

## **CABINET MEMBER FOR PLANNING, HIGHWAYS AND STREET SCENE SERVICES**

**Venue: Town Hall, Moorgate  
Street, Rotherham S60  
2TH**

**Date: Monday, 1st September, 2014**

**Time: 10.30 a.m.**

### **A G E N D A**

1. To determine whether the following items should be considered under the categories suggested in accordance with Part 1 of Schedule 12A (as amended March 2006) of the Local Government Act 1972.
2. To determine any item(s) the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Apologies for absence
4. Minute of the previous meeting held on 22nd July, 2014 (Pages 1 - 3)
5. Health, Welfare and Safety Panel (Pages 4 - 6)  
*To consider the attached minutes of the meeting of the Health, Welfare and Safety Panel held on Friday 11th July, 2014*
6. Review of Cesspool and Septic Tank Emptying Charges (Pages 7 - 11)
7. Future provision of Street Cleansing services in Wath upon Dearne Town Centre (Pages 12 - 13)
8. Proposed Change to Performance Measurement (Pages 14 - 16)
9. Proposed No Waiting At Any Time restrictions on Doncaster Road, East Dene (Pages 17 - 25)
10. Ferham Road, Ferham - Proposed traffic calming amendment (Pages 26 - 30)
11. Environment and Development Services - Revenue Budget Monitoring 2014/15 (Pages 31 - 36)

12. Department for Communities and Local Government - Technical Consultation on Planning (Pages 37 - 43)
13. Exclusion of the Press and Public  
The following item is likely to be considered in the absence of the press and public as being exempt under Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (Information relating to the financial or business affairs of any particular person, including the local authority)
14. Resolution Document Management Software for Development Management and Building Control (Pages 44 - 46)
15. Date and time of next meeting - Monday, 6th October, 2014 at 10.30 a.m.

**CABINET MEMBER FOR PLANNING, HIGHWAYS AND STREET SCENE  
SERVICES  
22nd July, 2014**

Present:- Councillor Smith (in the Chair); Councillors Clark and Swift.

**G14. MINUTES OF THE PREVIOUS MEETINGS HELD ON 7TH JULY AND  
ON 17TH JULY 2014**

Resolved:- That the minutes of the previous meetings of the Cabinet Member and Advisers for Planning, Highways and Street Scene Services, held on (i) 7th July, 2014 and on (ii) 17th July, 2014 be approved as correct records for signature by the Chairman.

**G15. LOCAL WILDLIFE GOOD PRACTICE GUIDANCE**

Consideration was given to a report presented by the Ecology Development Officer, concerning this Council's Local Wildlife Good Practice Guidance which is designed to support developers when considering the natural environment, particularly wildlife habitats and species, within development proposals. The information, which covers the planning application process and detailed development design, can be used by developers, agents or consultants throughout the planning process and can apply to single dwellings or larger developments.

The Council's Local Wildlife Good Practice Guidance is published to accompany the consultation on the emerging Sites and Policies Document 2014. Consultation will commence on the draft Sites and Policies Document and its accompanying Integrated Impact Assessment later in 2014 and will last for a period of six weeks.

Resolved:- (1) That the report be received and its contents noted.

(2) That the preparation of robust Good Practice Guidance to guide the preparation and decision-making of future planning applications and setting out clear requirements for applicants when submitting their proposals be noted.

(3) That the publication of the draft Local Wildlife Good Practice Guidance notes, to be made available alongside the consultation on the emerging Sites and Policies Document later in 2014, be supported.

**G16. DELIVERING AIR QUALITY AND EMISSIONS GOOD PRACTICE  
GUIDANCE**

Consideration was given to a report presented by the Scientific Officer, containing a brief summary of the Air Quality and Emissions Good Practice Guidance. This guidance is intended to deal with the pollutants covered by the Local Air Quality Management regime and will provide an

improved template for integrating air quality considerations into land use planning and development management policies with the aim of reducing the emissions from road transport. The draft Air Quality and Emissions Good Practice Guidance will be published to accompany the consultation on the emerging Sites and Policies Document 2014. Consultation on the draft Sites and Policies Document and its accompanying Integrated Impact Assessment will commence later in 2014 and will last for a period of six weeks.

Members requested a further briefing about the various initiatives planned and already taking place to improve air quality in the Rotherham Borough area.

It was noted that there will be further consideration of the way in which the guidance is presented, for the benefit of the determination of future applications for planning permission.

Resolved:- (1) That the report be received and its contents noted.

(2) That the preparation of robust Good Practice Guidance to guide the preparation and decision-making of future planning applications and setting out clear requirements for applicants when submitting their proposals be noted.

(3) That the publication of the draft Air Quality and Emissions Good Practice Guidance notes, to be made available alongside the consultation on the emerging Sites and Policies Document later in 2014, be supported.

