

**CABINET MEMBER FOR TOWN CENTRES, ECONOMIC GROWTH AND
PROSPERITY**

**Venue: Town Hall, Moorgate
Street, ROTHERHAM.
S60 2TH**

Date: Monday, 5th March, 2012

Time: 10.30 a.m.

A G E N D A

1. To determine if the following matters are likely to be considered under the categories suggested, in accordance with Part 1 of Schedule 12A (as amended March 2006) to the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Regulate the Operation of All Saints Fountain, Town Centre (report herewith) (Pages 1 - 4)
 - Graham Kaye, Principal Engineer, to report.
4. Proposed Closure of Fitzwilliam Road Car Park, off Rawson Road (report herewith) (Pages 5 - 6)
 - Martin Beard, Parking Services Manager, to report.
5. Enterprise Zone Sites within Rotherham and proposed Local Development Orders (report herewith) (Pages 7 - 66)
 - Bronwen Knight, Planning Manager, to report.
6. E Petition (report herewith) (Pages 67 - 72)

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ROTHERHAM BOROUGH COUNCIL REPORT TO COUNCILLOR GERALD SMITH CABINET MEMBER FOR TOWN CENTRE & ECONOMIC GROWTH & PROSPERITY

1.	Meeting:	CABINET MEMBER MEETING
2.	Date:	5 March 2012
3.	Title:	Regulate the Operation of All Saints Fountain, Town Centre Town Centre
4.	Programme Area:	Environment and Development Services

5. Summary

Presently the All Saints Fountain is in operation constantly throughout the day and night and over recent years there has been a gradual increase in anti-social behaviour and safety problems in and around the fountain area; this has led to additional maintenance visits required by both the Council's pump technician and Town Centre cleansing team.

It is proposed that the fountain is regulated by turning off the fountain at night between the hours of 18:00 hours and 08:00 hours the next day, and during winter months between December and March, to minimise the anti social behaviour problems and to prevent any future potential injury to the public caused by the freezing icy conditions, and damage to the fountain, associated pumps and ancillaries.

6. Recommendations

It is recommended that:

- 6.1 All Saints Fountain be regulated by turning off the fountain at night between the hours of 18:00 hours and 08:00 hours the next day, and during the winter months between December and March, to minimise the anti-social behaviour problems and to prevent the risk of injury or damage.**

7. Proposals and Details

All Saints Fountain is one of the main attractions situated in the Town Centre and provides a good amenity area for the people of Rotherham including children.

The fountain is in constant use and operates throughout the day and night. Unfortunately over recent years there has been a gradual increase in maintenance problems to the fountain caused by anti-social behaviour and vandalism problems to the fountain and the immediate area. Some of the vandalism caused has led to various safety problems which has seen an increase in maintenance costs year on year. The main concern however is maintaining the safety of the fountain, which is regularly used by children paddling in the fountain during the summer months. Some of the more serious vandalism caused is broken glass or bottles found in the paddling area of the fountain, which has been thrown into the fountain during the night.

Over the years there has been an increase in reports of anti social behaviour in and around the fountain and the majority of the damage appears to occur at night and at weekends. There is a wide range of vandalism and damage caused to the fountain such as foam or washing up liquid being poured into the fountain, broken glass or bottles, fast food and litter being dropped into the fountain, and damaged to the grids on the peripheral to the fountain causing the edge of the grids to be raised with sharp edges. In addition the fountain appears to attract people on mountain bikes and skate boards at night which again causes damage to the fountain area.

The Council has seen an increase in maintenance costs for the fountain year on year because of the anti social behaviour and in maintaining the safety of the fountain. In February 2012, the Council dealt with a large quantity of washing up liquid which was poured into the fountain during the night and has led to the Council's technician spending several days de-foaming the fountain and cleansing the pumps filter system at a cost of approximately £500 - £600.

During the winter months, mainly between December and March, there are problems relating to the adverse weather conditions causing the water within the fountain and surrounding pedestrian access way to freeze and ice over. The latest incident was on Saturday 11 February 2012 when the Council's pump technician and Town Centre cleansing team, were called out to turn off the fountain and grit the pedestrian access way in All Saints Square, because the freezing weather conditions had caused the fountain and surrounding area to become icy and dangerous to pedestrians. During the freezing weather conditions there is always the danger that serious damage to the pumps operating the fountains can occur when the water can no longer be pumped because it is frozen.

It is proposed that the fountain is operated by turning off the fountain at night between the hours of 18:00 hours and 08:00 hours the next day, and during winter months between December and March, to minimise the anti social behaviour problems and to prevent any future potential injury to the public, and damage to the fountain, associated pumps and ancillaries.

8. Finance

In 2011/2012 the annual revenue budget for the maintenance of the All Saints Square fountains was £22,055, this includes an allowance for water and electricity charges. It is estimated that there is likely to be a deficit in the Council's revenue budget in 2011/2012 for the maintenance of the fountain of approximately £3,500.

The actual maintenance costs for the fountain are increasing year on year and this is likely to be the case in the future with the gradual increase in anti-social behaviour and damage to the fountains, essential safety measures required for the protection of the public, and an ageing pumping apparatus which are presently requiring regular maintenance works. It is estimated that there could be an additional pressure on the Council's revenue budget for routine maintenance costs of £3,000 to £4,000 per annum.

It is also estimated that it is likely that the continual damage caused to the fountain by the adverse freezing weather conditions and vandalism to the fountain, will require major repairs or replacement of the pumps and ancillaries in the near future. It is estimated that the replacement costs of the pumps and ancillaries are approximately £10,000 - £15,000.

If the fountain was turned off at night (e.g. between 18:00 hours and 08:00 hours the next day), and during the cold winter months (e.g. between December to March), then this would lead to a saving of approximately £9,000 per annum. These costs are based on the projected costs for maintaining the fountains, keeping the fountain safe and reducing the risk of anti social behaviour over the next 2 to 3 years.

A similar comparison of savings has been made with some of the fountains in Sheffield City Centre where it is understood that some of these fountains are also turned off at night.

Please note any requirements for additional revenue funding are not reflected in the current medium term financial strategy.

9. Risks and Uncertainties

The reduced operation of the fountain will safeguard the public against adverse weather conditions where the fountain and surrounding area are known to ice over making it dangerous for the public and minimise the risk of possible personal injury claims against the Council.

The fountain appears to attract anti-social behaviour at night and at weekends, by turning off the fountain at night and weekends should minimise the risk of damage and vandalism to the fountain and surrounding areas.

It is likely that there will substantial costs incurred by the Council in the future for the continual damage caused to the fountain by the adverse freezing weather conditions and vandalism to the fountain, its pumps and ancillaries.

By reducing the operation of the fountain will also comply with the Council's environmental and energy saving commitments and targets.

The Council's proposal to turn of the fountain at night and during the winter months would compare with Sheffield City Council, where it is understood that they also turn off some of their fountains off at night with varying success.

10. Policy and Performance Agenda Implications

The issues contained within this report support the Council's main Corporate Priorities.

11. Background Papers and Consultation

None

Ward Members have not been consulted.

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Town Centres, Economic Growth and Prosperity
2.	Date:	5 March 2012
3.	Title:	Proposed Closure of Fitzwilliam Road car park, off Rawson Road.
4.	Programme Area:	Environment and Development Services

5. Summary

This report gives details of the proposal to close the car park located on Fitzwilliam Road, off Rawson Road.

6. Recommendations

- a) That the car park is closed as soon as possible;
- b) That the land is declared surplus to requirements.

7. Details

The temporary car parks on Fitzwilliam Road were opened in 2007 due to the loss of the large car park on St Anne's Road / Effingham Street (the site of the St Annes Leisure Centre development).

Use of the two car parks on Fitzwilliam Road, furthest from the town centre, was minimal which resulted in these car parks being closed in 2010 and 2011.

Use of the car park which is the subject of this report has decreased since the move of Rotherham MBC office staff from the town centre offices to Riverside House and now averages just 50 vehicles per week; this figure is highly likely to decrease further as more RMBC employees move into Riverside House by April 2012. The business rates for the car park cost the Council £3,200 per annum and the machine maintenance contract costs £300 per annum. The projected usage is very unlikely to generate enough income to cover these costs; accordingly, it makes financial sense to close the car park as soon as possible. The car park would then be declared surplus and returned to the Council's land bank.

The car park off York Road has capacity to accommodate the users of this car park.

8. Finance

The closure would equate to a significant year on year saving for the Council and there is a possibility of raising revenue through the sale of the land.

The cost of installing the physical closure (barriers etc) of the car park can be met within the car parking budget.

9. Risks and Uncertainties

N/A

10. Policy and Performance Agenda Implications

N/A

11. Background Papers and Consultation

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Town Centre, Economic Growth and Prosperity
2.	Date:	5 March 2012
3.	Title:	Enterprise Zone sites within Rotherham and proposed Local Development Orders
4.	Directorate:	Environment and Development Services

5. Summary

The report details the Enterprise Zone status for specific sites within Rotherham and seeks approval for commencement of public consultation, on the draft Local Development Orders on 3 sites within the Borough, during March / April 2012.

6. Recommendations

i) Cabinet Member approves the publication of the 3 draft Local Development Orders for public consultation.

ii) that, subject to no modifications being required, following the consultation process the LDO's are submitted to the Secretary of State for confirmation.

7. Proposals and Details

The Sheffield City Region Enterprise Zone was designated by the Government last year to encourage investment in key regeneration areas of the City Region and will be operational from April 2012.

The SCR Local Enterprise Partnership (LEP) was asked to identify a site within the city region to be given “enterprise zone” status. The LEP assessed a number of sites (including the Dearne Valley and sites in the south of the borough) against the following criteria: -

1. Potential to deliver economic growth (GVA) and job creation (GVA) through growth in priority sectors (including manufacturing, low carbon, creative and digital, healthcare technology, all vital for the UK’s future economic growth)
2. Deliverability (e.g. involvement of partners, availability of “oven ready” sites)
3. Ability to generate a source of income which will deliver benefits across the SCR (e.g. income from business rates)

The LEP agreed to proceed with an enterprise zone along the M1 corridor, focused around the Advanced Manufacturing Park, Templeborough and the Lower Don Valley. The decision was based on use of Enterprise Zone status to designate a Modern Manufacturing and Technology Growth Area (MMTGA) which reflects the reality of the SCR economy, removes a number of barriers to investment and growth and is spatially clustered around a number of the city region’s key advanced manufacturing and related technology assets.

The selection of this Enterprise Zone, represents a varied, yet cohesive offer of development opportunities, giving businesses (those starting up, expanding or inward investors) the choice of quality, size and type of space they need. The zone offers: -

- Sites across a range of sizes, with some larger sites of between 20-30 hectares
- A range of property tenures and sizes, particularly larger units in excess of 2000sqm
- A mix of ‘industry only’ (including warehousing), hybrid and office sites
- A choice of newly built premises or ‘development-ready’ sites affording greater flexibility for bespoke requirements.

The city region has strong ambitions to build on its key sectoral assets, particularly in advanced manufacturing where it is considered we can offer the UK a world-beating internationally significant capability. The strength of this proposal is that no other geographic area in the UK can offer the unique capabilities and foundations that the Sheffield Rotherham Economic Corridor can and that this strength can be used to stimulate growth in other parts of the city region. The combination of companies already established, or committed to the area, offer established routes to international markets for other SME’s, through supply chains, helping them establish long term business and underpinning the creation of wealth and long term

employment. Its unique capability is that of materials technology and engineering components that are critical to many other areas of the UK through supply to their OEMs (Original Equipment Manufacturers) in aerospace, power generation, oil & gas, medical, automotive, etc.

Attached at **Appendix 1** is an overview map which shows all the sites that form the Enterprise Zone (EZ) and indicates which are approved for Business Rate Relief (BRR) and which are Enhanced Capital Allowance sites/ areas.

Enterprise Zone Incentives

Enterprise Zones Offer the following incentives

A “business rates holiday” to qualifying businesses in the zone - 100 per cent business rate discount over a five year period up to state aid de minimis levels for businesses that move into an Enterprise Zone before April 2015.

Enhanced capital allowances against tax liability – 3 x £100 million capital allowances against tax at 100% of eligible expenditure on plant and machinery. The government has agreed some flexibility to negotiate breaking the allowances down to support a larger number of smaller investments e.g. 2 x £100 million + 2 x £50 million.

Local retention of business rate growth – the LEP will retain all business rates growth within the zone for a period of at least 25 years – starting from 2013/14 – to support the delivery of economic priorities for the LEP area as a whole.

Government support for investment in “superfast broadband” throughout the Enterprise Zone – details on how this will be delivered are awaited.

Simplified planning -

Rotherham has two geographical areas where BRR sites are located within the Enterprise Zone (totalling 19.92ha) the first at the Advanced Manufacturing Park / Waverley and the second at Templeborough. The individual sites are marked on the plan attached at **Appendix 1**.

One of the conditions of Government designating the Enterprise Zone is to ensure simplified planning arrangements are put in place. Through the LEP the 6 Local Authorities involved have agreed to provide a simplified and unified approach to planning across the Sheffield City Region by way of a Memorandum of Understanding. The MoU supports the vision of the Sheffield City Region Enterprise Zone across all the sites and sets out the simplified planning arrangements to be put in place in each of the Authorities.

For the Rotherham Business Rates Relief (BRR) sites it is proposed that the simplified planning mechanism most appropriate is the Local Development Order process (LDO) which sets out parameters for development which can take place without the need for formal planning consent.

An LDO offers a quick and cost effective route for developers through the Planning system. It, in effect, grants conditional planning permission for certain specific uses which meet the criteria set out within it. The LDO is aimed at delivering the advanced manufacturing and technology uses that the Sheffield- Rotherham element of the EZ promotes.

The 3 sites are the Advanced Manufacturing Park (AMP) at Waverley, Grange Lane at Templebrough and Magna 34 at Templebrough. Assessment of these sites has been carried out: their suitability for the proposed (advanced manufacturing) uses; compliance with national and local policy; any mitigation required by way of legal agreement and a scheme of conditions drawn up to ensure that the proposed use to be carried out on site will be done so in an acceptable way. So far informal consultation has been carried out with internal and then external statutory consultees and the landowners to draw up consultation drafts of the LDO's for each site.

The next stage in the legal process is formal public consultation process and, in the same way as publicity for a planning application, the LDO's must be published and statutory consultees notified for a period of 28 days.

The EZ generally and the LDO's in particular will encourage the location and expansion of business and therefore assist to regenerate the Borough and create employment in advanced manufacturing and technology sectors.

8. Finance

The EZ will have a positive economic impact on the Borough but the immediate financial effect to be considered is that, as development taking place under the LDO's does not have to pay a planning fee. It has been estimated that if the BRR sites are developed via the LDO there will be a loss of approximately £170,000 of planning fees.

The Localism Act gives local authorities the power to offer business rates discounts which must be funded locally. Billing authorities will be able to grant business rate discounts as they see fit, and will fund these themselves. However, in the case of Enterprise Zones, central Government will reimburse the costs of the discount given to businesses in the zone, provided the discount was granted in the specified circumstances.

