouse gas emissions and contribute to renewable energy generation. An examples of an energy crop is short rotation coppice (e.g. willow and poplar), which is densely planted and then harvested on a 2-5 year cycle.

Equality impact assessment: A process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people.

Essential Infrastructure: In relation to flood risk, this comprises essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk; essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations and grid and primary substations; and water treatment works that need to remain operational in times of flood; wind turbines.

European Landscape Convention: This promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues.

Evidence base: Information gathered by a planning authority to support preparation of local development documents. It includes quantitative and qualitative data.

Examination in Public: The process of independent examination of a development plan document. A government-appointed inspector will consider whether the document meets relevant legal requirements and is 'sound'. To be 'sound' documents should be: positively prepared, justified, effective, and consistent with national policy. The Inspector will consider representations made in writing and may also hold hearing sessions in public.

Feedback Report: A report published by the Council following consultation which summarises the main issues raised and how the Council has responded to comments received.

Front loading: Front loading encourages more active involvement of communities, stakeholders and commercial interests earlier in the Local Plan process than under the previous planning system. The aim is to seek agreement on essential issues early in the process. Where agreement is difficult to achieve, front loading allows the maximum opportunity for participants to understand each others' positions and to negotiate a way forward.

Flood alleviation: The avoidance of the possibility of flooding by controlling the flow of water in rivers.

Flood and Water Management Act 2010: The Act aims to improve both flood risk management and the way we manage our water resources.

Geodiversity: The variety of rocks, fossils, minerals, landforms and soils, and all the natural processes that shape the landscape.

Good Practice Guidance: Additional information in respect of local plan policies. These provide helpful guidance but have not been prepared in line with the Supplementary Planning Document process.

Green Belt: An area of open land where strict planning controls apply in order to check the further growth of a large built-up area, prevent neighbouring towns from merging or to preserve the special character of a town.

Greenfield: Land (or a defined site) that has not previously been developed. (Not to be confused with Green Belt.)

Greenhouse gas: components of the atmosphere that contribute to the greenhouse effect (the process by which an atmosphere warms a planet).

Greenspace: Breaks in the urban environment formed by open areas such as parks, playing fields, woodlands and landscaped areas. These spaces may exist as definable linear routeways, forming part of a network linking urban areas to the surrounding countryside.

Green infrastructure: The network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.

Gross Value Added (GVA): This measures the contribution to the economy of each individual producer, industry or sector - the value of outputs (goods or services) less the value of inputs (labour & materials) used.

Habitats and Species of Principle Importance for Biodiversity: The habitats and species in England that have been identified via the Natural Environment and Rural Communities Act 2006 as requiring action in the England biodiversity strategy and which Local Authorities have a duty to protect and enhance.

Hazardous installations: Installations that use, manufacture or store significant quantities of hazardous substances that have the potential to cause serious harm to people on and surrounding the site.

Health impact assessment: The process by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population.

Hectare: A metric unit of measurement equivalent to 100 metres x 100 metres or 2.47 acres (i.e. approximately one and a half football fields).

Highly vulnerable uses: In relation to flood risk, this comprises: Police stations, Ambulance stations and Fire stations and Command Centres and telecommunications installations required to be operational during flooding; Emergency dispersal points; Basement dwellings; Caravans, mobile homes and park homes intended for permanent residential use; Installations requiring hazardous substances consent. (Where there is a demonstrable need to locate such installations for bulk storage of materials with port or other similar facilities, or such installations with energy infrastructure or carbon capture and storage installations, that require coastal or water-side locations, or need to be located in other high flood risk areas, in these instances the facilities should be classified as 'Essential Infrastructure').

Housing Market Renewal (HMR): There are some areas of the borough where houses are unpopular, sometimes because of the design of the houses or the housing estate. This can result in

houses becoming so unpopular that no-one wants to live in them. This is known as housing-market failure. Housing-market renewal is when we or the Government takes action to solve this problem. This can involve refurbishing existing houses, replacing existing houses with new ones or improving the local environment to make it more attractive to live in.