**G17. TRANSPORT ASSESSMENTS, TRAVEL PLANS AND PARKING STANDARDS: GOOD PRACTICE GUIDANCE**

Consideration was given to a report presented by the Transportation Officer, providing an overview of the good practice guidance document which has been drafted to encompass existing advice to developers on transport issues in support of the Rotherham Local Plan. The Transport Assessments, Travel Plans and Parking Standards Draft Good Practice Guidance is published to accompany the consultation on the emerging Sites and Policies Document 2014. Consultation will commence on the draft Sites and Policies Document and its accompanying Integrated Impact Assessment later this year and will last for a period of six weeks.

Resolved:- (1) That the report be received and its contents noted.

(2) That the preparation of robust Good Practice Guidance to guide the preparation and decision-making of future planning applications and setting out clear requirements for applicants when submitting their proposals be noted.

(3) That the publication of the draft Transport Assessments, Travel Plans and Parking Standards Good Practice Guidance note, to be made

available alongside the emerging Sites and Policies Document later in 2014, be supported.

**G18. EXCLUSION OF THE PRESS AND PUBLIC**

Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 as amended (information relating to the financial/business affairs of any person (including the Council)).

**G19. ASTON, AUGHTON, SWALLOWNEST (PHASE 2) - FLOOD RISK REDUCTION SCHEME**

Consideration was given to a report, presented by the Director of Streetpride, stating that approval has been received from the Environment Agency to commence the Aston, Aughton and Swallownest Phase 2 Flood Reduction Scheme (i.e. Property Level Protection Scheme), in 2014/2015.

Accordingly, an exemption was being sought from standing order 48 (requirement to invite three written tenders for a contract with an estimated value of over £50,000) to undertake the property level protection works at the Aston, Aughton and Swallownest Phase 2 Flood Reduction Scheme.

Resolved:- (1) That the report be received and its contents noted.

(2) That an exemption from standing order 48 (requirement to invite three tenders for a contract with an estimated value of greater than £50,000) be approved and that the contracts be offered to UK Flood Barriers Limited for the property level protection works and to Phoenix Adam Limited, Consultants for the independent property survey works, in accordance with the details contained in the report now submitted.

**HEALTH, WELFARE AND SAFETY PANEL  
FRIDAY, 11TH JULY, 2014**

Present:- The Mayor (Councillor Foden); Councillors Smith and Whelbourn; Mrs. J. Adams (NUT), Mrs. S. Brook (NASUWT), Mr. E. Batty and Mr. P. Harris (GMB), Mrs K. Hall-Garritt and Mr. A. Turner (UNISON)

Apologies for absence were received from Councillors Russell and Swift.

**1. APPOINTMENT OF CHAIRMAN 2014/2015**

Resolved:- That Councillor Smith be appointed Chairman of the Health, Welfare and Safety Panel for the 2014/2015 Municipal Year.

(Councillor Smith in the Chair)

**2. APPOINTMENT OF VICE-CHAIRMAN 2014/2015**

Resolved:- That Mrs. S. D. Brook (NASUWT) be appointed Vice-Chairman of the Health, Welfare and Safety Panel for the 2014/2015 Municipal Year.

**3. MINUTES OF THE PREVIOUS MEETING HELD ON 11TH APRIL, 2014**

Resolved:- That the minutes of the previous meeting of the Health, Welfare and Safety Panel, held on 11th April, 2014, be approved as a correct record for signature by the Chairman.

**4. MATTERS ARISING**

Reference was made to Minute No. 22(c) (Clifton Comprehensive School) and it was noted that a further meeting will take place, during July, 2014, between the School's Head Teacher, Elected Members and with trades unions' representatives to consider the various issues raised during the visit of inspection by the Health, Welfare and Safety Panel.

**5. ANNUAL HEALTH AND SAFETY STATISTICAL REPORT 2013**

Consideration was given to the contents of the Council's Annual Health and Safety Report 2013. The report included:-

: Accidents Statistics;

: Performance against the 2012/2013 Corporate Health and Safety Action Plan;

: Overview of - Health and Safety Inspections / Audits; Fire Drill and Evacuations; Occupational Health; Health and Safety Training;

: Legislation update;

: issues from the Health and Safety Executive.

The Panel discussed a range of issues arising from the contents of the report:-

- : Accident Statistics (and the future recording of statistics relating to the Council's Public Health function);
- : Costs of employee absence because of illness and injury, including stress-related illness;
- : Reporting of accident and injury statistics to meetings of this Panel – analysed according to Department/area of the Council and by type of accident;
- : Claims for injuries to employees and the costs of compensation;
- : RIDDOR reportable incidents;

The Panel acknowledged the need for all accidents to be reported and correctly recorded and asked that all Departments and schools be notified to that effect.

Resolved:- That the Annual Health and Safety Report 2013 be received and its contents noted.