The specified circumstances are that central government will reimburse the costs of providing up to a 100% discount for 5 years up to the state aid de minimis threshold for businesses that enter an Enterprise Zone by 31 March 2015, e.g. if a business enters a zone on 31 March 2015, it will receive the discount (subject to de minimis) until 30 March 2020. Government will reimburse the costs of business rates discounts to all businesses within the defined area of the zone, including any businesses already located in the zone on April 1st 2012

Reimbursing the costs

2012/13

Generally, under current legislation, billing authorities pay the business rates that they collect into the central rating pool. As mentioned above, authorities will fund local discounts themselves and therefore will still have to contribute the costs of the discount to the pool in 2012/13. For 2012/13, the government will reimburse the costs of the Enterprise Zones discount by an amendment to the annual Contribution Regulations which govern authority contributions to the pool. The amendment will ensure that authorities can offset the cost of providing the discount against their contribution to the pool where they have granted the discount in the specified circumstances.

2013/14 and onwards

The method of reimbursement will need to be different for 2013-14 and onwards to fit in with the new system of business rates retention. The government is proposing that the cost of the discount is captured on the relevant billing authorities' end of year outturn forms (similar to the current NNDR3). On receipt of the outturn the government will provide a payment to cover the cost of the discount. Therefore, for example, the cost of the discount in 2013-14, would be reimbursed in mid 2014.

9. Risks and Uncertainties

The alternative approach is not to put in place the LDOs and let the developments be considered through the usual planning application route. However Rotherham MBC has been fully engaged in the Enterprise Zone process to date and the Government has recommended that simplified planning be put in place to ensure EZ status and to speed up development of Advanced Manufacturing and Technology businesses in these specific areas.

The wider areas of the EZ (the ECA areas) will not be covered by LDO's and therefore proposed development will have to go through the usual planning process. It has been agreed that the simplified planning arrangements in these areas will include: making pre-application advice available; having a single point of contact and the opportunity for developers to enter into Planning Performance agreements etc thereby making the process as efficient as possible.

10. Policy and Performance Agenda Implications

The EZ will contribute to delivering the following Corporate Plan outcomes:- "more successful new businesses"; "higher paid jobs"; "more people are in work"; and "the gap in average earnings is reduced".

11. Background Papers and Consultation

The 3 draft LDO documents and the reasons (attached for information).

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



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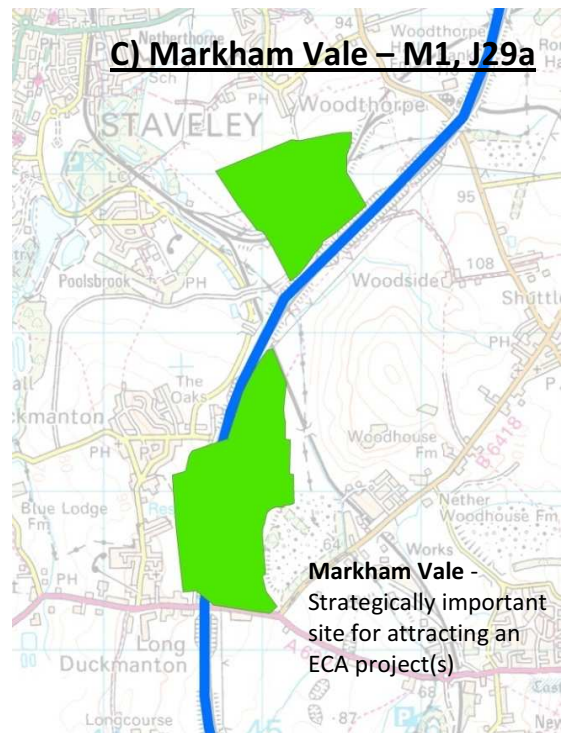
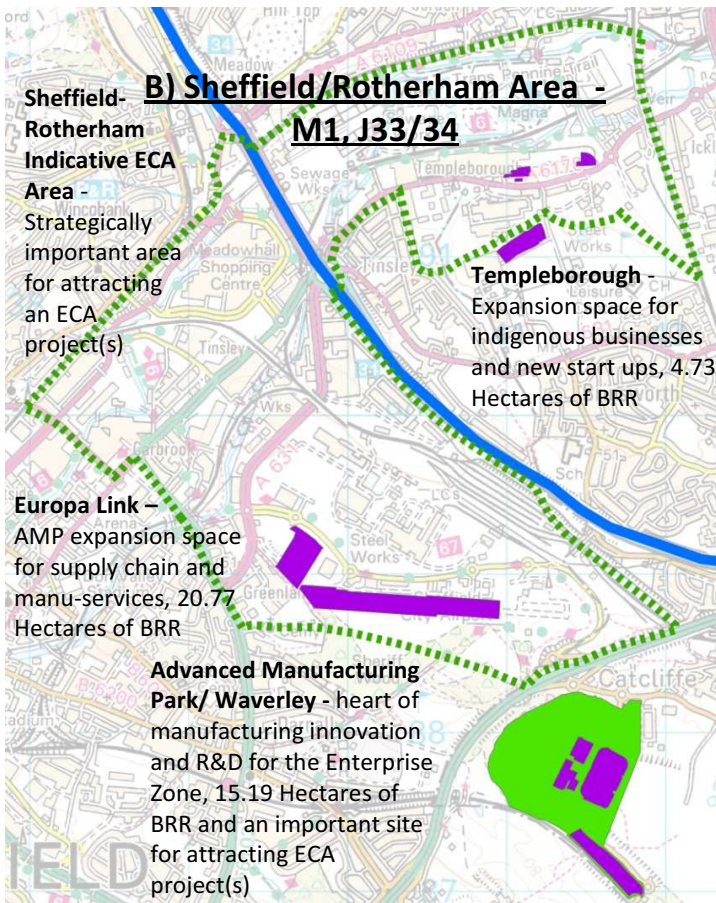
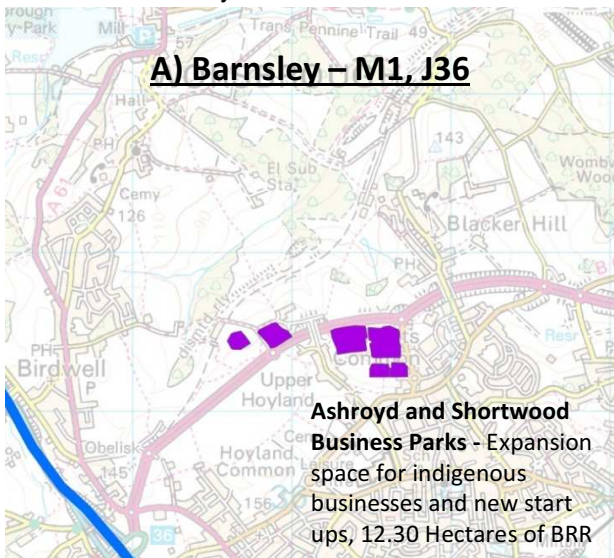
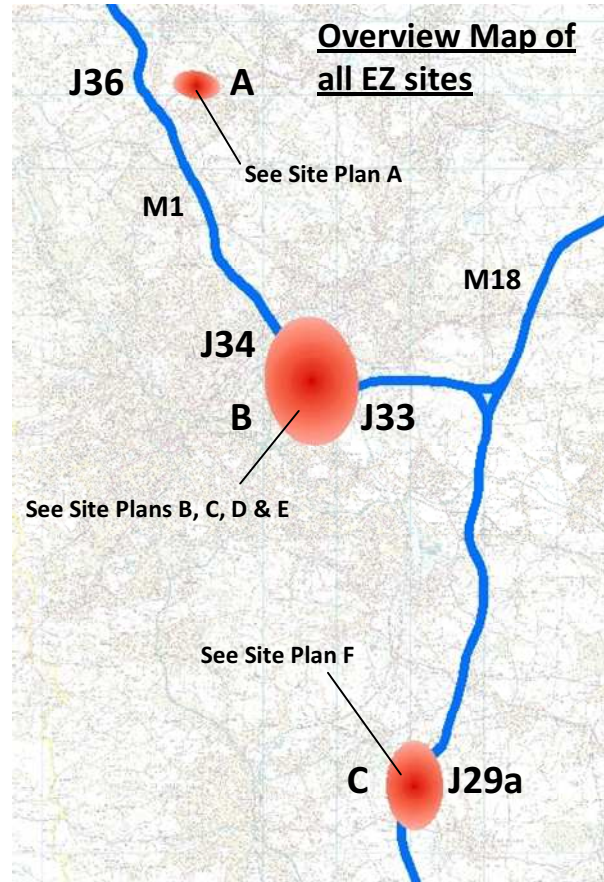
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Sheffield City Region Enterprise Zone Overview Map

Key

-  Indicative Enhanced Capital Allowance Area
-  SCR Enterprise Zone
-  Business Rate Relief (BRR) Sites
-  Indicative Enhanced Capital Allowance (ECA) Sites
-  Motorway



DRAFT (Dated January 2012)

Local Development Order – Statement of Reasons

Rotherham Metropolitan Borough Council

Enterprise Zone – Business Rate Relief Sites

Introduction

Article 34 of the Town and Country Planning (Development Management Procedure) (Order) 2010 DMPO paragraph (1) outlines that 'where a local planning authority propose to make a local development order (LDO) they shall first prepare:-

- (a) a draft of the order; and
- (b) a statement for their reasons for making the order'.

A draft of the individual LDOs is provided at **Appendix A**

Article 34 paragraph (2) of the DMPO states that 'the statement of reasons shall contain:-

- (a) a description of the development which the order would permit; and
- (b) a plan or statement identifying the land to which the order would relate'.

The text in this document acts as the statement of reasons for making the LDOs. Plans identifying the individual LDOs are attached at **Appendix B**

Background / Context

To create jobs and economic growth, the UK needs to invest in sectors and areas with real economic opportunities and export led growth potential. This investment needs to support growth which is driven by the private sector and is sustainable in the long term.

The Sheffield City Region (SCR) has been granted Enterprise Zone Status (EZ) and the Local Enterprise Partnership has designated an economically linked cluster of sites as a Modern Manufacturing and Technology Growth Area (MMTGA). This reflects the reality of the SCR economy, removes a number of barriers to investment and growth and is clustered around a number of the city region's key advanced manufacturing and related technology assets.

The selection of this Enterprise Zone, represents a varied, yet cohesive offer of development opportunities, giving businesses (those starting up, expanding or inward investors) the choice of quality, size and type of space they need.

Analysis clearly demonstrates that businesses in the MMTGA's target sectors need designated sites and/or premises that offer choice and flexibility. There

is latent demand for quality industrial space in SCR, both from local firms seeking to grow (constrained by inappropriate premises) and from inward investors, who are continually looking to the SCR due to its range of economic assets which are vital to the sector.

Both local and national evidence and consultation with businesses highlights that a lack of appropriate sites and ageing stock of buildings acts as a barrier to winning inward investment and facilitating growth of indigenous firms. Designated sites that offer choice and flexibility are needed. The SCR Enterprise Zone will deliver:

- Sites across a range of sizes, with some larger sites of between 20-30 hectares
- A range of property tenures and sizes, particularly larger units in excess of 2000sqm
- A mix of 'industry only', hybrid and office sites
- A choice of newly built property or 'development-ready' sites affording greater flexibility for bespoke requirements.

The range of sites will provide the opportunity for the accelerated delivery of the following mix and type of developments:

- Research and development intensive space, suitable for delivering roll out of high technology, research and development
- Hybrid space, encompassing a mix of industrial space and offices, ideal for modern manufactures and emerging sectors such as low carbon industries and medical technology
- Large, undeveloped sites, which provide flexibility and can be developed with potential inward investors specifically around their needs. This could provide much needed space for heavier industrial use and or large scale investments, like data centres.
- General industrial space and office space, where this is needed to meet the needs of manufacturing and technology firms, and allows supply chain agglomeration.

The portfolio of sites for Enterprise Zone status has been selected to ensure that it is market-led and importantly meets the needs of the Sheffield City Region's priority sectors.

Objectives

The MMTGA will secure and accelerate development of modern manufacturing in the SCR; one of the largest concentrations of modern manufacturing in the UK. It will also capitalise on and accelerate growth in the other related technology sectors in which SCR has a competitive advantage and that have been identified as a priority by the Local Enterprise Partnership (LEP), including low carbon industries, creative and digital, and medical technologies.

The SCR approach is built on removing the barriers to growth that will deliver the wider vision for the SCR MMTGA as a key asset of the SCR. The focus is firmly on advanced manufacturing and technology, attracting inward investment and foreign direct investment to the City Region and the UK, as well as providing the environment where the indigenous business base can grow and continue its transformation and where new start-ups will establish.

The MMTGA is a key element in delivering the LEP's vision for the SCR, which highlights the importance of supporting and developing the sectors with the greatest growth potential, helping to build a more balanced, resilient and diverse economy.

Why a Local Development Order

The SCR approach to accelerating development across the MMTGA is through the creation of a number of Local Development Orders which will simplify planning permission requirements across the Enterprise Zone sites that are set to benefit from Business Rate Relief. This will give businesses and developers more certainty in an uncertain economic climate by detailing the specific types of development and uses which are permitted.

The Orders attached at Appendix A will be specific to Rotherham Metropolitan Borough Council but all of the Local Planning Authorities within the SCR are committed to simplifying the planning process through this approach.

The overall SCR approach is captured in a Memorandum of Understanding (MoU), which all Local Planning Authorities within the SCR MMTGA are signed up to. This details a number of factors, including:

- (a) The vision for the MMTGA and a statement of common themes that will underpin all of the Local Development Orders – this will ensure that each Local Development Order has a basis even though they may differ in minor detail to reflect local circumstances
- (b) The use classes permitted for each of the EZ sites will promote advanced manufacturing and related technology, as well as other related uses which support these industries. In order to reflect the sectoral focus of the MMTGA the individual Local Development Orders will specify uses relating to Research and Development and Light and General Industry (Use Classes B1b, B1c and B2) together with more limited amounts of Office and Warehousing (B1a and B8). Specific proportions for each site will be identified in order to ensure that the EZ delivers a coherent and attractive portfolio of sites and premises which meet the needs of businesses across the identified priority sectors.
- (c) The approach for dealing with the planning process across all growth poles and EZ sites – ensuring that this can deliver a streamlined and fast-track planning process which meets the needs of business.
- (d) Any local considerations relating to distinctiveness and quality in order to ensure that we deliver economic growth alongside maintaining a quality environment, one of the SCR's key assets.

The Local Development Orders (LDOs) for specific EZ sites are being developed by individual planning authorities in line with the MoU detailed above, these will define precisely the range and classes of development to be permitted and promoted without the need for express planning permission.

Through the precise and targeted use of Local Development Order relaxations, and the cluster approach to defining Enterprise Zone sites across the MMTGA, designated sites which meet the range of specifications outlined above can be identified and accelerated, ensuring that we deliver economic growth for both the local and national economy.

Legislative Framework governing the LDO Process

Primary legislation

LDO provisions are contained in sections 61A-D of and Schedule 4A to the *Town and Country Planning Act 1990*, as amended. The primary legislative provisions related to LDOs were introduced by the *Planning and Compulsory Purchase Act 2004*, and commenced in 2006

Secondary legislation

These primary powers were amended by the commencement of section 188 of the *Planning Act 2008* in June 2009. The effect of this amendment was to remove the requirement that LDOs must implement local plan policies.