Housing trajectory: A means of showing past and future housing performance by identifying the predicted provision of housing over the lifespan of the Local Plan.

Independent Examination: An independent process where formal objections to a DPD made at Submission stage are considered by a government inspector. The Examination itself will be run by a government inspector. Many objections to DPDs will be considered through written comments made by the objector and the council. However, objectors have a right to make their case in person at the Examination if they choose.

Infill: Housing development that goes in the gaps between existing buildings.

Infrastructure: Physical services including water, gas, electricity, telecommunications supply and sewerage. It can also refer to community facilities, for example, schools, shops and public transport.

Infrastructure Delivery Plan: This will help direct growth to the most appropriate locations, and ensure that the different economic, social and environmental infrastructure needs of the borough's residents and businesses are met.

Inspector's Report: A report produced by the inspector (from the Planning Inspectorate) following the Independent Examination. This sets out the inspector's conclusions on the issues considered at the Examination. The report will recommend to us if the DPD needs to be changed as a result and in what way.

Integrated Impact Assessment: A report which accompanies the Core Strategy and includes the Sustainability Appraisal, a Health Impact Assessment and an Equalities Impact Assessment.

Issues and Options: Produced during the early stage in the preparation of development plan documents.

Joint Waste Plan: Produced jointly by Barnsley, Doncaster and Rotherham councils and adopted on 8th March 2012, this provides a detailed planning framework to manage all types of waste in the three boroughs. It forms part of Rotherham's Local Plan and has the status of a Core Strategy.

Key Diagram: The diagrammatic interpretation of the spatial strategy, as set out in a local authority's core strategy.

Landscape Character Area: A unique geographic area with a consistent character and identity, defined by geology, landform, soils, vegetation, land use, settlement and field pattern

Landscape Character Assessment: A way of assessing the appearance and essential characteristics of a landscape in terms of particular combinations of geology, landform, soils, vegetation, land use and human settlement.

Landscape Scale: This refers to action covering a large spatial scale and usually addressing a range of ecosystem processes, conservation objectives and land uses (the Natural Environment White Paper 2011).

Landscape Scale Conservation: This is characterised by the pursuit of multiple benefits across a defined area (eg water quality, biodiversity, access). The best examples links to wider economic and social priorities where enhancing nature can provide benefits to the local economy and quality of life (the Natural Environment White Paper 2011).

Less vulnerable uses: In relation to flood risk, this comprises: Police, ambulance and fire stations which are not required to be operational during flooding; Buildings used for: shops; financial, professional and other services; restaurants and cafes; hot food takeaways; offices; general industry; storage and distribution; non–residential institutions not included in 'more vulnerable'; and assembly and leisure; Land and buildings used for agriculture and forestry; Waste treatment (except landfill and hazardous waste facilities); Minerals working and processing (except for sand and gravel working); Water treatment works which do not need to remain operational during times of flood; Sewage treatment works (if adequate measures to control pollution and manage sewage during flooding events are in place).

Lifetime of development: This is as long as the development which has been permitted endures.

Listed Building: A building that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest.

Local Development Document (LDD): The collective term in the Act for development plan documents, supplementary planning documents and the statement of community involvement.

Local Development Framework (LDF): See Local Plan

Local Development Scheme (LDS): Sets out the programme for preparing local development documents.

Local Enterprise Partnership (LEP): The LEP is based on a relationship between the public and private sector and a strong commitment to work together to ensure the growth of a rebalanced local economy. The LEP will be led by the private sector and will contribute significantly to the renewal of the national economy as a whole.

Local Nature Reserve (LNR): A statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949, and amended by Schedule 11 of the Natural Environment and Rural Communities Act 2006.

Local Plan: The name for the portfolio of local development documents and related documents. It consists of development plan documents, supplementary planning documents, a statement of community involvement, the local development scheme and annual monitoring reports. It may also include local development orders and simplified planning zone schemes. Together all these documents will provide the framework for delivering the spatial planning strategy for a local authority area. The Local Plan was previously referred to as the Local Development Framework.