## **6. HEALTH WELFARE SAFETY PANEL - FUTURE ARRANGEMENTS**

Discussion took place on the future arrangements of the Health, Welfare and Safety Panel, including both the visits of inspection to Council premises and the formal meetings.

Reference was also made to the health, welfare and safety arrangements of each of the Council's Directorates. The Employees' Side referred to the need for the appropriate trades union representative to be informed of significant incidents affecting health, welfare and safety.

It was agreed that consideration be given to the implementation of the following arrangements for this Panel:-

- : Quarterly meetings of the Panel (Friday afternoons) – the trades unions may suggest items to be included on the agenda for meetings;
- : Use of this Council's transport for the visits of inspection;
- : Quarterly visits of inspection (by two parties) : half-days either from (i) 9.00 am until 1.30 pm or (ii) from 12.00 noon until 4.00 p.m.
- : selection of premises and sites to be subject to visits of inspection – to retain the existing arrangements of scheduled inspections, including trades unions' representatives being able to suggest premises to be inspected;

: ensuring that the designated health, welfare and safety officials/representatives of the premises being visited are present during this Panel's visits of inspection;

: provision of notes of Directorate health, welfare and safety meetings, to facilitate discussion of relevant issues by this Panel.



<b>ROTHERHAM BOROUGH COUNCIL - REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Planning, Highways and Street Scene Services</b>
<b>2.</b>	<b>Date:</b>	<b>Monday 1<sup>st</sup> September 2014</b>
<b>3.</b>	<b>Title:</b>	<b>Review of the Council's Cesspool and Septic Tank Emptying Charges</b>  <b>All Wards</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

## **5. Summary**

The Council's cesspool and septic tank emptying charges were last adjusted in October 2011. An increase in costs is required to meet the gradual increased work, vehicle and fuel costs, and the Water Companies waste disposal charges, and to ensure that the service to customers remains viable.

## **6. Recommendations**

**It is recommended that the Cabinet Member resolve that:**

- 6.1 The proposed increases in charges to existing cesspool and septic tank rates outlined in Appendix 1 below are adopted from the 1<sup>st</sup> October 2014, and the appropriate letters be forwarded to the customers informing them of the increase in cesspool and septic tank emptying and disposal charges.**

## **7. Proposals and details**

Cabinet member approved the previous increase in cesspool and septic tank emptying charges on the 30<sup>th</sup> August 2011. The Council is proposing to raise its charges to meet the continuing increase in the Water Companies' waste water treatment charges, fuel and vehicle costs, and to ensure that the service to customers remains viable.

The Council provides an existing cesspool and septic tank emptying service to approximately 700 customers in Rotherham. It is proposed that the cesspool and septic tank emptying charges should increase with effect from the 1<sup>st</sup> October 2014, and that all charges will be reviewed annually thereafter. Letters will be sent to existing customers informing them of the increase in charges.

The Council's proposed implementation of cesspool and septic tank emptying charges would enable the Council to recover the full costs incurred in providing the service without adversely affecting the service the Council currently offers to its customers.

## **8. Finance**

In 2013/14 the Council incurred £1,000 deficit for providing the service to existing customers for emptying cesspool and septic tanks.

If the proposed increase in cesspool and septic tank emptying charges are implemented on 1<sup>st</sup> October 2014, it is anticipated that this will generate an annual income of approximately £1,500 based on majority of customers requesting their cesspools and septic tanks to be emptied, which means the service is just above the Council's running cost.

The Council's costs are based on an average visit for the emptying and disposal of cesspools and septic tanks, and are detailed in Appendix 1 (Tables 1 and 2). Charges will vary subject to the strength of waste water to be treated and the number of visits required. Since 2011 there has been an average increase of 33% in Yorkshire Water treatment charges compared with Severn Trent Water Limited average increase in charges of 7%.

A comparison of the Council's proposed cesspool & septic tank total charges (i.e. from 1<sup>st</sup> October 2014), and the external contractor's rates for 2014, including the Water Companies' disposal charges are detailed in Appendix 2 (Tables 3 and 4). The rates shown in these tables indicate that the Council's proposed rates are still below the three external contractors' rates; the Council's proposed rates are approximately 2.5% lower than the lowest contractor's rate and approximately 48.5% lower than the highest contractor's rates.

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

## **9. Risks and Uncertainties**

There is likely to be some customer resistance to the Council increase in charges, however these charges are comparable with rates charged by other external contractors. An annual review of the charges will be carried out to ensure that the customer will receive a good service at reasonable rates, however waste water treatment rates have been known to vary in previous years.

## **10. Policy and Performance Agenda Implications**

The issues contained within this report support the following Corporate Priorities:

Priority 3: Ensuring all areas of Rotherham are safe, clean and well maintained

## **11. Background Papers and Consultation**

Appendix 1 - The Council's costs based on an average visit for the emptying and disposal of cesspools and septic tanks, including the Water Companies disposal charges for 2014.