More detailed legal provisions on LDOs are contained in Article 34 of and Schedule 7 to the *Town and Country Planning (Development Management Procedure) (England) Order 2010* (the 'DMPO'). The DMPO came into force in October 2010 as a consolidation of the *Town and Country Planning (General Development Procedure) Order 1995* and instruments which have amended that Order.

Area Covered by the LDO

The 3 areas covered by Rotherham Metropolitan Borough Council's LDOs are identified on the plans attached at Appendix B and a brief summary is provided below.

1. AMP
2. Templeborough – Magna 34
3. Templeborough – Grange Lane

Some of the areas within each of the LDO sites have been subject to outline planning permission for a range of commercial uses and work has continued to transfer this information and carry out new assessment of sites to enable the delivery of the intended Enterprise Zone outcomes.

AMP

The Advanced Manufacturing Park (AMP) is the UK's premier advanced manufacturing technology park, providing world-class advanced manufacturing technology solutions to ensure repetitive advantage for industry.

Technologies on the AMP centre on materials and structures, covering metallic and composite materials; typically used in precision industries including; aerospace, automotive, medical devices, sport, environmental and energy, oil and gas, defence and construction. The AMP is home to world-class research and manufacturing organisations, such as; the University of Sheffield's AMRC with Boeing; Rolls Royce; Castings Technology International (Cti); Dormer Tools, TWI's Yorkshire Technology Centre and the new Nuclear AMRC.

The AMP offers a full range of property and development opportunities, from small office and workshop space, through medium-sized hybrid & light industrial units, to larger custom-built Design & Build options such as the Centre of High Value Manufacturing Technology Innovation Centre. The site is particularly suited to research and development intensive space, suitable for delivering roll out of high technology, research and development and hybrid space, encompassing a mix of industrial space and offices, ideal for modern manufacturers providing 'manu-services', and in growth sectors such as low carbon industries and medical technology.

Templeborough - Magna 34

Templeborough forms a key gateway between Rotherham and Sheffield that has been the focus of a number of highly successful development schemes. The Magna 34, Ignite and Fusion@Magna provide a concentration of over 30,000 sq m of new business incubation space, offices, manufacturing facilities and warehousing adjacent to the Enterprise Zone development sites. The sites are particularly suited to small units of general industrial space and office space, needed to meet the needs of manufacturing and technology firms, and allows supply chain agglomeration.

Templeborough – Grange Lane

Templeborough forms a key gateway between Rotherham and Sheffield that has been the focus of a number of highly successful development schemes. This site offers development potential adjacent to a former warehouse that has been the subject of significant investment and improvement to create a modern manufacturing facility. The site offers flexibility to accommodate bespoke development specifically around the needs of a new inward investor or to accommodate indigenous business growth. This could comprise a large footprint for heavier industrial use and or a range of smaller units suitable for the needs of the modern manufacturing supply chain.

Planning Policy Context

Current planning policies for the area are set out in the Unitary Development Plan (UDP) and the emerging Core Strategy.

All three sites are allocated as Industry and Business in the UDP and the proposed uses set out above are in accordance with the requirements of the relevant UDP Policies.

A Local Development Framework is being prepared and the uses set out will help to deliver the Core Strategy aims as set out within the emerging draft Policies.

There are no significant issues in terms of compliance with national planning policy. The LDO will also accord with existing and emerging local development plan policies, which are also being developed with close regard to current national planning policies.

Environmental Impact Assessment (EIA)

Developments which are likely to have a significant impact on the environment are subject to Environmental Assessment (EIA). The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (EIA Regulations) require the developer to provide an Environmental Statement (ES) where the development(s) proposed are:

- a) Within one of the categories of development in Schedule 1;
- b) Either it is in a sensitive area or is above a given threshold for that type of development (listed in Schedule 2) and the development is likely to have significant effects on the environment by virtue of factors such as its nature, size or location (i.e. 'EIA development').

A formal decision on whether the development proposed is 'EIA development' (and hence an ES is required) can be obtained from the Local Planning Authority through a screening opinion request. It should be additionally noted that Article 34 paragraph 13 part (b) of the DMPO prohibits the use of an LDO to grant permission for development which falls within one of the categories in Schedule 1.

All individual projects will be screened as part of the proposed self-certification process as the agreed uses for the LDO site do not fall within the development projects identified in "Schedule 1".

The proposals are classed as an "Urban Development Project" within Part 10, "Infrastructure Projects" of Schedule 2. As such the need for an Environmental Impact Assessment has to be considered.

Circular 2/99 provides guidance on the regulations. In general, EIA will be needed for Schedule 2 developments in three main types of case. These are:

- i) for major developments which are of more than local importance
- ii) for developments which are proposed for particularly environmentally sensitive or vulnerable locations, and
- iii) for developments with unusually complex and potentially hazardous environmental effects.

Circular 2/99 also gives indicative thresholds to assist in identifying Schedule 2 development requiring EIA. These include:

- i) where the size of the site is greater than 5 hectares; or
- ii) where it would provide a total of more than 10,000m² of new commercial floorspace; or
- iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings)

Consultation on the LDO

A fundamental principle of LDOs is that they represent a partnership approach to development management. This requires an approach to consultation which seeks support for the concept of the LDO and its objectives, both among the direct participants; the communities affected; and wider stakeholders.

It is a requirement that LDOs are the subject of local consultation. LDO consultation procedures are set out in article 34 of the *Town and Country Planning (Development Management Procedure) Order 2010* (Statutory Instrument 2010/2184). Consultation must include any person with whom the local planning authority would have been required to consult on an application for planning permission for the development proposed to be permitted by the LDO.

As part of the preparation of this LDO the following consultation arrangements will be undertaken:

- Compliance with the publicity and consultation requirements of Article 34 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (DMPO) which relates specifically to publicity requirements for LDOs;
- Formal approval to consult on the draft LDO required by the Cabinet Member responsible for Town Centres, Economic Growth and Prosperity;
- Compliance with the consultation requirements of Rotherhams Statement of Community Involvement;
- Direct consultation with the stakeholders listed at the end of this document

Consultees will be notified of the draft LDOs and given a consultation period of 28 days.

Following the expiry of the consultation period all responses received will be recorded, analysed and assessed in a Statement of Community Engagement Report which will inform the final version of the LDO.

Monitoring and Enforcement

Through the Intention to Start forms the LDO's will be subject to on-going monitoring to assess its effectiveness in delivering development that supports the Enterprise Zone.

Failure to comply with the terms of the LDO or any other statutory requirements may result in appropriate enforcement action being taken by the Council and / or other agencies.

Displacement

The LDO places limits on the types of uses it allows and the maximum size of certain units. This is intended to deal with the potential for 'displacement' of development from adjoining areas. This is where development that would have taken place without the incentives offered by the Business Rates Relief and LDO simplified planning approach, is attracted from other areas to the LDO site. It will therefore encourage these uses and further focuses on the advanced manufacturing sector.

**LDO Draft Design Code
January 2012**

Advanced Manufacturing Park (AMP) Catcliffe

Context

The sites owned by UK coal sit upon the former colliery at Orgreave which has since been cleared and remediated for development. This has left large expanses of open land bounded by the settlement of Treeton to the North while transport infrastructure envelops the former colliery with railway tracks on the South Western Boundary and the Sheffield Parkway providing a ridge to the North West. Views into the site from the Dual Carriageway are broken by tree lines and existing buildings which have very visible roof-lines.

Long views to the East from within the site will eventually give way to new residential development at Waverley that abuts the AMP. A new Transport Interchange close to the AMP, something vitally important when considering links for work commuters, will serve this future community.

Vast areas of relatively even land have lent themselves to larger scale development as seen around the site. New developments have enhanced the landscape to create a road network and buildings set within green parkland. This relationship between the typically large built forms and grand landscapes works well, and has begun the process of place-making to a relatively new area of landscape. This gives a reference point for the identity of future development on the AMP sites.

Vision

Development within the AMP sites must continue the definite relationship between new landscape structures and the simple built forms which have been set within them, as can be seen on its recently completed developments.

It must also integrate with the ambitions for wider development at Waverley to achieve a comprehensive approach and as a result deliver a place of high quality.

Circulation

The following are important requirements to ensure any scheme that comes forward provides ease of movement for all users and that it connects with the intended circulation network of the wider Waverley site:

- Internal roads should be designed to ensure that wherever possible they are visually simple and clutter free, with utilities and extraneous advertising subordinate to other uses.

- Pedestrians will be provided with attractive, direct and clearly distinguishable routes between buildings and the wider circulation network, which also connect well with public transport .
- Where exposed to the sun should be areas of shading through the use of soft landscaping on main pedestrian routes to make for a comfortable environment.
- Any development must reflect the importance of each route through a hierarchy of roads, streets, paths and spaces that are of an appropriate scale and design. Ranging from Highfield Spring at one end of the spectrum to service and parking areas at the other.
- Sites 1 & 2 must incorporate routes which take pedestrians to the future transport interchange set within the wider Waverley development in the most direct manner..
- Site 2 must provide direct pedestrian links through the site from Highfield Spring to the access points proposed within the residential development to the East.

Layout

Offices, receptions and entrances should be arranged to face the highways and provide active frontages.

Buildings and landscaping should be used to screen unsightly areas such as refuse storage, service areas and large expanses of parking, arranging these private spaces to the rear so they are not prominent from the main circulation routes.

Architecture

While there is little in the way of long established architectural styles to draw from in the immediate locality there have been good examples of large scale builds recently developed on the site. The character of these buildings are simplistic and avoid using a domestic scale to the design, they respect the function for which they are intended and the size of unit rather than applying a blanket approach to the style.

There are opportunities for complimentary office developments to be more creative in appearance while larger units should concentrate on the basic function, composition of materials, and resolution of detail. Such large units should concentrate detail on entrances and office fronts.

Development should respect the existing context in terms of scale, massing, form and layout, while particular attention should be paid to sites 2 and 3 where edges will abut the character of new residential development.

As set out in the vision the architectural approach is for well considered, functional and uncomplicated buildings which sit well within a high quality landscape.

Form & Massing

Buildings forms should be uncomplicated and reflect and compliment the existing buildings within the area.

Fenestration should steer clear of domestic scale and reflect the scale of the building as well as the function of the fenestration. Fenestration can be used to reduce the impact of the mass of a building or group of buildings by adding rhythm, textural changes, lightening the 'weight' of the elevation and orientation through signalling the entrances or reception areas

The roofscape should be intrinsic to the design of the building and used to provide interest from distant views.

At gateway locations, the building mass should reflect this context while having regard to nearby buildings. A gateway position demands a greater mass than its neighbours. By comparison, a mid unit infill may require a 'quieter' building which is more responsive to the prevailing storey heights and articulations.

Buildings should be no greater than **14m** in height. Anything greater than this would require a separate planning application.

Materials

A wide range of materials will be deemed acceptable and should be submitted to the Local Planing Authority with the Self Certification Form. They should respect the setting of the building and the relationship with existing development.

The palette of materials used must reinforce the vision of uncomplicated buildings that sit well within the landscape, and not competing with it. Local and recyclable materials must be considered first and foremost.

Accessibility

The design and layout of buildings should be inclusive for all users, while circulation routes and spaces about them must provide safe, attractive and convenient access through the site.

Security

Security fencing must be minimised and be as discreet as possible, the use of palisade and chain link fencing will not be acceptable and any internal fencing should be of a high quality and attractive within the setting.

The impact of any fencing used should be mitigated through the use of quality materials and soft landscape screening.

Buildings should be used to create secure perimeters while the use of well designed soft and hard landscaping will largely define the boundaries of public and private realm.

Security lighting should compliment the design of the public realm and not impact on neighbouring uses including the forthcoming residential development at Waverley.

Buildings must not be placed behind a fence line and entrances need to be clearly marked and well lit.

Signage

The elevational articulation can be used as an effective marketing and promotion device incorporating signage. All signage should be unobtrusive and may require separate advertisement consent.

Landscape

Site 1

The objective is to reinforce the existing roadside and internal plot landscape character that has been established within the area. Planting will be drawn from a varied palette of native and ornamental species, to enhance local biodiversity, and contain a mixture of deciduous and evergreen species to maintain visual interest across the seasons. The planting proposals should respect the boundary of the existing roadside planting to Highfield Spring (3m wide of either ornamental shrub planting or grass with bulbs both supplemented with informal groups of staked trees).

Planting should seek to enhance the setting of the building and in particular when viewed from Highfield Spring / other access roads. The planting scheme should comprise a well laid out scheme of tree and shrub planting, species palette should be comprise species planted and thriving within surrounding AMP plots, including low level ornamental shrub planting with specimen shrubs/ accents and/or small trees. Consideration should be given to creating attractive plot entrances and to the treatment of internal access roads and internal boundaries with other plots were these exist, minimising the visual impact of car parking areas. Were space allows provision of seating areas for staff/ visitors should be considered.

Site 2

This large central site will be surrounded to the north, south and eastern boundaries by a 3m wide landscape buffer comprising formal hedgerows, ornamental shrubs & grasses and supplemented with semi- mature avenue tree planting. The main objective of any planting scheme for this site is to

reinforce this existing roadside landscape character which has been established within the area. Any disturbance to these areas of perimeter infrastructure planting for the purposes of service/ utility provision will be required full reinstatement at the earliest opportunity.

The site's western boundary with Highfield Spring requires enhancement through the provision of a variable width (3-5m) buffer strip of naturalistic shrub planting supplemented with informal groups of staked tree planting. (Species as per attached list)

Planting should seek to enhance the setting of the buildings, to creating attractive plot entrances and to the treatment of internal access roads and internal boundaries with other plots. The planting scheme should comprise a well laid out scheme of tree and shrub planting, species palette should reflect species planted locally, including formal hedgerows, low level ornamental shrubs and grasses with specimen shrubs/ accents and/or small trees. Consideration should be given to minimising the visual impact of car parking areas and the provision of seating areas for staff/ visitors.

Site 3

This linear site currently has a well vegetated boundary with Highfield Spring. The retention of variable width landscape buffer (3-5m) comprising existing retained vegetation supplemented with new naturalistic buffer planting will be required. (Refer to attached list for species information). Given the constrained width of this site, provided perimeter vegetation is provided via a combination of retention of existing and supplementary new Naturalistic tree & shrub planting it is unlikely that further significant tree planting can be accommodated elsewhere on site. (Species as per attached list)

Planting should seek to enhance the setting of the buildings, to creating attractive plot entrances and to the treatment of internal access roads and internal boundaries with other plots. The landscape scheme can be limited to low level shrub planting or grassed areas with bulbs, the focus of which should be minimising the visual impact of car parking areas /deliveries and creating attractive entrances from internal access roads.