Local Service Centre: Where there are opportunities for sustainable development these will be pursued, but the settlement and growth strategy is mindful that the social infrastructure in these communities is more limited.

Local Sites: Including Local Wildlife Sites (LWS) and Regionally Important Geological Sites (RIGS). Non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites. Local Sites are protected within the planning framework.

Local Strategic Partnership (LSP): Representatives from the public, voluntary, community and business sectors brought together with the objective of improving people's quality of life.

Localism Act 2011: An Act of Parliament which made changes to the powers of local government in England.

Locally Listed Building: A building, structure or feature which, whilst not on the national list of buildings of special architectural or historic interest compiled by the Secretary of State, is identified by the Council as important in the local context due to its architectural or historic interest or its townscape or group value.

Main Rivers: Watercourses shown as such on a main river map held by the Department for Environment, Food & Rural Affairs (DEFRA).

Main Town Centre Uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Masterplan: A plan that describes and maps an overall development concept, including present and future land use, urban design and landscaping, built form, infrastructure, circulation and service provision.

Material Considerations: Issues which may be taken into account when determining planning applications, such as planning policy, appeal decisions, amenity considerations (i.e. noise, smells, loss of privacy), layout and design of development. This excludes factors such as matters controlled by non-planning legislation, private issues between neighbours, loss of views and loss of property value.

Microgeneration: The production of heat and/or electricity on a small scale from a low carbon source, e.g. solar panels.

Monitoring: Regular and systematic collection and analysis of information to measure policy implementation.

More vulnerable uses: In relation to flood risk, this comprises: Hospitals; Residential institutions such as residential care homes, children's homes, social services homes, prisons and hostels; Buildings used for: dwelling houses; student halls of residence; drinking establishments; nightclubs; and hotels; Non–residential uses for health services, nurseries and educational establishments; Landfill and sites

used for waste management facilities for hazardous waste; Sites used for holiday or short-let caravans and camping, subject to a specific warning and evacuation plan.

National Character Areas: Divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries, making them a good decision making framework for the natural environment.

National Planning Policy Framework (NPPF): The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. Council's must take account of the NPPF when preparing their Local Plans.

Non-bulky goods: Includes items such as clothes and footwear.

Non-potable water: Water that is not of drinking quality, but which may still be used for many other purposes.

Ordinary Watercourse: Any other watercourse that does not form part of a "main river" defined on a main river map held by the Department for Environment, Food & Rural Affairs (DEFRA).

Outcomes: Macro-level (global, national and regional), real world changes which are influenced to some degree by the Local Plan.

Output indicators: Measure the direct effect of a policy. Used to assess whether policy targets are being achieved in reality using available information.

Outputs: The direct effects of a policy, e.g. number of houses built, amount of employment floorspace developed, etc.

Plan, Monitor and Manage (PMM): Means of measuring and reviewing policy, involving the adjustment of policy through monitoring if necessary.

Planning Act 2008: This legislation was intended to speed up the process for approving major new infrastructure projects such as airports, roads, harbours, energy facilities such as nuclear power and waste facilities. The Localism Act 2011 also makes changes to the regime under the Planning Act.

Planning Condition: Conditions which are set out in the grant of planning permission and limit or control the way in which the planning permission may be implemented.

Planning Gain: The benefits and safeguards, often for community benefit, secured by way of a planning obligation as part of a planning approval and usually provided at the developer's expense, e.g. affordable housing, community facilities or mitigation measures.

Planning Inspectorate: A government organisation which makes recommendations about the policies and proposals in DPDs through a formal Independent Examination. The inspectorate is a neutral organisation which arbitrates where people and organisations do not agree with the Council. They also check whether our proposals are in line with relevant government policy.

Planning Obligations and Agreements: A legal agreement between the Council and a developer which is needed before a development can go ahead. It will usually deal with things that need to happen away from the development site, including improvements to roads and open spaces.

Planning Permission: Permission which is usually required before carrying out development, such as building something new, making a major change to a building (such as an extension) or changing the use of land or a building. Some development or changes do not require planning permission, or are permitted in principle but may need prior approval by the local planning authority.