Appendix 2 - A comparison of the Council's proposed cesspool & septic tank total charges and the external contractor's rates, including the Water Companies disposal charges for 2014.

Ward Members in the Wards listed above have not been consulted.

## **12. Contact**

Graham Kaye, Principal Engineer, ext 22983

[graham.kaye@rotherham.gov.uk](mailto:graham.kaye@rotherham.gov.uk)

**APPENDIX 1****Table 1**

The Council's **Streetpride** existing and proposed cesspool and septic tank emptying charges, including **Yorkshire Water** disposal charges.

	Existing total charges to customers	Proposed total charges to customers (from 1 October 2014)	Proposed Percentage Increase (from 1 October 2014)
<b><u>Cesspools/1000 galls</u></b>			
1 Man Gang & Vehicle	£114.77	<b>£153.75</b>	<b>25.4%</b>
2 Man Gang & Vehicle	£156.77	<b>£207.83</b>	<b>24.6%</b>
<b><u>Septic Tank/1000 galls</u></b>			
1 Man Gang & Vehicle	£136.67	<b>£213.64</b>	<b>36%</b>
2 Man Gang & Vehicle	£178.37	<b>£267.72</b>	<b>33.3%</b>

**Table 2**

The Council's **Streetpride** existing and proposed cesspool and septic tank emptying charges, including **Severn Trent Water** disposal charges.

	Existing total charges to customers	Proposed total charges to customers (from 1 October 2014)	Proposed Percentage Increase (from 1 October 2014)
<b><u>Cesspools Charges</u></b>			
1 Man Gang & Vehicle	£131.70	<b>£148.64</b>	<b>11.4%</b>
2 Man Gang & Vehicle	£180.75	<b>£202.72</b>	<b>10.8%</b>
<b><u>Septic Tank Charges</u></b>			
1 Man Gang & Vehicle	£194.54	<b>£216.07</b>	<b>10%</b>
2 Man Gang & Vehicle	£243.59	<b>£270.15</b>	<b>10%</b>

**APPENDIX 2****Table 3**

A comparison of the Council's **Streetpride** proposed Cesspool & Septic Tank Total Charges (i.e. from 1 October 2014), and External Contractor's rates for 2014, including Yorkshire Water (**YW**) and Severn Trent Water (**STW**) disposal charges.

Based on a 1 man gang operation:

<b>CONTRACTOR Cesspool &amp; Septic Tank Charges</b>	<b>Collection Charges</b>	<b>YW Waste Disposal Charges</b>	<b>STW Waste Disposal Charges</b>	<b>TOTAL CHARGES including YW Charges £</b>	<b>TOTAL CHARGES including STW Charges £</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
<b><u>Cesspool Charges</u></b>					
Lanes for Drains	Inclusive	inclusive	inclusive	395	395
Drains Aid	inclusive	Inclusive	Inclusive	460	460
Trevor Potts Wet Waste	195	18.45	13.34	213.45	208.34
<b>Streetpride</b>	<b>135.30</b>	<b>18.45</b>	<b>13.34</b>	<b>153.75</b>	<b>148.64</b>
<b><u>Septic Tank Charges</u></b>					
Lanes for Drains	inclusive	inclusive	inclusive	395	395
Drains Aid	inclusive	Inclusive	Inclusive	460	460
Trevor Potts Wet Waste	195	78.34	80.77	273.34	275.77
<b>Streetpride</b>	<b>135.30</b>	<b>78.34</b>	<b>80.77</b>	<b>213.64</b>	<b>216.07</b>

**Note**

Yorkshire Water waste water disposal charges are based on costs per cubic metre or 5,455 litres per load.

Severn Trent Water Limited waste water disposal charges are based on costs per cubic metre or 5,455 litres per load.

**APPENDIX 2 (continued)****Table 4**

A comparison of the Council's **Streetpride** proposed Cesspool & Septic Tank Total Charges (i.e. from 1 October 2014), and External Contractor's rates for 2014, including Yorkshire Water (**YW**) and Severn Trent Water (**STW**) disposal charges.

Based on a 2 man gang operation:

<b>CONTRACTOR Cesspool &amp; Septic Tank Charges</b>	<b>Collection Charges</b>	<b>YW Waste Disposal Charges</b>	<b>STW Waste Disposal Charges</b>	<b>TOTAL CHARGES including YW Charges</b>	<b>TOTAL CHARGES including STW Charges</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
<b><u>Cesspool Charges</u></b>					
Lanes for Drains	Inclusive	inclusive	inclusive	395	395
Drains Aid	inclusive	Inclusive	Inclusive	460	460
Trevor Potts Wet Waste	195	18.45	13.34	213.45	208.34
<b>Streetpride</b>	<b>189.38</b>	<b>18.45</b>	<b>13.34</b>	<b>207.83</b>	<b>202.72</b>
<b><u>Septic Tank Charges</u></b>					
Lanes for Drains	inclusive	inclusive	inclusive	395	395
Drains Aid	inclusive	Inclusive	Inclusive	460	460
Trevor Potts Wet Waste	195	78.34	80.77	273.34	275.77
<b>Streetpride</b>	<b>189.38</b>	<b>78.34</b>	<b>80.77</b>	<b>267.72</b>	<b>270.15</b>

**Note**

Yorkshire Water waste water disposal charges are based on costs per cubic metre or 5,455 litres per load.