Tree Planting to Highfield Spring :-

Species	Stock Size
Acer Campestre	EHS 18-20cm
Betula pendula	EHS 18-20cm
Quercus patraea	EHS 18-20cm
Sorbus aria	EHS 18-20cm
Pinus sylvestris	EHS 18-20cm

Tree planting to internal access roads, car parking areas:-

Species	Stock Size
Malus 'tschonokii	HS 12-14cm
Pyrus 'Chanticleer'	HS 12-14cm

Sorbus aria 'Lutescens'	HS 12-14cm
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Formal Hedgerow Planting to internal access roads within plot(s) and car park areas for visual amenity

Species	Stock Size
Carpinus betulus	60-80 1+1
Eleaengus pungens 'Maculata'	40-60cm 2-3L
Fagus sylvatica	60-80 1+1
Grisolina littoralis	40-60cm 2-3L
Olearia haastii	40-60cm 2-3L

Naturalistic hedgerow/thicket shrub mix to highfield Spring:-

Species	Stock Size
Acer Campestre	60-80cm BR 1+1 or 3L
Betula pendula	60-80cm BR 1+1 or 3L
Carpinus betulus	60-80cm BR 1+1 or 3L
Cornus sanguinea	60-80cm BR 1+1 or 3L
Corylus avellana	60-80cm BR 1+1 or 3L
Crataegus monogyna	60-80cm BR 1+1 or 3L
Ilex aquifolium	60-80cm BR 1+1 or 3L
ligustrum vulgare	60-80cm BR 1+1 or 3L
Malus sylvestris	60-80cm BR 1+1 or 3L
Prunus laurocerasus	60-80cm BR 1+1 or 3L
Rosa Canina	60-80cm BR 1+1 or 3L
Salix caprea	60-80cm BR 1+1 or 3L
Salix cinera	60-80cm BR 1+1 or 3L
Sorbus acuparia	60-80cm BR 1+1 or 3L
Viburnum opulus	60-80cm BR 1+1 or 3L

Ornamental Shrub /Herbaceous Planting to internal access roads within plot(s) and car park areas for visual amenity

Species	Stock Size
Aucuba Japonica	40-60cm 2-3L
Berberis thunbergii 'Pupurea nana'	40-60cm 2-3L
Bergenia cordifolia & cultivars	40-60cm 2-3L
Brachyglottis 'sunshine'	40-60cm 2-3L
Ceanothus 'Blue mound'	40-60cm 2-3L
Choisya ternata 'Sundance'	40-60cm 2-3L
Choisya 'Aztec Pearl'	40-60cm 2-3L
Crocasmia 'Lucifer'	40-60cm 2-3L
Cornus alba 'Spaethii'	60-80cm BR 1+1 or 3L
Cornus stolonifolia 'Flaviramea'	60-80cm BR 1+1 or 3L
Hebe 'red edge'	40-60cm 2-3L
Hebe pinguifolia 'pagei'	40-60cm 2-3L
Hebe 'Green globe'	40-60cm 2-3L
Heuchera spp	40-60cm 2-3L
Lonicera 'Maigrun'	40-60cm 2-3L
Lonicera 'Baggasen's Gold'	40-60cm 2-3L
Lavandula 'Hidcote'	40-60cm 2-3L
Persicaria affinis 'Donald lowndes'	40-60cm 2-3L

Philadelphus 'Manteau d'Hermine'	40-60cm 2-3L
Prunus laurocerasus 'Otto luyken'	40-60cm 2-3L
Pinus mugo 'mops'	40-60cm 2-3L
Potentilla fruticosa & cultivars	40-60cm 2-3L
Phormium tenax & cultivars	60-80cm 3-5L
Photinia 'red robin'	40-60cm 2-3L
Viburnum x davidii	40-60cm 2-3L
Viburnum 'Eve Price'	40-60cm 2-3L

Stephanies updated list ?

Suggested Species List

Site 3 - Waverley Linear

Tree Planting to Highfield Spring :-

Species	Stock Size
Acer Campestre	EHS 18-20cm
Betula pendula	EHS 18-20cm
Quercus patraea	EHS 18-20cm
Sorbus aria	EHS 18-20cm
Pinus sylvestris	EHS 18-20cm

Tree planting to internal access roads, car parking areas:-

Species	Stock Size
Malus 'tschonokii	HS 12-14cm
Pyrus 'Chanticleer'	HS 12-14cm
Sorbus aria 'Lutescens'	HS 12-14cm

Formal Hedgerow Planting to internal access roads within plot(s) and car park areas for visual amenity

Species	Stock Size
Carpinus betulus	60-80 1+1
Eleaengus pungens 'Maculata'	40-60cm 2-3L
Fagus sylvatica	60-80 1+1
Grisolina littoralis	40-60cm 2-3L
Olearia haastii	40-60cm 2-3L

Naturalistic hedgerow/thicket shrub mix to highfield Spring:-

Species	Stock Size
Acer Campestre	60-80cm BR 1+1 or 3L
Betula pendula	60-80cm BR 1+1 or 3L
Carpinus betulus	60-80cm BR 1+1 or 3L
Cornus sanguinea	60-80cm BR 1+1 or 3L
Corylus avellana	60-80cm BR 1+1 or 3L
Crataegus monogyna	60-80cm BR 1+1 or 3L
Ilex aquifolium	60-80cm BR 1+1 or 3L
ligustrum vulgare	60-80cm BR 1+1 or 3L
Malus sylvestris	60-80cm BR 1+1 or 3L

Prunus laurocerasus	60-80cm BR 1+1 or 3L
Rosa Canina	60-80cm BR 1+1 or 3L
Salix caprea	60-80cm BR 1+1 or 3L
Salix cinera	60-80cm BR 1+1 or 3L
Sorbus acuparia	60-80cm BR 1+1 or 3L
Viburnum opulus	60-80cm BR 1+1 or 3L

Ornamental Shrub /Herbaceous Planting to internal access roads within plot(s) and car park areas for vis

Species	Stock Size
Aucuba Japonica	40-60cm 2-3L
Berberis thunbergii 'Pupurea nana'	40-60cm 2-3L
Bergenia cordifolia & cultivars	40-60cm 2-3L
Brachyglottis 'sunshine'	40-60cm 2-3L
Ceanothus 'Blue mound'	40-60cm 2-3L
Choisya ternata 'Sundance'	40-60cm 2-3L
Choisya 'Aztec Pearl'	40-60cm 2-3L
Crocosmia 'Lucifer'	40-60cm 2-3L
Cornus alba 'Spaethii'	60-80cm BR 1+1 or 3L
Cornus stolonifolia 'Flaviramea'	60-80cm BR 1+1 or 3L
Hebe 'red edge'	40-60cm 2-3L
Hebe pinguifolia 'pagei'	40-60cm 2-3L
Hebe 'Green globe'	40-60cm 2-3L
Heuchera spp	40-60cm 2-3L
Lonicera 'Maigrun'	40-60cm 2-3L
Lonicera 'Baggasen's Gold'	40-60cm 2-3L
Lavandula 'Hidcote'	40-60cm 2-3L
Persicaria affinis 'Donald lowndes'	40-60cm 2-3L
Philadelphus 'Manteau d'Hermine'	40-60cm 2-3L
Prunus laurocerasus 'Otto luyken'	40-60cm 2-3L
Pinus mugo 'mops'	40-60cm 2-3L
Potentilla fruticosa & cultivars	40-60cm 2-3L
Phormium tenax & cultivars	60-80cm 3-5L
Photinia 'red robin'	40-60cm 2-3L
Viburnum x davidii	40-60cm 2-3L
Viburnum 'Eve Price'	40-60cm 2-3L

**LDO Draft Design Code
January 2012**

Templeborough - Grange Lane site

Context

The Grange Lane site is mostly enclosed through topography, landscape and existing large scale buildings, making it hidden from neighbouring views at present. To the Southern boundary the site is screened from the Pheonix Golf Club by small trees along the access road yet any development would be seen above the treeline would impact on views from within the golf course. This relationship is key to the success of any development of the site.

While the site might be concealed from close neighbouring views, distant views across the valley from Meadowbank and Kimberworth will pick up the roof line of any development on the site. The impact on these far ranging views must be considered when detailing the building.

Grange Lane sits close to the residential area of Brinsworth yet the employment area of Templeborough provides a more suitable context for the reeference of future development. New office blocks and large buildings have complimented the redevelopment of the Steel works at Magna to create a modern area for businesses. Landscape work associated with the new development has helped to up lift the environment and now plays a big part in the character of the area.

Nearby there are good public transport links on Sheffield Road which allow travel to the site by bus from either Rotherham or Sheffield. Therefore pedestrians routes should be catered for through the design.

Vision

Development within the Grange Lane site must continue the high standards of landscaping seen within new development at Templeborough and soften the visual impact on the views from within the Golf Course.

Buildings should be designed around function and appropriate scale while more detailed emphasis should be put on points of access and frontages.

Circulation

The following are important requirements to ensure any scheme that comes forward provides ease of movement for all users and that it connects with public transport stops on Sheffield Road:

Internal roads should be designed to ensure that wherever possible they are visually simple and clutter free, with utilities and extraneous advertising subordinate to other uses.

Pedestrians will be provided with attractive, direct and clearly distinguishable routes between buildings and the wider circulation network, which also connect well with public transport links.

Where exposed to the sun there should be areas of shading through the use of soft landscaping on main pedestrian routes to make for a comfortable environment.

Layout

Receptions and entrances should be arranged to face the highways and provide active frontages.

Buildings and landscaping should be used to screen unsightly areas such as refuse storage, service areas and large expanses of parking, arranging these private spaces to the rear so they are not prominent from the main circulation routes.

Architecture

While there are few good examples of long established architectural styles to draw from in the immediate locality there have been some good examples of large scale builds recently developed in Templebrough. The character of these buildings are simplistic and avoid using a domestic scale to the design, they respect the function for which they are intended and the size of unit rather than applying a blanket approach to the style.

Larger units should concentrate on the basic function, composition of materials, and resolution of detail. Such large units should concentrate detail on entrances and ancillary office fronts.

Development should respect the existing context in terms of scale, massing, form and layout.

As set out in the vision the architectural approach is for well considered, functional and uncomplicated building/s which sit well within a high quality landscape.

Form & Massing

Buildings forms should be uncomplicated and reflect the existing buildings in the area.

Rhythm - consider breaking up the mass with a rhythmic design to the elevations

Fenestration should steer clear of the domestic scale and reflect the scale of the building as well as the function of the fenestration. Fenestration can be used to reduce the impact of the mass of a building or group of buildings by

adding rhythm, textural changes, lightening the 'weight' of the elevation and orientation through signalling the entrances or reception areas.

The roofscape should be intrinsic to the design of the building and used to provide interest from distant views.

At gateway locations, the building mass should reflect this context while having regard to nearby buildings. A gateway position demands a greater mass than its neighbours. By comparison, a mid unit infill may require a 'quieter' building which is more responsive to the prevailing storey heights and articulations.

Buildings should be no greater than 15m in height. Anything greater than this would require a separate planning application.

Materials

A wide range of materials will be deemed acceptable and should be submitted to the Local Planning Authority with the Self Certification Form. They should respect the setting of the building and the relationship with existing development.

The palette of materials used must reinforce the vision of uncomplicated buildings that sit well within the landscape, and not competing with it. Local and recyclable materials must be considered first and foremost.

Accessibility

The design and layout of buildings should be inclusive for all users, while circulation routes and spaces about them must provide safe, attractive and convenient access through the site.

Security

Security fencing must be minimised and be as discreet as possible, the use of palisade and chain link fencing is not generally acceptable. Any internal fencing should be of a high quality and attractive within the setting.

The impact of any fencing used should be mitigated through the use of quality materials and soft landscape screening.

Buildings should be used to create secure perimeters while the use of well designed soft and hard landscaping will largely define the boundaries of public and private realm.

Security lighting should compliment the design of the public realm and not negatively impact on neighbouring uses.

Buildings must not be placed behind a fence line and entrances need to be clearly marked and well lit.

Signage

The elevational articulation can be used as an effective marketing and promotion device incorporating signage. All signage should be unobtrusive and may require separate advertisement consent..

Landscape

The northern and to a lesser extent the eastern boundaries of the site itself are well screened by existing off-site vegetation. To the eastern boundary a 2m wide native/naturalistic hedgerow thicket is to be provided comprising the species set out in the attached list and supplemented with native tree planting to the sizes & species listed. The landscape treatment to the western and southern boundaries should comprise a mix, or matrix of ornamental shrub planting 2m wide supplemented with ornamental tree planting to the sizes & species listed.

Provision of a well laid out scheme of tree and shrub planting, including low level ornamental shrub planting, with specimen shrubs/ accents and/or small trees should be provided within the site. Consideration should be given to creating attractive plot entrances, minimising the visual impact of car parking areas and internal boundaries with other plots if they exist. Where space allows provision of seating areas for staff/ visitors should be considered.

Suggested Species List

Tree Planting to supplement Naturalistic hedgerow/thicket to eastern boundary:-

Species	Stock Size
Acer Campestre	HS 12-14cm
Betula pendula	HS 12-14cm
Malus 'John Downie'	HS 12-14cm
Quercus robur 'Fastigiata'	HS 12-14cm

Tree Planting to southern boundary, internal access roads and to car parking areas:-

Species	Stock Size
Acer Campestre 'Elsrijk'	HS12-14cm
Betula pendula 'Jacquemontii'	HS12-14cm
Malus 'John Downie'	HS12-14cm
Prunus x hilleri 'Spire'	HS12-14cm
Prunus sargentii	HS12-14cm
Pyrus chanticleer	HS12-14cm
Sorbus aria 'Lutescens'	HS12-14cm
Sorbus asplenifolia	HS12-14cm
Tilia cordata 'Green Spire'	HS12-14cm

Naturalistic hedgerow/thicket mix to eastern boundary comprising a suitable mix of the following:-

Species	Stock Size
Acer Campestre	60-80cm BR 1+1 or 3L
Berberis darwinii	60-80cm BR 1+1 or 3L
Cornus sanguinea	60-80cm BR 1+1 or 3L
Corylus avellana	60-80cm BR 1+1 or 3L
Crataegus monogyna	60-80cm BR 1+1 or 3L
Ilex aquifolium	60-80cm BR 1+1 or 3L
Prunus laurocerasus	60-80cm BR 1+1 or 3L
Rosa Canina	60-80cm BR 1+1 or 3L
Salix elaeagnos	60-80cm BR 1+1 or 3L
Symphoricarpos x Chenaultii 'hancock'	60-80cm BR 1+1 or 3L
Viburnum opulus	60-80cm BR 1+1 or 3L
Viburnum tinus	60-80cm BR 1+1 or 3L

Shrub Planting to southern and western boundaries within plot(s) and car park for visual amenity

Species	Stock Size
Aucuba Japonica	40-60cm 2-3L
Amelanchier canadensis	80-100cm 1+1 or 10L
Berberis thunbergii 'Pupurea nana'	40-60cm 2-3L
Ceanothus thyrsiflorus 'repens'	40-60cm 2-3L
Choisya ternata 'Sundance'	40-60cm 2-3L
Cornus alba 'Spaethii'	60-80cm BR 1+1 or 3L
Cornus stolonifolia 'Flaviramea'	60-80cm BR 1+1 or 3L
Cytisus x kewensis	40-60cm 2-3L
Cotinus coggyria & cultivars	40-60cm 2-3L
Euonymus 'Emerald& Gold'	40-60cm 2-3L
Hebe 'red edge'	40-60cm 2-3L
Hebe pinguifolia 'pagei'	40-60cm 2-3L
Hebe 'Green globe'	40-60cm 2-3L
Lonicera 'Maigrun'	40-60cm 2-3L
Lonicera 'Baggasen's Gold'	40-60cm 2-3L
Lavandula 'Hidcote'	40-60cm 2-3L
Mahonia 'Charity'	40-60cm 2-3L
Prunus laurocerasus 'Otto luyken'	40-60cm 2-3L
Pachysandra terminalis	40-60cm 2-3L
Potentilla fruticosa & cultivars	40-60cm 2-3L
Phormium tenax & cultivars	60-80cm 3-5L
Photinia 'red robin'	40-60cm 2-3L
Rosa 'Kent'	40-60cm 2-3L

Rosa 'Flower Carpet Yellow'	40-60cm 2-3L
Santolina chamaecyparissuss	40-60cm 2-3L
Syringa vulgaris 'Charles Joy'	80-100cm 1+1 or 10L
Viburnum x davidii	40-60cm 2-3L
Viburnum bodnantense 'Dawn'	40-60cm 2-3L

**LDO Draft Design Code
January 2012**

Templeborough – Magna 34

Context

The new office blocks and business units have complimented the redevelopment of the Steel works at Magna, creating a modern high quality location for businesses. Landscape work associated with the new development has helped to uplift the environment and now plays a big part in the character of place.