Planning Policy Statement (PPS)/Planning Policy Guidance (PPG): National statements of planning policy prepared by the Government, but which have now been replaced by the National Planning Policy Framework and an accompanying Planning Policy Guidance website.

Policies Map: A plan which shows policies and proposals for specific sites and locations. These are shown on an Ordnance Survey map.

Policy implementation: Assessment of the effectiveness of policies in terms of achieving their targets. Measured by use of output and contextual indicators.

Policy directions: These pulled together broad issues that were taken into account in preparing the final policies for the Core Strategy.

Preferred Options document: Produced as part of the preparation of development plan documents for formal public participation..

Principal Settlement: Where there is a full range of social and community infrastructure to meet current needs but the opportunities for growth are limited.

Principal Settlement for Growth: Where new social infrastructure and community services exist, or are able to be provided as part of a major development scheme to support new growth opportunities

Recycling: The reprocessing of waste either into the same product or a different one.

Regional Development Agency (RDA): Government-funded organisations in England that aimed to 'spread economic prosperity and opportunity'. This was delivered through a number of initiatives, including events, advice services and funding. The RDA's ceased to operate in 2012 and are being replaced by Local Enterprise Partnerships.

Regional Econometric Model (REM): The Regional Econometric Model is an economic database and model used within the Yorkshire & Humber region to provide historic and projected labour market information on employment, output, and productivity.

Regional Spatial Strategy (RSS): Set out policies in relation to the development and use of land within Yorkshire and the Humber and formed part of the development plan. The Yorkshire and Humber Plan was revoked by Government on 22 February 2013 except for policies relating to York's Green Belt, and no longer forms part of Rotherham's development plan.

Regionally Important Geological Sites: Locally designated sites considered to be especially important for the geology they exhibit.

Register of Historic Parks & Gardens: The register aims to 'celebrate designed landscapes of note, and encourage appropriate protection', so safeguarding the features and qualities of key landscapes for the future. Each park or garden included is of special historic interest.

(The) Regulations: Legal documents prepared by the Government. They provide detailed information about how acts should be applied, i.e. The Town and Country Planning (Local Planning) (England) Regulations 2012.

Renewable energy: Energy obtained from naturally occurring sources that are essentially inexhaustible, unlike, for example, the fossil fuels, of which there is a finite supply. Renewable sources of energy include wood, wind and solar thermal energy.

Rotherham Renaissance: A project aimed at creating a vibrant Rotherham town centre which includes proposals for apartments, shops, outdoor cafés, and enhanced public spaces.

Safeguarded land: This is land which is set aside in case it is needed for development in the long term. It is not available for development in the short term because it is not needed. The need to develop safeguarded land will be considered when the Local Plan is reviewed.

Saved policies or plans: Existing adopted development plans are saved for a time period agreed with Government. The local development scheme should explain the authority's approach to saved policies.

Scheduled Ancient Monument: This is a 'nationally important' archaeological site or historic building, given protection against unauthorised change.

Sequential approach: Considering options for sites for development in a particular order. For example, in terms of new shops, we would first look for sites within a shopping centre and then for sites on the edge of the shopping centre before looking at sites outside the centre. The same approach is applied to finding land for housing.

Settlement hierarchy: A way in which towns, villages and hamlets are categorised depending on their size and role. It can help make decisions about the amount and location of new development.

Sheffield City Region: This covers an area spanned by local authorities within South Yorkshire and the northern part of the East Midlands region. Over recent years, the Sheffield City Region Forum has overseen work in the City Region to increase the pace of economic growth through collaboration. Following Government's invitation to come forward with proposals to establish a Local Enterprise Partnership (LEP), a LEP was set up and the Forum stood down in 2010.

Significant effects: Effects which are significant in the context of the plan. (Annex II of the SEA Directive [see later definition] gives criteria for determining the likely environmental significance of effects).

Significant effects indicators: An indicator that measures the significant effects of the plan or programme.