Severn Trent Water Limited waste water disposal charges are based on costs per cubic metre or 5,455 litres per load.

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Planning, Highways and Street Scene Services</b>
<b>2.</b>	<b>Date:</b>	<b>Monday 1<sup>st</sup> September 2014</b>
<b>3.</b>	<b>Title:</b>	<b>Future provision of Street Cleansing services in Wath upon Dearne Town Centre</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary:** This report sets options for the future provision of Street Cleansing services in Wath Town Centre.

### **6. Recommendations**

It is recommended that Cabinet Member agrees to Option 3, the removal of the small mechanical sweeper service in Wath Town Centre along with the retention of a dedicated cleansing operative.

### **7. Proposals and Details**

The Street Cleansing service currently deploys a small mechanical sweeper to work primarily on the pedestrian areas of Wath Town Centre, the machine operates on a daily basis (Monday – Friday). Wath is the only township which benefits from this type of mechanical sweeping resource.

The lease on the Wath sweeper is due to expire on 31<sup>st</sup> October 2014 and consideration needs to be given to whether we continue with this level of service.

The costs associated with the sweeper are:

- Lease: £16,420 per annum                    )
- Waste disposal: £5,500                        ) Total annual cost = £30,520
- Fuel (approx.) £8,300                         )
- Water (approx.) £300                         )

At the same time, the two similar sweepers in Rotherham Town Centre are also due for replacement, and it is planned that a single, larger compact Sweeper will be procured. Whilst Rotherham Town Centre will remain the priority for this new machine, its larger capacity and road speed will mean that it can also operate away from the town centre, albeit not on a daily basis. This would mean that all townships will be able to benefit (from time-to-time) from the mechanical sweeping of areas of high footfall.

Options for the future provision of Street Cleansing services in Wath Town Centre have therefore been developed as follows:

**Option 1:** Retain the small mechanical sweeper on a secondary lease - while the lease cost would reduce slightly, the machine is already beyond its planned life, and has had an unacceptably high level of downtime for repairs over the last year; when this happens the operative reverts to normal litter-picking/lengthsman duties.

**Option 2:** Replace the current sweeper like-for-like with a new machine - this would be at a higher annual cost.

**Option 3:** Remove the small mechanical sweeper but retain the dedicated cleansing operative as a lengthsman; this would mean that the cleansing provision was in line with other similar townships in the borough. Under this option, Wath would still continue to receive support from a mechanical sweeper (albeit at a lesser frequency) sufficient to maintain to the same standards as other similar Town Centres in the Borough. .

Option 3 is recommended as it will provide the most cost-effective way of maintaining service standards in Wath while enabling other areas to benefit from mechanical sweeping as well.

## **8. Finance**

The Street Cleansing budget is under some financial pressure to keep within its 2014/15 cash limits, these can be partly mitigated if option 3 is adopted.

## **9. Risks and Uncertainties**

If Option 3 is taken there will be a reduction in mechanical sweeping services in Wath Town Centre, but the continuation of the dedicated operative and the support from the new Rotherham Town Centre sweeper will ensure that it continues to be maintained to the same standards as other similar Town Centres in the Borough.

## **10. Policy and Performance Agenda Implications**

The proposal has the potential to impact on the Council's 4<sup>th</sup> priority

*Priority 4: All areas of Rotherham are safe, clean and well maintained*

## **11. Background Papers and Consultation**

N/A

**Contact Name:** *Steve Hallsworth – Leisure & Community Services Manager, Extension 22483, e-mail [steve.hallsworth@rotherham.gov.uk](mailto:steve.hallsworth@rotherham.gov.uk)*

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

<b>1. Meeting:</b>	<b>Cabinet Member and Advisers for Planning, Highways and Street Scene Services</b>
<b>2. Date:</b>	<b>Monday 1<sup>st</sup> September 2014</b>
<b>3. Title:</b>	<b>NI 195 - proposed change to performance measurement</b>
<b>4. Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary:** This report sets out an alternative performance measure for the Street Cleansing service.

**6. Recommendations**

It is recommended that Cabinet Member agrees to use data collected by the Leisure & Community Services Area Supervisors as an alternative to the former national indicator 'NI 195' as a performance measure for Street Cleansing.