The sites at Magna sit amongst these new units and they provide a strong point of reference for the character of any future development.

Nearby there are good public transport links on Sheffield Road which allow travel to the site by bus from either Rotherham or Sheffield. Therefore quality pedestrians routes should be catered for through the resolution of the design and layout.

Vision

Development of the sites must continue the high standards of landscaping already seen along Magna Way and complement the modern examples of building seen within the wider Magna site, with particular focus given to the environmental credentials.

Circulation

The following are important requirements to ensure any scheme that comes forward provides ease of movement for all users and that it connects with public transport stops on Sheffield Road.

- Internal roads should be designed to ensure that wherever possible they are visually simple and clutter free, with utilities and extraneous advertising subordinate to other uses.
- Where exposed to the sun there should be areas of shading through the use of soft landscaping on main pedestrian routes to make for a comfortable environment.
- Any development must reflect the importance of each route through a hierarchy of roads, streets, paths and spaces that are of an appropriate scale and design. Ranging from Highfield Spring at one end of the spectrum to service and parking areas at the other.

Layout

Offices, receptions and entrances should be arranged to face the highways and provide active frontages.

Buildings and landscaping should be used to screen unsightly areas such as refuse storage, service areas and large expanses of parking, arranging these private spaces to the rear so they are not prominent from the main circulation routes.

Architecture

There are good examples in the immediate locality from which to draw reference. The character of these buildings are simplistic and avoid using a domestic scale to the design, they respect the function for which they are intended and the size of unit rather than applying a blanket approach to the style. Emphasis should given to the entrance points or fronts of buildings.

Development should respect the existing context in terms of scale, massing, form and layout.

Form & Massing

Buildings forms should reflect and compliment the existing buildings within the vicinity.

Fenestration should reflect the scale of the building as well as the function. It can be used to reduce the impact of the mass of a building or group of buildings by adding rhythm, textural changes, lightening the 'weight' of the elevation and orientation through signalling the entrances or reception areas

The roofscape should be intrinsic to the design of the building and used to provide interest from distant views.

Buildings should be no greater than 12m in height. Anything greater than this would require a separate planning application.

Materials

A wide range of materials will be deemed acceptable and should be submitted to the Local Planning Authority with the Self Certification Form. They should respect the setting of the building and the relationship with existing development.

Accessibility

The design and layout of buildings should be inclusive for all users, while circulation routes and spaces about them must provide safe, attractive and convenient access around the sites and within.

Security

Security fencing must be minimised and be as discreet as possible, the use of palisade and chain link fencing will not be acceptable. Any internal fencing should be of a high quality and attractive within the setting.

The impact of any fencing used should be mitigated through the use of quality materials and soft landscape screening.

Buildings should be used to create secure perimeters while the use of well designed soft and hard landscaping will largely define the boundaries of public and private realm.

Security lighting should compliment the design of the public realm and not negatively impact on neighbouring uses

Buildings must not be placed behind a fence line and entrances need to be clearly marked and well lit.

Signage

The elevational articulation can be used as an effective marketing and promotion device incorporating signage. All signage should be unobtrusive and may require separate advertisement consent

Landscape

Areas of landscaping shall be provided in the areas shown on the attached plan with planting from the following species mix

Tree Planting to External Boundaries & High Visibility areas:-

Species	Stock Size
Acer Campestre 'Elsrijk'	EHS 18-20cm
Betula pendula 'Jacquemontii'	EHS 18-20cm
Prunus x hilleri 'Spire'	EHS 18-20cm
Quercus robur 'Fastigiata'	EHS 18-20cm
Sorbus asplenifolia	EHS 18-20cm
Tilia cordata 'Green Spire'	EHS 18-20cm

Tree Planting within plot landscapes:-

Species	Stock Size
Labrunum x waterii 'Vossii'	Sel st'd 10-12cm or HS 12-14cm
Malus 'John Downie'	Sel st'd 10-12cm or HS 12-14cm
Prunus x hilleri 'Spire'	Sel st'd 10-12cm or HS 12-14cm
Prunus sargentii	Sel st'd 10-12cm or HS 12-14cm
Pyrus chanticleer	Sel st'd 10-12cm or HS 12-14cm
Sorbus aria 'Lutescens'	Sel st'd 10-12cm or HS 12-14cm

Formal single species hedgerows within plots for structure and/or boundary definition:-

Species	Stock Size
Fagus sylvatica	60-80cm BR 1+1 or 3L
Prunus laurocerasus	40-60cm BR 1+1 or 3L

Naturalistic shrub mix to external boundaries comprising a suitable mix of the following:-

Species	Stock Size
Acer Campestre	60-80cm BR 1+1 or 3L
Berberis darwinii	60-80cm BR 1+1 or 3L

Buddleia 'nanho blue'	60-80cm BR 1+1 or 3L
Ceanothus Gloire de Versailles'	60-80cm BR 1+1 or 3L
Cornus stolonifolia 'Flaviramea'	60-80cm BR 1+1 or 3L
Cornus alba 'Spaethii'	60-80cm BR 1+1 or 3L
Corylus avellana	60-80cm BR 1+1 or 3L
Cotoneaster 'Coral Beauty'	60-80cm BR 1+1 or 3L
Photinia 'Red Robin'	60-80cm BR 1+1 or 3L
Prunus lusitanica	60-80cm BR 1+1 or 3L
Prunus laurocerasus	60-80cm BR 1+1 or 3L
Rosa Canina	60-80cm BR 1+1 or 3L
Salix elaeagnos	60-80cm BR 1+1 or 3L
Sambucus 'Sutherland Gold'	60-80cm BR 1+1 or 3L
Symphoricarpos x Chenaultii 'hancock'	60-80cm BR 1+1 or 3L
Viburnum opulus	60-80cm BR 1+1 or 3L
Viburnum tinus	60-80cm BR 1+1 or 3L

Shrub Planting within plots for visual amenity

Species	Stock Size
Aucuba Japonica	40-60cm 2-3L
Amelanchier canadensis	80-100cm 1+1 or 10L
Ceanothus thyrsiflorus 'repens'	40-60cm 2-3L
Choisya ternata 'Sundance'	40-60cm 2-3L
Cornus alba 'Spaethii'	60-80cm BR 1+1 or 3L
Cornus stolonifolia 'Flaviramea'	60-80cm BR 1+1 or 3L
Cytisus x kewensis	40-60cm 2-3L
Cotinus coggyria & cultivars	40-60cm 2-3L
Euonymus 'Emerald& Gold'	40-60cm 2-3L
Euphorbia wulfenii	40-60cm 2-3L
Hebe 'red edge'	40-60cm 2-3L
Hebe pinguifolia 'pagei'	40-60cm 2-3L
Hebe 'Green globe'	40-60cm 2-3L
Lonicera 'Maigrun'	40-60cm 2-3L
Lonicera 'Baggasen's Gold'	40-60cm 2-3L
Lavandula 'Hidcote'	40-60cm 2-3L
Mahonia 'Charity'	40-60cm 2-3L
Prunus laurocerasus 'Otto luyken'	40-60cm 2-3L
Pachysandra terminalis	40-60cm 2-3L
Phormium tenax & cultivars	60-80cm 3-5L
Rosa 'Kent'	40-60cm 2-3L
Santolina chamaecyparissuss	40-60cm 2-3L
Syringa vulgaris 'Charles Joy'	80-100cm 1+1 or 10L
Viburnum x davidii	40-60cm 2-3L
Viburnum bodnantense 'Dawn'	40-60cm 2-3L

LOCAL DEVELOPMENT ORDER

GRANGE LANE, TEMPLEBROUGH - ROTHERHAM

Internal Draft – January 2012

Introduction

The Templebrough Local Development Order covers part of the Sheffield City Region Enterprise Zone site which falls within Rotherham Borough Council's Local Planning Authority Area. The area covered by this Local Development Order is highlighted on the map attached at Appendix 1.

Templebrough forms a key gateway between Rotherham and Sheffield that has been the focus of a number of highly successful development schemes. This site offers development potential adjacent to a former warehouse that has been the subject of significant investment and improvement to create a modern manufacturing facility. The site offers flexibility to accommodate bespoke development specifically around the needs of a new inward investor or to accommodate indigenous business growth. This could comprise a large footprint for heavier industrial use and or a range of smaller units suitable for the needs of the modern manufacturing supply chain.

This Local Development Order does not overrule the requirements of any other legislation, including but not exclusively, Highways Acts, Environmental Protection Legislation, the Equality Act, Water Management Act, Land Drainage Act, and the Building Regulations.

Procedure

To benefit from the provisions of this LDO, compliant schemes will need to submit a self-certification form (see 'General Conditions' section below) and a decision will be issued by the Council within 28 days of receipt.

If it is deemed that a formal planning application is required (for development that is not in conformity with the LDO but within the wider aims of the EZ) the Council will employ an alternative simplified planning regime, incorporating the use of a Development Team Approach and Planning Performance Agreement.

Type of Development / Permitted Uses

This Development Order grants planning permission exclusively for specified uses in the Enterprise Zone, with the aim of promoting economic regeneration through advanced manufacturing and related technology, together with other related uses which support these industries.

Acceptable Uses will be:

- B1(b) research & development / studios / laboratories / high-tech.
- B1(c) light industry.
- B2 general industry, specifically modern manufacturing / advanced engineering.
- B8 storage & distribution (excluding open storage) – up to a maximum of 1,160 square metres gross floorspace.

Up to a maximum gross floorspace for all uses across the LDO area of 20,000 square metres.

All uses must contribute to the wider aims of the Enterprise Zone to deliver modern manufacturing and technology growth.

Provided that:

The development would not, in the view of the Local Planning Authority, be classed as an Environmental Impact Assessment development. Individual developments wishing to take advantage of this LDO will be screened as part of the self-certification process. Any developments which require an individual Environmental Impact Assessment (EIA) would need to be assessed through a formal planning application submission as such developments would fall outside the scope of this LDO.

The LDO does not allow for changes of use between use classes and/or to a different land use within a use class.

The LDO does not grant planning permission for any developments other than those expressly listed. Normal planning application requirements will apply to those developments that fall outside the scope of the LDO.

Community Infrastructure Levy (CIL)

In the event that a Community Infrastructure Levy (CIL) is adopted by Rotherham MBC during the time period covered by this Local Development Order, any development that takes place under the Local Development Order will qualify for the Levy. The CIL may require contributions to large Infrastructure Projects and public transport improvements etc.

Site Constraints

An oxygen pipeline runs close to the site and any development should have regard to any stand-off distance required. Further information on the exact location and stand-off distance of the pipeline should be sought from BOC Ltd.

Informal public rights of way run close to the site and any development should have regard to these.

Conditions

1. The LDO is active until 31st March 2015. This means that all development which takes advantage of this LDO provision must have commenced by this date. Any developments commenced within the area after this date will require the submission of a formal planning application.
2. Before commencement of development and in order to ensure compliance with the LDO, all proposals which seek to benefit from the provisions of the LDO must have obtained the written approval of the Local Planning Authority by completing and submitting the Self Certification Form (SCF) attached to this Order (Appendix 2) together with the plans and documents as indicated in the checklist. The Council will issue written confirmation of compliance (or non compliance) within 28 days of the receipt of the form. Thereafter the Local Planning Authority should be given Notice of an Intention to Start on site using the form attached at Appendix 3 in order that progress and compliance can be monitored on site by the Local Planning Authority and records can be kept of outcomes.
3. Building heights, positions, design, and materials, along with landscaping and type of boundary treatment to be erected shall be in accordance with the Design Code (Appendix 4). All details shall be submitted for approval with the SCF.
4. The SCF shall include a Travel Plan which shall include clear and unambiguous objectives, modal split targets together with a programme of implementation, monitoring, validation and regular review and improvement. The Local Planning Authority shall be informed of and give prior approval in writing to any subsequent improvements or modifications to the Travel Plan following submission of progress performance reports as time tabled in the monitoring programme.
5. The maximum car parking levels shall be as set out in the table attached at Appendix 5 and details shall be provided within the self certification form. Parking for the existing building directly adjacent to the west of the site shall also be provided. Prior to the development being occupied, the approved details shall be implemented, and thereafter maintained for car parking.
6. Motor cycle and cycle parking shall be provided in accordance with the levels set out in the table attached at Appendix 6 and details shall be provided within the self certification form. Prior to the development

being occupied, the approved details shall be implemented, and thereafter maintained.

7. Before the development is brought into use, that part of the site to be used by vehicles shall be constructed with either;

a/ a permeable surface and associated water retention/collection drainage, or;

b/ an impermeable surface with water collected and taken to a separately constructed water retention/discharge system within the site.

The area shall thereafter be maintained in a working condition.

8. Prior to being discharged into any watercourse, surface water sewer or soakaway system all surface water drainage from parking areas and hardstandings shall be passed through a petrol / oil interceptor designed and constructed in accordance with details to be approved by the Local Planning Authority. After construction the interceptor must be maintained to ensure that is working effectively.
9. All development shall be constructed to achieve a minimum rating of BREEAM 'very good' and shall have received formal certification before occupation.

OR

At least 10% of energy demand shall be generated through decentralised or renewable energy. The following renewable energy sources will be suitable:

- Photo voltaic panels or tiles
- Micro wind turbines
- Combined heat and power
- Biomass boilers
- Ground/air source heat pumps
- Solar thermal hot water

10. Details of the proposed means of disposal and treatment of foul and surface water drainage, incorporating Sustainable Urban Drainage methods and including details of any off-site work, shall be submitted with the SCF and the development shall not be brought into use until such details are implemented.
11. The developer shall demonstrate that no water or waste water infrastructure is laid within the development site boundary. Furthermore, unless otherwise agreed in writing by the local planning authority, no building or other obstruction shall be located over or within 5 metres either side of the centre line of any water/waste water

infrastructure that crosses the site or protected by an alternative appropriate means such as diversion of the pipe(s).