Site of Special Scientific Interest (SSSI): Representative examples of nationally important wildlife and geology. SSSI are notified by Natural England under section 28 of the Wildlife and Countryside

Act 1981 as being of special value for nature conservation and are legally protected under the Wildlife and Countryside Act, as amended by the Countryside and Rights of Way (CROW) Act 2000 and the Natural Environment and Rural Communities (NERC) Act 2006.

Sites & Policies Development Plan Document: This will show specific development sites and contain policies to guide the release of land and design of new development.

Social inclusion: Making sure that everyone has access to services and opportunities no matter what their background or income.

Soundness: At the Independent Examination, the inspector must assess whether the DPD is 'sound'. This includes assessing whether the DPD has been prepared in the right way using the right procedures and if it is broadly in line with national planning guidance.

South Yorkshire Passenger Transport Executive (SYPTE): Responsible for the various public transport services in the sub-region.

Spatial planning: Goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes that influence the nature of places and how they function. Spatial planning includes policies that can impact on land use, for example by influencing the demands on, or needs for, development, but that are not capable of being delivered solely or mainly through the granting or refusal of planning permission.

Spatial planning zone: These are defined by considering various characteristics including housing markets and travel to work factors.

Statement of Community Involvement (SCI): Sets out the standards that authorities will work to by involving local communities in the preparation of local development documents and development control decisions.

Strategic Allocation: an area for development allocated in the Core Strategy. Other sites will be allocated through the Sites and Policies document.

Strategic Environmental Assessment (SEA): This term is used internationally to describe the environmental assessment of plans, policies and programmes. This environmental assessment (the SEA Directive) looks at the effects of certain plans and programmes on the environment.

Strategic Flood Risk Assessment: These are a required part of the planning process and are intended to form the basisfor preparing appropriate policies for flood risk management at the local level.

Strategic Housing LandAvailability Assessment: This provides information on the opportunities that exist to meet housing need within a specified area over the Plan period. The information from the assessment will inform the Local Plan, but will not actually allocate land for housing.

Strategic Housing Market Assessment: Housing Market Assessments establish the level of need and demand for housing examining issues such as the particular accommodation requirements of specific groups, for example Gypsies and Travellers.

Strategic Road Network: This consists of the M1 motorway between Woodall Common south of Woodall Motorway Service Area and Brinsworth north of Junction 33, and the M18 motorway from its junction with the M1 to Moor Lane north of Junction 1.

Sub-region: The administrative areas of Rotherham, Barnsley, Doncaster and Sheffield.

Submission: This is the stage at which people and organisations have the legal right to make a formal objection that will be considered by a government inspector. Submission also refers to the point at which the DPD is formally sent to the Secretary of State – which happens at the start of the submission consultation.

Supplementary Planning Documents (SPD): Provide supplementary information in respect of the policies in development plan documents. They do not form part of the development plan and are not subject to independent examination.

Surface Water Management Plan: A framework through which key local partners with a responsibility for surface water and drainage in their area work together to understand the causes of surface water flooding and agree the most cost effective way of managing that risk.

Sustainability Appraisal (SA): Describes the form of assessment that considers social, environmental and economic effects of plans and proposals. It includes the requirements of the SEA Directive, referred to above. This has to be produced at each main consultation stage when preparing Local Development Documents.

Sustainable Communities: A sustainable community is one in which most of the services and facilities people need, including schools and shops, are easy to get to, preferably without the need to use a car.

Sustainable Development: Development that has an acceptable or positive effect on the economy, the environment and social conditions, and which uses natural resources carefully. Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. This concept offers the prospect of reconciling the pressures for growth with the need for conservation.

Sustainable Settlements: See Sustainable Communities.

Sustainable Urban Drainage Systems (SuDS): Water management practices and control systems designed to drain surface water in a more sustainable way than conventional systems. Different techniques, such as infiltration and retention, are used which mimic runoff from the site in its natural state.

Sustainable Urban Drainage Systems Approving Body (SAB): Established in unitary or county local authorities under the requirements of the Flood Risk Regulations 2009 and the Floods and Water Management Act 2010, to approve, supervise, adopt and maintain Sustainable Urban Drainage Systems, and determine how surface water is managed on new development and redevelopment sites.