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## **7. Proposals and Details**

To date the former national performance indicator 'NI 195' has been used as a corporate performance measure for street cleansing. The methodology for data collection requires 1,200 site inspections to be undertaken each year; each inspection involves walking a 50m section of highway and assessing it for litter, detritus, fly posting, and graffiti. Assuming that there are reasonable weather conditions, the whole process can take a single officer approximately 8 weeks to complete. A single officer is used to ensure consistency of assessment but this does significantly impact on their management/supervisory capacity.

A recent review of the use of NI 195 as a performance indicator has raised the following issues:

1. In light of reducing staff resources, the amount of time consumed by the data collection process is no longer an effective use of officer time.
2. There is duplication and / or over-collection of data as Leisure & Community Services Area Supervisors already also carry out a total of 30 planned street cleansing inspections per month.
3. NI195 data collection was designed to give an overall picture of the cleanliness across all land classes in the borough, it is not an accurate measure of cleansing performance as much of the data collected relates to areas that are not routinely cleansed. Also, because it does not allow for revisiting of sites, it deters like for like comparisons, and prevents the measurement of improvements.
4. Recent research suggests that a number of local authorities have moved away from or use modified data collection for NI 195 and as such the comparative data is becoming less reliable.

### **Alternative performance measure**

Area Supervisors already carry out street cleansing assessments based on the Code of Practice for Litter and Refuse that sets out standards of cleanliness ranging from grade A to grade D (A = good standard, B = reasonable standard, C and D = poor standard) and this is the basis of the NI 195 methodology.

The Supervisor's inspections are undertaken in scheduled cleansing locations that are chosen at random or because requests for service have been received; they are also carried out at known hot spots. The inspections are programmed to be completed shortly after scheduled cleansing works have taken place to confirm that standards of cleansing have been achieved. They are also carried out prior to scheduled cleansing works taking place to establish whether the level of cleanliness is below that specified in the Code of Practice.

The Code of Practice recommends that for any location that falls to grade C or D, further cleansing should be undertaken to bring the standard back to at least grade B. If and when this occurs, the Supervisor will issue a rectification notice to

operatives for action and will follow this up with random checks to ensure that the rectification time scale is being met.

It is therefore proposed that the data collected by the Leisure & Community Services, Area Supervisors is used as an alternative to NI 195 as a performance measure for Street Cleansing services. This will be in line with the corporate indicator already used for Grounds Maintenance services.

The reporting format will mirror the existing corporate performance indicator for Grounds Maintenance (see example below).

Indicator Title	Good Performance	Frequency	2013 / 14 Performance (March)	2014/15 Target
Following re-inspection of Grounds Maintenance works ensure no more than 5% defective / not to standard works	Low	Quarterly	3%	=>5%

Indicator Title	Good Performance	Frequency	2013 / 14 Performance (March)	2014/15 Target
Following re-inspection of Street Cleansing works ensure no more than 5% defective / not to standard works (grade A or B)	Low	Quarterly	3%	=>5%

## 8. Finance

There are no budget implications but the proposals will lead to an efficiency saving in terms of reducing the amount of officer time taken to carry out the NI 195 inspections.

## 9. Risks and Uncertainties

It will no longer be possible to submit NI 195 data to APSE.

## 10. Policy and Performance Agenda Implications

The proposal has the potential to have a positive impact on the Council's 4<sup>th</sup> priority

*Priority 4: All areas of Rotherham are safe, clean and well maintained*

## 11. Background Papers and Consultation

N/A

**Contact Name:** Steve Hallsworth – Leisure & Community Services Manager, Extension 22483, e-mail [steve.hallsworth@rotherham.gov.uk](mailto:steve.hallsworth@rotherham.gov.uk)

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member for Planning, Highways and Street Scene Services</b>
<b>2.</b>	<b>Date:</b>	<b>1<sup>st</sup> September 2014</b>
<b>3.</b>	<b>Title:</b>	<b>Proposed No Waiting At Any Time restrictions on Doncaster Road, East Dene; Ward 12 Rotherham East</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To report the receipt of objections / concerns regarding the proposal to introduce additional lengths of waiting restrictions (double yellow lines) along part of Doncaster Road in East Dene.

**6. Recommendations**

**It is recommended that Cabinet Member resolves that:**

- i) the objections to the proposed waiting restrictions be not acceded to, and the objectors / those making representations be informed of the decision;**
- ii) the proposed waiting restrictions be approved and that the scheme is implemented.**

## **7. Proposals and Details**

The proposed scheme will involve the implementation of waiting restrictions, in the form of double yellow lines, on the southern side of Doncaster Road between properties 121 and 131, extending the existing restrictions by approximately 50 metres in a north-easterly direction, and in front of The Yews.

On the northern side of Doncaster Road the proposed restrictions will be extended from their current location outside a property named The Hollies up to the existing zebra crossing to the north-eastern side of Cranworth Road, indicated on the plan attached as Appendix A

## **8. Finance**

Funding for the proposed waiting restrictions will come from the Councils Revenue budget for 2014/15 and are estimated to cost £1,500 including advertisement of the associated Traffic Regulation Orders.