12. An outline scheme plan should be submitted with the SCF to agree in principle drainage proposals and discharge rates. The surface water discharge to a watercourse or land drainage system from the site shall be reduced by at least 30% compared to the existing peak flow. In the event that the existing discharge arrangements are not known, or if the site is classed as a 'Greenfield Site', then a discharge rate of 5 litres / hectare should be demonstrated.
13. Where the site area exceeds 1 hectare, the development will require a flood risk assessment to be submitted with the SCF which must show how all flood risks will be mitigated. The development shall not be occupied until the approved details are implemented.

14. A Transport Statement / Transportation Assessment shall be submitted with the SCF in accordance with the following parameters:

Transport Statement:

- B1 (b) or (c) development up to 2,500 square metres
- B2 development up to 4,000 square metres

Transportation Assessment:

- B1 (b) or (c) development exceeding 2,500 square metres or
- B2 development exceeding 4,000 square metres;

to assess the impact of the development on Junction 34 (south) of the M1 during peak am/pm hours. No development shall be begun until arrangements have been entered into which will help to secure required infrastructure improvements (including the Tinsley Link, traffic control, public transport enhancements, pedestrian & cycle safety measures) that are needed to accommodate the predicted traffic generation arising from the development.

15. A site investigation report shall be submitted with the SCF. The investigation shall address the nature, degree and distribution of contamination on site and its implications on the health and safety of site workers and nearby persons, building structures and services, final end users of the site, landscaping schemes and environmental pollution, including ground water, and make recommendations so as to ensure the safe development and use of the site. All recommendations and remedial works contained within the approved report shall be implemented by the developer, prior to occupation of the site.

Informative:

Condition 14 may require the provision of a commuted sum to contribute towards relevant infrastructure improvements.

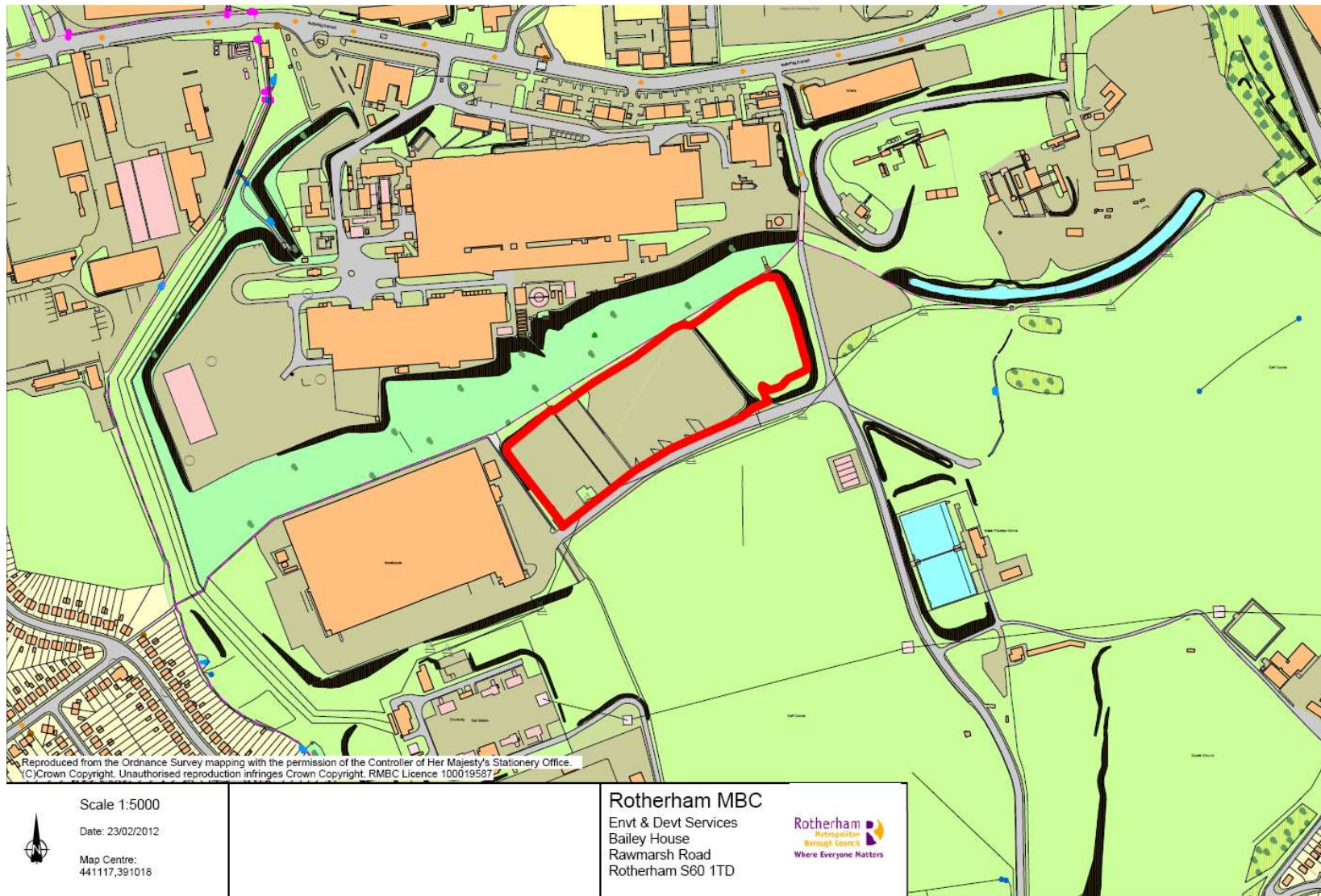
The site lies within a coal mining area which may contain unrecorded mining related hazards. If any coal mining feature is encountered during development, this should be reported to the Coal Authority. Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of the Coal Authority. Property specific summary information on coal mining can be obtained from the Coal Authority's property search Service on 0845 762 6848 or at www.groundstability.com

APPENDICES

1. Map showing LDO boundary
2. Self Certification Form / Proposals Form
3. Intention to start on site form
4. Design Code
5. Maximum Parking Standards
6. Cycle Parking Standards

DRAFT

Appendix 1



Scale 1:5000

Date: 23/02/2012

Map Centre:
441117,391018



Rotherham MBC

Envt & Devt Services
Bailey House
Rawmarsh Road
Rotherham S60 1TD



LOCAL DEVELOPMENT ORDER

Templeborough Magna 34 - Rotherham

Consultation Draft – March 2012

Introduction

The Templeborough Magna 34 Local Development Order (LDO) covers part of the Sheffield City Region Enterprise Zone site which falls within Rotherham Borough Council's Local Planning Authority Area.

Magna 34

Templeborough forms a key gateway between Rotherham and Sheffield that has been the focus of a number of highly successful development schemes. The Magna 34, Ignite and Fusion@Magna provide a concentration of over 30,000 sq m of new business incubation space, offices, manufacturing facilities and warehousing adjacent to the Enterprise Zone development sites.

The sites are particularly suited to small units, up to 1000m² of general industrial space, and a small amount of office space, needed to meet the needs of manufacturing and technology firms, and allows supply chain agglomeration

The area covered by this Local Development Order is highlighted on the map attached at Appendix 1.

This Local Development Order does not overrule the requirements of any other legislation, including but not exclusively, Highways Acts, Environmental Protection Legislation, the Equality Act Floods and Water Management Act, Land Drainage Act, and the Building Regulations.

Procedure

To benefit from the provisions of this LDO, compliant schemes will need to submit a Self-Certification Form (SCF) together with associate required details then a decision will be issued by the Council within 28 days of receipt.

If it is deemed that a formal planning application is required (for development that is not in conformity with the LDO but within the wider aims of the EZ) the Council will employ an alternative simplified planning regime, incorporating the use of a Development Team Approach and Planning Performance Agreement.

Type of Development / Permitted Uses

This Development Order grants planning permission exclusively for specified uses in the Enterprise Zone, with the aim of promoting economic regeneration through advanced manufacturing and related technology, together with other related uses which support these industries.

Acceptable Uses will be:

- B1(a) offices up to a maximum of 2100 square metres gross floorspace, with a limit of 500 square metres gross floorspace per unit;
- B1(b) research & development / studios / laboratories / high-tech, with a limit of 1,000 square metres gross floorspace per unit;
- B1(c) light industry, with a limit of 1,000 square metres gross floorspace per unit;
- B2 general industry, specifically modern manufacturing / advanced engineering, with a limit of 1,000 square metres gross floorspace per unit;

up to a maximum gross floorspace for all uses across this LDO area of 4500 square metres.

All uses must contribute to the wider aims of the Enterprise Zone to deliver modern manufacturing and technology growth.

Provided that:

The development would not, in the view of the Local Planning Authority, be classed as an Environmental Impact Assessment development. Individual developments wishing to take advantage of this LDO will be screened as part of the self-certification process. Any developments which require an individual Environmental Impact Assessment (EIA) would need to be assessed through a formal planning application submission as such developments would fall outside the scope of this LDO.

The LDO does not allow for changes of use between use classes and/or to a different land use within a use class.

The LDO does not grant planning permission for any developments other than those expressly listed. Normal planning application requirements will apply to those developments that fall outside the scope of the LDO.

Community Infrastructure Levy (CIL)

In the event that a Community Infrastructure Levy (CIL) is adopted by Rotherham Borough Council during the time period covered by this Local Development Order, any development that takes place under the Local Development Order will qualify for the Levy and this may supersede the requirements under Section 106 of the Town and Country Planning Act in this case. The CIL may require contributions to large Infrastructure Projects and

public transport improvements etc. The adoption of the CIL would negate the requirement to negotiate individual Section 106 contributions for each development.

General Conditions

1. The LDO is active until 31st March 2015. This means that all development which takes advantage of this LDO provision must have commenced by this date. Any developments commenced within the area after this date will require the submission of a formal planning application.
2. Before commencement of development and in order to ensure compliance with the LDO, all proposals which seek to benefit from the provisions of the LDO must have obtained the written approval of the Local Planning Authority by completing and submitting the Self-Certification Form (SCF) attached to this Order (Appendix 2) together with the plans and documents as indicated in the checklist. The Council will issue written confirmation of compliance (or non compliance) within 28 days of the receipt of the form. Thereafter the Local Planning Authority should be sent a 'Notice of an Intention to Start' on site using the form attached at (Appendix 3) in order that progress and compliance can be monitored on site by the Local Planning Authority and records can be kept of outcomes.
3. Building heights, positions, design, and materials, along with landscaping and type of boundary treatment to be erected shall be in accordance with the Design Code (Appendix 4). All details shall be submitted for approval with the SCF.
4. The SCF shall include a Travel Plan which shall include clear and unambiguous objectives, modal split targets together with a programme of implementation, monitoring, validation and regular review and improvement. The Local Planning Authority shall be informed of and give prior approval in writing to any subsequent improvements or modifications to the Travel Plan following submission of progress performance reports as time tabled in the monitoring programme.
5. The maximum car parking levels shall be as set out in the table attached at Appendix 5 and details shall be provided within the self certification form. Prior to the development being occupied, the approved details shall be implemented, and thereafter maintained for car parking
6. Motor cycle and cycle parking shall be provided in accordance with the levels set out in the table attached at Appendix 6 and details shall be provided within the self certification form. Prior to the development

being occupied, the approved details shall be implemented, and thereafter maintained.

7. Before the development is brought into use, that part of the site to be used by vehicles shall be constructed with either;

a/ a permeable surface and associated water retention/collection drainage, or;

b/ an impermeable surface with water collected and taken to a separately constructed water retention/discharge system within the site.

The area shall thereafter be maintained in a working condition.

8. All development shall be constructed to achieve a minimum rating of BREEAM 'very good' and shall have received formal certification before occupation.

OR

At least 10% of energy demand shall be generated through decentralised or renewable energy. The following renewable energy sources will be suitable:

- Photo voltaic panels or tiles
- Micro wind turbines
- Combined heat and power
- Biomass boilers
- Ground/air source heat pumps
- Solar thermal hot water

9. Details of the proposed means of disposal and treatment of foul and surface water drainage, incorporating Sustainable Urban Drainage methods and including details of any off-site work, shall be submitted with the SCF and the development shall not be brought into use until such details are implemented.
10. Surface water and foul drainage shall drain to separate systems.
11. No surface water from the site shall discharge onto the public highway.
12. Prior to being discharged into any watercourse, surface water sewer or soakaway system all surface water drainage from parking areas and hardstandings shall be passed through a petrol / oil interceptor designed and constructed in accordance with details to be approved by the Local Planning Authority. After construction the interceptor must be maintained to ensure that is working effectively.
13. An outline scheme plan should be submitted with the SCF to agree in principle drainage proposals and discharge rates. The surface water

discharge to a watercourse or land drainage system from the site shall be reduced by at least 30% compared to the existing peak flow. In the event that the existing discharge arrangements are not known, or if the site is classed as a 'Greenfield Site', then a discharge rate of 5 litres / hectare should be demonstrated.

14. The developer shall demonstrate that no water or waste water infrastructure is laid within the development site boundary. Furthermore, unless otherwise agreed in writing by the local planning authority, no building or other obstruction shall be located over or within 5 metres either side of the centre line of any water/waste water infrastructure that crosses the site or protected by an alternative appropriate means such as diversion of the pipe(s).
15. Each development will require individual flood risk assessments to be submitted with the SCF which will be read in conjunction with the approved overall flood risk assessment (White Young Green July 2004), and the Templeborough to Rotherham Flood Alleviation Scheme carried out by Consultants Jacobs, and must show how all flood risks will be mitigated. The development shall not be occupied until the approved details are implemented.
16. All chemical/fuel storage tanks must be surrounded by bund walls of suitable construction and sufficient height to contain the contents of the tanks and associated pipework in the event of a spillage. In the event of a drain valve being fitted to drain surface water accumulations, the valve must be lockable and vandal proof. All filling points, vents and sight glasses should be located within the bunds.
- 17(a) A desktop study (Phase I) has been carried out for the site which identifies all potential contaminant sources, pathways and receptors. A site investigation report which accords with the desk top study (attached at Appendix 8) shall be submitted with the SCF and shall include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology and current best practice (i.e. DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'). All the investigative works and sampling on site, together with the results of analysis, and risk assessment to any receptors shall be submitted to the LPA for approval.
 - b) A Method Statement detailing the remediation requirements, including measures to minimise the impact on ground and surface and groundwaters, using the information obtained from the Site Investigation shall be submitted to the LPA. This should be approved in writing by the LPA prior to that remediation being carried out on the site.

c) On completion a Verification Report shall be submitted and approved prior to construction works commencing on site.

17. Any industrial processes associated with the development shall be carried out within a building and no such processes shall be carried out in the open air.

18. Part A (pre-commencement)

No development, including any demolition and groundworks, shall take place until the applicant, or their agent or successor in title, has submitted a Written Scheme of Investigation (WSI) that sets out a strategy for archaeological investigation and this has been approved in writing by the Local Planning Authority. The WSI shall include:

- The programme and method of site investigation and recording.
- The requirement to seek preservation *in situ* of identified features of importance.
- The programme for post-investigation assessment.
- The provision to be made for analysis and reporting.
- The provision to be made for publication and dissemination of the results.
- The provision to be made for deposition of the archive created.
- Nomination of a competent person/persons or organisation to undertake the works.
- The timetable for completion of all site investigation and post-investigation works.