Targets: These are thresholds used to identify the scale of change to be achieved by policies over a specific time period (e.g. number of affordable homes to be built by a set date).

Transport Assessment: Sets out transport issues relating to a proposed development, identifying what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel

Transport Nodes: Areas where transport links are concentrated or cross each other, e.g. bus and train stations, interchanges.

Travel Plan: A package of measures to manage the access to a development or institution in a way that reduces the impacts of vehicular transport on local roads and the environment and promotes sustainable modes of travel to and from the site.

Tree Preservation Order: These are used to protect specific trees or a particular area, group or woodland from deliberate damage and destruction.

Unitary Development Plan (UDP): A document which is used to make decisions on proposals for development. The Rotherham UDP covers all the borough. Under the Act, the UDP will be replaced by DPDs.

Urban cooling: Cooling and shading provided by green open spaces can help counter the tendency of buildings, structures and hard surfacing to retain heat in urban areas as temperatures increase with climate change.

Urban Extensions: Significant development sites which have the potential to yield more than 500 dwellings.

Urban Potential Study (UPS): Studies undertaken to establish how much additional housing can be accommodated within urban areas.

Use Classes Order: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. For example: A1 Shops, B1 Business, C3 dwellinghouses, D2 Non-residential institutions.

Veteran Trees: A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

Waste hierarchy: The principle that there are different levels of dealing with waste, ranging from the higher (more sustainable) levels such as reducing waste, re-using then recycling or composting, to the lower (less sustainable) levels such as burning and finally to landfill.

Water compatible development: In relation to flood risk, this comprises: Flood control infrastructure; Water transmission infrastructure and pumping stations; Sewage transmission infrastructure and pumping stations; Sand and gravel workings; Docks, marinas and wharves; Navigation facilities; MOD defence installations; Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location; Water-based recreation (excluding sleeping accommodation); Lifeguard and coastguard stations; Amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms; Essential ancillary sleeping or residential accommodation for staff required by uses in this category, subject to a specific warning and evacuation plan.

Wildlife corridor: An area, usually linear, of undeveloped land that links two or more sites or areas of natural or semi-natural habitat providing a safe route for movement of wildlife.

Windfalls: Sites for new housing that are not identified when allocating land in a development plan document but that may come forward for development during the Plan period. For example, the redevelopment of former industrial premises following unanticipated closure or relocation of a business.

Yorkshire and Humber Plan: See Regional Spatial Strategy

Yorkshire Forward: See Regional Development Agency

If you or someone you know needs help to understand or read this document, please contact us:

Telephone: 01709 823869 Email: planning.policy@rotherham.gov.uk

Ak vy alebo niekto koho poznáte potrebuje pomoc pri pochopení alebo čítaní tohto dokumentu, prosím kontaktujte nás na vyššie uvedenom čísle alebo nám pošlite e-mail.

ئەگەر تۆ یان کەسێک کە تۆ دەیناسی پێویستی بەیارمەتی هەبێت بۆ ئەوەی لەم بەڵگەنامە یە تێبگات یان بیخوێنێتەوە، تکایە پەیوەندیمان پێوە بکە لەسەر ئەو ژمارەیەی سەرەوەدا یان بەو ئیمەیڵە.

إذا كنت انت أواي شخص تعرفه بحاجة إلى مساعدة لفهم أوقراءة هذه الوثيقة، الرجاء الاتصال على الرقم اعلاه، أو مراسلتنا عبر البريد الإلكتروني

اگر آپ یا آپ کے جاننے والے کسی شخص کو اس دستاویز کو سمجھنے یا پڑھنے کیلئے مدد کی ضرورت ھے تو برائے مہربانی مندرجہ بالا نمبر پرھم سے رابطہ کریں یا ھمیں ای میل کریں۔

اگر جناب عالی یا شخص دیگری که شما اورا می شناسید برای خواندن یا فهمیدن این مدارک نیاز به کمک دارد لطفا با ما بوسیله شماره بالا یا ایمیل تماس حاصل فرمایید.