## **9. Risks and Uncertainties**

The proposed waiting restrictions may result in some vehicle migration from Doncaster Road onto other side roads during large events at Clifton Park.

## **10. Policy and Performance Agenda Implications**

The proposed scheme is in line with the Councils' objectives of achieving safer roads and encouraging walking and also accords with the Equalities Policy.

## **11. Background Papers and Consultation**

To ensure the safe and free-flow of vehicles, particularly large / articulated ones, past the existing pedestrian refuges on Doncaster Road located between Middle Lane and Cranworth Road, proposals were made to implement two lengths of waiting restrictions (double yellow lines) on the southern side of Doncaster Road, whilst extending the existing ones on the northern side.

Consultations undertaken with the Emergency Services, Bus Companies, Ward Members and a number of residents along Doncaster Road within the extents of the scheme, did not result in any objections. However, following advertisement of the Traffic Regulation Order on site, and in the press, four representations were received from the residents of Old Garden Drive due to the potential migration of parked vehicles from Doncaster Road during large events at Clifton Park. The basis of the objections is that the proposals would encourage motorists who currently park on Doncaster Road during events in Clifton Park to migrate onto their road, leading to blocked driveways and obstructive parking (Copies attached as Appendix B).

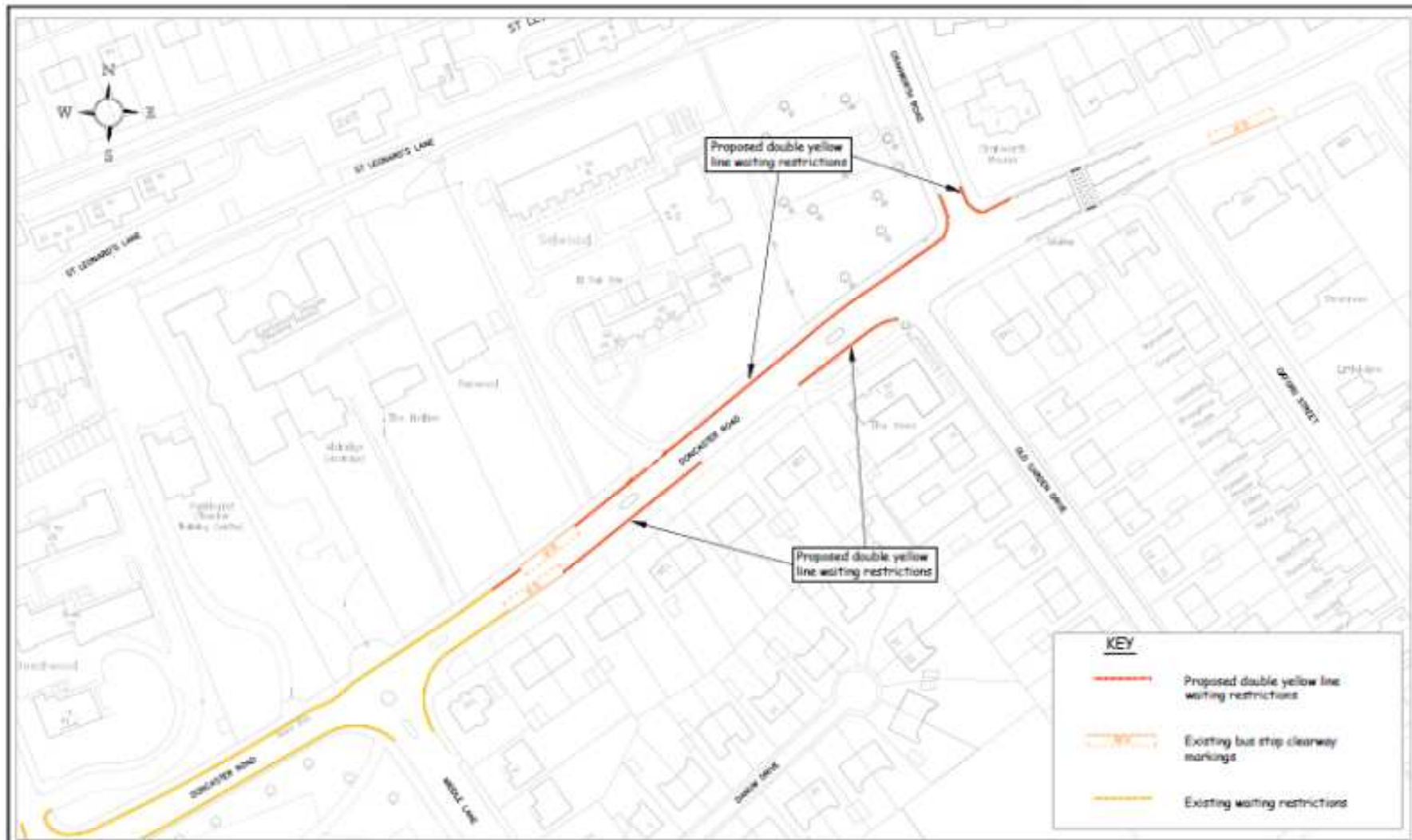
Although initial concerns could have potentially been resolved through the introduction of white 'H' markings across driveways that were not immediately obvious to motorists, correspondence received later appears to suggest the existing problems are more widespread, and that this type of measure wouldn't be particularly effective.