Part B (pre-occupation/use)

Thereafter the development shall only take place in accordance with the approved WSI and the development shall not be brought into use until the Local Planning Authority has confirmed in writing that the requirements of the WSI have been fulfilled or alternative timescales agreed

Informatives

A. Land drainage systems may cross the site, Rotherham MBC Land Drainage Section should be contacted for information and details relating to existing land drainage systems.

B. The sites identified within the LDO lie within a coal mining area which may contain unrecorded mining related hazards. If any coal mining feature is encountered during development, this should be reported to the Coal Authority.

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of the Coal Authority.

Property specific summary information on coal mining can be obtained from the Coal Authority's property search Service on 0845 762 6848 or at www.groundstability.com

APPENDICES

1. Map showing LDO boundary
2. Self Certification Form / Proposals Form
3. Intention to start on site form
4. Design Code
5. Maximum Parking Standards
6. Motor cycle / Cycle Parking Standards
7. Flood Risk Assessment
8. Existing Desktop Contamination Study

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Appendix 1



LOCAL DEVELOPMENT ORDER

ADVANCED MANUFACTURING PARK (AMP), CATCLIFFE

Internal Draft January 2012

Introduction

The Advanced Manufacturing Park Local Development Order covers part of the Sheffield City Region Enterprise Zone site which falls within Rotherham Borough Council's Local Planning Authority Area. The area covered by this Local Development Order is highlighted on the map attached at Appendix 1.

The Advanced Manufacturing Park (AMP) is the UK's premier advanced manufacturing technology park, providing world-class advanced manufacturing technology solutions to ensure repetitive advantage for industry.

Technologies on the AMP centre on materials and structures, covering metallic and composite materials; typically used in precision industries including; aerospace, automotive, medical devices, sport, environmental and energy, oil and gas, defence and construction. The AMP is home to world-class research and manufacturing organisations, such as; the University of Sheffield's AMRC with Boeing; Rolls Royce; Castings Technology International (Cti); Dormer Tools, TWI's Yorkshire Technology Centre and the new Nuclear AMRC.

The AMP offers a full range of property and development opportunities, from small office and workshop space, through medium-sized hybrid & light industrial units, to larger custom-built Design & Build options Centre of High Value Manufacturing Technology Innovation Centre. The site is particularly suited to research and development intensive space, suitable for delivering roll out of high technology, research and development and hybrid space, encompassing a mix of industrial space and offices, ideal for modern manufacturers providing 'manu'-services, and in growth sectors such as low carbon industries and medical technology.

This Local Development Order does not overrule the requirements of any other legislation, including but not exclusively, Highways Acts, Environmental Protection Legislation, the Equality Act, Water Management Act, Land Drainage Act and the Building Regulations.

Procedure

To benefit from the provisions of this LDO, compliant schemes will need to submit a self-certification form (see 'General Conditions' section below) and a decision will be issued by the Council within 28 days of receipt.

If it is deemed that a formal planning application is required (for development that is not in conformity with the LDO but within the wider aims of the EZ) the

Council will employ an alternative simplified planning regime, incorporating the use of a Development Team Approach and Planning Performance Agreement.

ADVANCED MANUFACTURING PARK (AMP), CATCLIFFE

General Site Description of wider AMP

The Advanced Manufacturing Park (AMP) extends to approximately 32 hectares. It is located to the east of the A630 Sheffield Parkway and to the south of the B6533 Poplar Way and the Big W/Morrison's development. Highfield Spring runs through the site and is the main access road serving the entire site. The southern boundary is bounded by a railway line and to the east of the site, across Highfield Spring, is the site of the new Waverley community which has outline planning permission for 3890 residential units, commercial development and open space together with 2 primary schools, health, cultural and community facilities, public transport routes, footpaths, cycleways and bridleways.

Description of Individual Sites

This LDO relates to three individual sites located within the wider Advanced Manufacturing Park (AMP) at Catcliffe as shown on the Location Plan – Appendix 1.

Site 1 relates to a vacant area of land extending to approximately 0.5 hectares located to the rear of the existing ITC building and its associated car park. The site is relatively flat and comprises of a prepared development plot with access off Morse Way.

Site 2 is the largest of the three sites extending to approximately 7.5 hectares. It is located to the east of Highfield Spring on the opposite side of the established AMP. The site is vacant however it has been prepared for development following the reclamation and remediation of the wider site. This area is set at a lower land level than the wider AMP and has a gradual slope from west to east. There is currently no vehicular access into the site, however this is not considered a constraint as acceptable accesses could be provided from the existing / proposed highway network to serve future development.

Site 3 is located along the western boundary of the site and is bound by the existing railway line and Highfield Spring. It is a linear site, extending to approximately 5.5 hectares. The site is currently vacant, however a strong landscaping belt exists along the boundary with the railway line which acts as both an acoustic and visual barrier between the two uses. A vehicular access exists to the southern most area of the site off Highfield Lane, however this is a substandard access and serves an existing business and would not be adequate to serve any future development of the site. On this basis, there is currently no vehicular access into the site which would need to take the form of a single point of access from the B6066 Highfield Spring. It is anticipated

that this access will be provided by the current landowner to facilitate serviced plots within the development site.

Type of Development/Permitted Uses

This Development Order grants planning permission exclusively for specified uses in the Enterprise Zone, with the aim of promoting economic regeneration through advanced manufacturing and related technology, together with other related uses which support these industries and defined as:

Acceptable Uses on all three of the aforementioned sites will be:

- B1(b) research & development / studios / laboratories / high-tech.;
- B1(c) Light Industry; and
- B2 general industry, specifically advanced manufacturing / engineering; and
- Complimentary B1(a) offices are acceptable on Site 2 only.

Providing that:

- a) Single development plots do not exceed 1ha;
- b) B1(a) floorspace on site 2 does not exceed a maximum of 5,000m² in total and no single development of B1(a) shall exceed 1500m².
- c) The development requirements identified in table 1 are satisfied.

In addition, all uses must contribute to the wider aims of the Enterprise Zone to deliver modern manufacturing and technology growth provided that the development would not, in the view of the Local Planning Authority, be classed as an Environmental Impact Assessment development. Individual developments wishing to take advantage of this LDO will be screened as part of the self-certification process. Any developments which require an individual Environmental Impact Assessment (EIA) would need to be assessed through a formal planning application submission as such developments would fall outside the scope of this LDO.

The LDO does not allow for changes of use within a single use class, revokes permitted development rights from B2 to B1 and it does not grant planning permission for any developments other than those expressly listed. Normal planning application requirements will apply to those developments that fall outside the scope of the LDO.

Community Infrastructure Levy (CIL)

In the event that a Community Infrastructure Levy (CIL) is adopted by Rotherham MBC during the time period covered by this Local Development Order, any development that takes place under the Local Development Order

will qualify for the Levy. The CIL may require contributions to large Infrastructure Projects and public transport improvements etc.

Existing Infrastructure Transport Access

The sites are located in an accessible location relative to the trunk road network. They are all accessed via the existing Highfield Spring, which joins the A630 Sheffield Parkway via the B6533 Poplar Way. This is a key link between Sheffield City Centre and M1 Junction 33, which lies less than 2 miles north-east of the site. Rotherham Town Centre lies 3.1 miles to the north. A new access road is scheduled for construction in mid 2012 from the southern roundabout on Highfield Spring along the southern boundary of site 2 providing access to site 2 and the new community site.

Public transport provision currently passing close to the site includes the 32, A1, X13 and X14.

Utilities Provision

There is established surface water drainage, foul water drainage, electricity, gas, telecommunications and water with the site. It is recommended that developers contact the relevant utility provider when designing a new development.

Identified Physical Constraints

The site forms part of the reclaimed Orgreave opencast mining site which during mining operations excavated seams down to a depth of between 40m to 150m. However the north eastern boundary, which runs approximately 150m south west of the River Rother was excavated into natural rock and therefore a 'high wall' up to 90m in height was formed running the length of the site.

This high wall runs through the centre of Site 1 and along the periphery of Site 2. This results in weaker ground conditions which will not withstand the weight of heavy machinery or buildings with deep foundations. Consideration will therefore need to be given to the type of building proposed in this area and end user (see Constraints Map – Appendix 2).

Site 3 lies adjacent to the railway line and a mature landscape buffer exists along this boundary. This area will need to be retained to provide both a visual and acoustic barrier, thereby reducing the overall area available for development (see Constraints Map – Appendix 2).

LDO Restrictions

The restrictions placed on development are to ensure that only appropriate development occurs through the LDO. Table 1 below provides further justification for this:

Table 1: Development Restrictions

Restriction	Reason
<p>Development plot does not exceed 1ha.</p>	<p>Development in excess of 1ha overall plot size will require a Flood Risk Assessment (FRA).</p> <p>As part of the 'prior notification to development' procedure for any development over 1Ha, a Flood Risk Assessment should be submitted to the Local Planning Authority in line with PPS 25: Development and Flood Risk. Statutory consultees including the Environment Agency and Yorkshire Water should also be consulted.</p>
<p>Development is not classed as EIA development.</p>	<p>Development that requires an Environmental Impact Assessment (EIA) would need to be assessed through a planning application, subsequent to a screening and scoping opinion agreed with Rotherham Borough Council.</p> <p>The scope of development proposed through the LDO is based on a broad spectrum of speculative development. It is therefore difficult for Rotherham Borough Council to screen and assess the scope of development coming forward without receiving definite proposals and plans in advance.</p> <p>Therefore if an EIA development is proposed it would not be suitable to be brought through the LDO route. A planning application would need to be submitted.</p>
<p>Complimentary B1(a) (offices) on Site 2 Only</p> <p>Floor space does not exceed 5,000m² in total and no single development shall exceed 1500m²</p>	<p>Floor space is restricted to certain levels in order to comply with national guidance and to promote good design and a high quality environment.</p>

Restriction	Reason
Submissions are made by 1 st April 2015.	To meet the requirements for Enterprise Zone benefits and to allow for review of the LDO.

Development Requirements

The AMP is located in a strategic location between Sheffield and Rotherham and is visible from the A630 Sheffield Parkway. The existing development on the AMP contributes to an overall high quality physical environment.

Taking into consideration the location of the Advanced Manufacturing Park, existing and proposed users and also the need to protect amenity and ensure a high quality of design and environment it is imperative that any new development, through the LDO accords with the following:

General Conditions

1. The LDO is active until 31st March 2015. This means that all development which takes advantage of this LDO provision must have commenced by this date. Any developments commenced within the area after this date will require the submission of a formal planning application.
2. Before commencement of development and in order to ensure compliance with the LDO, all proposals which seek to benefit from the provisions of the LDO must have obtained the written approval of the Local Planning Authority by completing and submitting the Self Certification Form (SCF) attached to this Order (Appendix 3) together with the plans and documents as indicated in the checklist. The Council will issue written confirmation of compliance (or non compliance) within 28 days of the receipt of the form. Thereafter the Local Planning Authority should be given notice of an intention to start on site using the form attached at Appendix 4 in order that progress and compliance can be monitored on site by the Local Planning Authority and records can be kept of outcomes.
3. Building heights, positions, design, and materials, along with landscaping and type of boundary treatment to be erected shall be in accordance with the Design Code (Appendix 5). All details shall be submitted for approval with the SCF.
4. The SCF shall include a Travel Plan which shall include clear and unambiguous objectives, modal split targets together with a programme of implementation, monitoring, validation and regular review and improvement. The travel plan should be a two tiered approach. The first plan must highlight how the individual site will aim to encourage sustainable travel habits by site users through

the small scale, person based initiatives that can be enacted by an employer. Whilst the second tier Travel Plan must make linkages across the wider site area, understanding how the site users can work with its neighbours to make better use of resources and share responsibility. The travel plan shall be implemented as approved and the Local Planning Authority shall be informed of and give prior approval in writing to any subsequent improvements or modifications to the Travel Plan following submission of progress performance reports as time tabled in the monitoring programme.

5. The maximum car parking levels shall be as set out in the table attached at Appendix 6 and details provided with the self certification form. The approved details shall be provided, marked out and thereafter maintained for car parking.
6. Motor cycle and cycle parking shall be provided in accordance with the levels set out in the table attached at Appendix 7 and details shall be provided within the self certification form. Prior to the development being occupied, the approved details shall be implemented, and thereafter maintained.
7. Before the development is brought into use, that part of the site to be used by vehicles shall be constructed with either;
 - a/ a permeable surface and associated water retention/collection drainage, or;
 - b/ an impermeable surface with water collected and taken to a separately constructed water retention/discharge system within the site.The area shall thereafter be maintained in a working condition.
8. Prior to being discharged into any watercourse, surface water sewer or soakaway system all surface water drainage from parking areas and hardstandings shall be passed through a petrol / oil interceptor designed and constructed in accordance with details to be approved by the Local Planning Authority. After construction the interceptor must be maintained to ensure that is working effectively.
9. All development shall be constructed to achieve a minimum rating of BREEAM 'very good' and shall have received formal certification before occupation.

OR

At least 10% of energy demand shall be generated through decentralised or renewable energy. The following renewable energy sources will be suitable:

- Photo voltaic panels or tiles
 - Micro wind turbines
 - Combined heat and power
 - Biomass boilers
 - Ground/air source heat pumps
 - Solar thermal hot water
10. An assessment of noise, audible beyond the boundary of the proposed development, made by a qualified person, will be required to identify the noise impact, the proposed activities, associated with the use of the development will have upon neighbouring premises, other than noise from vehicles visiting for deliveries and collections. The assessment should also include noise from fixed plant and equipment including refrigeration or air handling units used at the site and any mitigation necessary to control noise emissions.
11. No areas for outside storage will be permitted unless siting, design and materials are agreed in advance with the Local Planning Authority. Any storage would need to be appropriately designed to minimise visual impact and be sited to the rear of the development and effectively screened from the highway.
12. A Transport Statement / Transportation Assessment shall be submitted with the SCF in accordance with the following parameters:
- Transport Statement:
B1 (b) or (c) development up to 2,500 square metres
B2 development up to 4,000 square metres
- Transportation Assessment:
B1 (b) or (c) development exceeding 2,500 square metres
B2 development exceeding 4,000 square metres
- to assess the impact of the development on the surrounding highway network (B6533 Poplar Way / B6066 Highfield Spring and B6066 Highfield Spring/Brunel Way) and Junction 34 (south) of the M1. No development shall be begun until arrangements have been entered into which will help to secure required infrastructure improvements (including the Tinsley Link, traffic control, public transport enhancements, pedestrian & cycle safety measures) that are needed to accommodate the predicted traffic generation arising from the development.
13. A site investigation report shall be submitted with the SCF. The investigation shall address the nature, degree and distribution of contamination on site and its implications on the health and safety of site workers and nearby persons, building structures and

services, final end users of the site, landscaping schemes and environmental pollution, including ground water, and make recommendations so as to ensure the safe development and use of the site. All recommendations and remedial works contained within the approved report shall be implemented by the developer, prior to occupation of the site.

14. No building, structure, plant or machinery shall exceed 14m in height.
15. An assessment of noise, audible beyond the boundary of the proposed development, made by a qualified person, will be required to identify the noise impact, the proposed activities, associated with the use of the development will have upon neighbouring premises, other than noise from vehicles visiting for deliveries and collections. The assessment should also include noise from fixed plant and equipment including refrigeration or air handling units used at the site and any mitigation necessary to control noise emissions.
16. All accesses to be used by commercial vehicles for both ingress and egress shall be not less than 6 metres wide and shall have corner turning radii of not less than 10 metres. Where high levels of usage by heavy goods vehicles are anticipated, accesses for ingress and egress shall be not less than 7.3 metres wide with corner turning radii of 15 metres.
17. An access to be used exclusively by private cars for ingress and egress shall be not less than 6 metres wide with corner turning radii of not less than 6 metres.
18. No gate, checkpoint barrier or other obstruction to an access shall be placed within 15 metres of the nearer edge of the carriageway at Highfield Spring.
19. Any new street intended to serve multiple developments shall be designed and constructed in accordance with the Council's requirements for prospectively adoptable industrial estate roads.
20. Minimum visibility requirements at the intersection of access points with Highfield Spring are 4.5 metres x 120 metres, the areas thus denoted shall be cleared and remain clear of all obstructions to visibility in excess of 900mm in height measured above the nearside road channel.
21. Any vehicular access to Highfield Spring shall be designed on a left in/left out only basis.

Site Specific

Site 1

- 22 (a) Details of the proposed means of disposal and treatment of foul and surface water drainage, incorporating Sustainable Urban Drainage methods and including details of any off-site work, shall be submitted with the SCF and approved by the Local Planning Authority and the development shall not be brought into use until such approved details are implemented.

Site 2

- 22 (b) Details of the proposed means of disposal and treatment of foul water drainage and the detailed design of the Surface Water Drainage scheme (including appropriate SUDS), including all relevant flood risk assessments within the wider Waverley development shall be submitted with the SCF and the development shall not be brought into use until such details are implemented. The scheme as approved shall be in accordance with the Outline Surface Water Strategy and the Flood Risk Assessment submitted with application ref: RB2008/1695 in November 2009 (Appendix 8) and shall be implemented in accordance with the approved details prior to the occupation of buildings(s).

The scheme shall also include the following:

- the drainage network will drain to the attenuation reservoirs.
- the drainage network will be designed so that there is no flooding during a 1 in 30 year storm over the critical storm duration.
- Appropriate SUDS will be incorporated into the surface water drainage scheme within the site.

Site 3

- 22 (c) Details of the proposed means of disposal and treatment of foul water drainage and the detailed design of the Surface Water Drainage scheme (including appropriate SUDS), including all relevant flood risk assessments within the wider Waverley development shall be submitted with the SCF and the development shall not be brought into use until such details are implemented. The scheme as approved shall be in accordance with the Outline Surface Water Strategy and the Flood Risk Assessment submitted with application ref: RB2008/1695 in November 2009 (Appendix 8) and shall be implemented in accordance with the approved details prior to the occupation of buildings(s).

The scheme shall also include the following:

- the drainage network will drain to the attenuation reservoirs.
 - the drainage network will be designed so that there is no flooding during a 1 in 30 year storm over the critical storm duration.
 - Appropriate SUDS will be incorporated into the surface water drainage scheme within the site.
23. A Coal mining risk assessment and any subsequent reports detailing any necessary investigative and remedial works should be submitted with the SCF to ensure compliance with PPG 14 development on unstable ground.

Legal Obligations

The following obligations are to be secured with UK Coal through a Unilateral Undertaking

AMP – Amended by RR

Occupation of 47,480m² improvements to Highfield Spring

Occupation of 47,480m² poplar way/big w roundabout

Occupation of 44,000m² £850,000 Dumbbell Roundabout

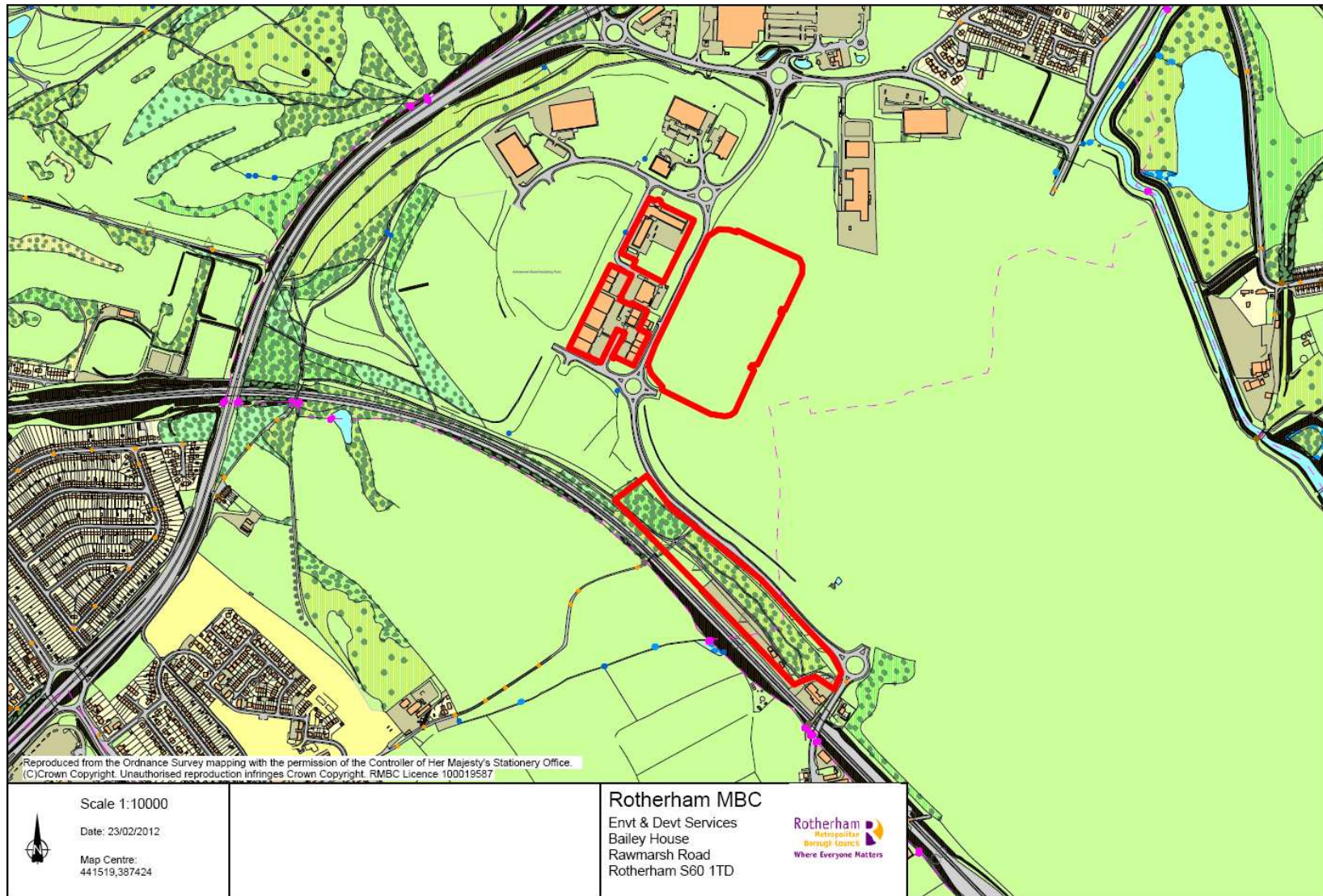
Highfield Commercial

Reserve land for the purposes of a Park and Ride Scheme for a minimum of 500 cars or a Bus Contribution of £300,000 in any 12 month period, plus a contribution not exceeding £25,000 for the provision of 2 bus stops.

APPENDICES

1. Map showing LDO boundary
2. Constraints Map
3. Self Certification Form / Proposals Form
4. Intention to start on site form
5. Design Code
6. Maximum Car Parking Standards
7. Cycle Parking Standards
8. Outline Surface Water Strategy and the Flood Risk Assessment

Appendix 1



ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Town Centres, Economic Growth and Prosperity
2.	Date:	7 March 2012
3.	Title:	E Petition Ward: Rotherham West
4.	Directorate:	Environment and Development Services

5. Summary

An e-Petition containing 44 signatures has been received from parents of children attending Blackburn Primary School. The e-Petition relates to the parents' objection to the withdrawal of free school bus passes.

The e-Petition was available from 7th October to 18th November, 2011 inclusive.

6. Recommendations

1. That Members note the receipt of the e-Petition and,
2. That the decision taken by Cabinet member for Town Centres, Economic Growth and Prosperity is reaffirmed.

7. Proposals and Details

At the meeting of 19th September 2011 The Cabinet Member Town Centres, Economic Growth and Prosperity took the decision to withdraw zero fare bus passes for a proportion of children attending Blackburn School with effect from July 2012.

The meeting resolved:

- 1) That advance notification commences in September 2011 with the school and affected parents/carers with a view to classifying the route as "safe to walk" and removing all free transport assistance by September 2012.
- 2) That all other statutory obligations for transport assistance for eligible primary aged pupils are met.
- 3) That the Ward No 8 (Keppel) Councillors be provided with detailed information.

The report confirmed that there is a safe walking route to Blackburn School which was less than the statutory distance limit of more than 2 miles (further details in Cabinet Report), and highlighted that the withdrawal of such passes would affect 14% of pupils attending Blackburn School with the other 86% receiving no transport assistance.

The e-Petition expresses parents dissatisfaction with the Cabinet Members decision to remove zero fare bus passes after July 2012; the school has 320 pupils and the petition attracted 44 signatures.

8. Finance

Based upon the withdrawal of all zero fare bus passes by September 2012, and the current eligible pupil numbers, there was a projected saving of £8,471. Each zero fare bus pass costs £197 per annum, as of September 2011. There is a projected increase of 20% in April 2012 and the cost will be £233 in September 2012.

9. Risks and Uncertainties

Existing families in receipt of free school meals and/or living more than 2 miles from their catchment primary school would continue to qualify (in specific circumstances eg if below 8 years of age). This is the same statutory entitlement criteria used to assess and review all other Rotherham pupils.

10. Policy and Performance Agenda Implications

Failure to act on information regarding the availability of a safe **walking** route would lead to inconsistent application of eligibility criteria. This would lead to inequity amongst pupils attending Rotherham Schools.

11. Background Papers and Consultation

Report considered by Cabinet Member for Town Centres, Economic Growth and Prosperity on 19 September 2011 (Minute G37).

Letters to affected parents (See Appendices 1 and 2)



Blackburn
Letters1.doc



Blackburn school
letter2.doc

Contact Name:

Julia Russell, Principal Officer (CTU - Passenger Services) ext 22416

Environment and Development Services

Corporate Transport Unit - Passenger Services

Hellaby Depot, Sandbeck Way, Hellaby, Rotherham S66 8QL

Tel: (01709) 822527 Fax: (01709) 334323

education.transport@rotherham.gov.uk

My Ref: CTU/JMR

Contact: Julia Russell

Date: 3 October 2011

ROTHERHAM

Dear Parent/Carer

Zero Fare Bus Pass Entitlement – Blackburn Primary School

I have to inform you that next year your child will no longer be entitled to a renewal of the zero fare bus pass to enable **him/her** to travel free of charge to and from Blackburn Primary School.

In accordance with the Education Act 1996, free transport assistance is usually awarded for those pupils under 8 years of age, who live more than 2 miles, and for those over 8 years who live more than 3 miles from their catchment school. The distance from your home address to Blackburn School is less than 2 miles so pupils would not qualify in these circumstances.

It is acknowledged that a zero fare bus pass was previously awarded to your child as there were doubts regarding the safety of the nearest available walking route. It was confirmed by Rotherham Metropolitan Borough Council's Road Safety Team, during 2010, and in May and June 2011, that an alternative safe walking route is available from your home address.

As a consequence of this updated information, your child is no longer entitled to a zero fare bus pass. It has, however, been agreed that as your child was issued with a pass in September 2011 that they will keep this until it expires in July 2012. It will not be renewed in September 2012 and you will then need to pay the concessionary bus fare (currently 50p) per journey.

Please also note that if your child's circumstances change (such as a change of address) then their entitlement will be re-assessed and the zero fare bus pass may be withdrawn before July 2012.

If you need any further details, please contact me on the above telephone number (24 hours voicemail service available).

Yours sincerely

Julia Russell
Passenger Services

Environment and Development Services
Corporate Transport Unit - Passenger Services
Hellaby Depot, Sandbeck Way, Rotherham S66 8QL
Tel: (01709) 822416 Fax: (01709) 334323
*Email the Council for **free** @ your local library!*
education.transport@rotherham.gov.uk

My Ref: CTU/JMR

Contact: Julia Russell

Date: 31 October 2011

Dear Parent/Carer

Discontinuation of Zero Fare Bus Passes - Blackburn Primary School

I wish to reaffirm the information outlined in the letter issued to affected parents/carers of Blackburn School dated 3 October 2011.

In 1973, the Council's Education Committee recommended that transport be provided to convey children to Blackburn School because of the variation of the catchment area.

In April 1997, the Council noted that a review of home to school transport was undertaken and this included Blackburn School. It was stated:

"That pupils from the Farm View Estate attending Blackburn J & I School (*and another school*) continue to be provided with free transport subject to this being reviewed should the route to the schools be made safer by improvements to the roads concerned."

It is also acknowledged that zero fare bus passes were previously awarded as there were doubts regarding the safety of the nearest available walking route and this was again reviewed in 2006 and deemed to be safe. National guidance and set criteria relating to "safe walking routes" is provided by LARSOA (Local Authority Road Safety Officers Association).

In accordance with the Education Act 1996, free transport assistance is usually awarded for those pupils under 8 years of age, who live more than 2 miles, and for those over 8 years who live more than 3 miles from their catchment school. The distance from your home address to Blackburn School is within these statutory limits.

It was subsequently confirmed by Rotherham Metropolitan Borough Council's Road Safety Team, during 2010, and in May and June 2011, that an alternative safe walking route was available from your home address if you do not wish to use Droppingwell Road. This review was formally considered by the Cabinet Member and Senior Adviser for Town Centres, Economic Growth and Prosperity in September 2011.

As a consequence of this updated information, you were formally notified that your child was no longer entitled to a zero fare bus pass.

It was also agreed that because children were issued with a pass in September 2011 that they would keep them until they expired in July 2012, as children had already commenced attendance at Blackburn School.

The decision of parents/carers to use public transport services, walk, and cycle or use private vehicles to enable children to travel to and from any school is not the responsibility of the Council.

The Council will, of course, continue to meet its statutory duty in transport provision for all Rotherham's children and young people (in accordance with the Education Act 2006).

Please also note that if your child's circumstances change (such as a change of address) then their entitlement will be re-assessed and the zero fare bus pass may be withdrawn before July 2012. Similarly, if your child's circumstances change from September 2012, they will be re-assessed and you will be advised about their entitlement to a new zero fare bus pass.

If you need any further details, please contact me on telephone number 01709 822416 (24 hours voicemail service is available).

Yours sincerely

Julia Russell
Passenger Services
Corporate Transport Unit

Cc
Blackburn Primary School