Observations undertaken on site during and after the receipt of representations from the residents of Old Garden Drive indicated that a large number of residents and visitors currently park on the footway and in close proximity to driveways due to the narrowness of the carriageway. As a consequence, the only feasible answer to

resolving the existing problems along Old Garden Drive, and to over-come future parking issues would be to implement additional waiting restrictions along this road as well, which is unlikely to be popular with residents.

As the proposed waiting restrictions along Doncaster Road would be implemented either side of the existing pedestrian refuges and near accesses, they are unlikely to result in widespread migration of vehicles, due to the proposals simply formalising where motorists shouldn't park at the present time. In addition, the existing issues being raised about Old Garden Drive generally appear to be managed by residents living there taking into account the limited amount of parking available. In those circumstances where problems occur, such as obstructive parking, enforcement can be undertaken by the Police, and this would not penalise residents throughout the year.

**Contact Name:** *Andrew Lee, Assistant Engineer, Ext. 54489,*  
[andrew.lee@rotherham.gov.uk](mailto:andrew.lee@rotherham.gov.uk)



 <p>Rotherham Metropolitan Borough Council Environment &amp; Development Services Riverside House, Main Street, Rotherham S82 1AE</p>	<p>Client</p>	<p>Title Doncaster Road, East Dene Proposed amendments to existing waiting restrictions</p>		
		<p>Dep. No. 126/18/TT583</p>	<p>Rev.</p>	<p>Scale 1:1000</p>
		<p>Drawn A.L.</p>	<p>Date June 2013</p>	<p>Chd. by S.I.S.</p>
<p>File Description</p>				

Mr J A Deehan  
2 Old Garden Drive  
ROTHERHAM  
S65 2BT

J Collins  
Director of Legal and Democratic Services  
Riverside House  
Main Street  
ROTHERHAM  
S60 1AE



26 April 2014

Re: Traffic Regulation Order reference NF/XXX  
(No waiting at any time Doncaster Road, Rotherham)

I would like to place on record my objections to the above proposition. As a resident of Old Garden Drive, I would take the view point that any parking restrictions on Doncaster Road would have adverse effects on the parking situation on my road. Currently, on occasions, parking can be a challenge due to the road being relatively narrow and the volume of residents who have vehicles. I feel if individuals were no longer permitted to park on Doncaster Road, they are then likely to find alternate parking on side streets such as mine and others that adjoin Doncaster Road.

Furthermore the situation is often further exacerbated during periods where Clifton Park is very busy such as the weekends, school holidays and special events such as the Rotherham Show, Bonfire Night etc... I have personally experienced, on numerous occasions, great difficulty accessing my property with my vehicle due to the congestion that the street has experienced during these periods and again feel that this proposed order will only lead to further difficulties.

On a personal level I can see no valid reasons for No Waiting restrictions being proposed on Doncaster Road to begin with. In my view Doncaster Road is free flowing and doesn't experience parking issues which would warrant the use of such restrictions. If there are problems that I am unaware of, then surely the introduction of such measures would be simply moving the problem on?

I hope you take this objection in to consideration when making any final decisions and look forward to any response that you may have.

13 OLD GARDEN DRIVE  
CLIFTON  
ROTHERHAM  
S65 2BT  
26/04/2014

DEAR SIR

I FEEL I MUST RESPOND TO THE PROPOSAL OF  
RESTRICTED PARKING ON DONCASTER ROAD.

I HAVE LIVED ON OLD GARDEN DRIVE FOR MANY  
YEARS.PARKING ON HERE IS SOME TIMES PROBLEMATIC AND  
I FEEL THAT YOUR PROPOSAL WILL MAKE IT EVEN WORSE

ONLY THIS EASTERWEEK I HAVE NOTICED  
INCREASED PARKING ON DONCASTER ROAD AND OLD  
GARDEN DRIVE DUE THE ATTRACTION OF GOOD WEATHER  
AND A FANTASTIC CLIFTON PARK.

PROHIBITING PARKING ON DONCASTER ROAD  
WOULD MAKE IT OLD GARDEN DRIVES PROBLEM

I HAVE SEEN ASDA DELIVERY DRIVERS WALKING  
DOWN TO THE BOTTOM OF OUR DRIVE WITH BOXES OF  
GROCERY'S DUE TO IRRESPONSIBLE PARKING OUT SIDE THE  
YEWS FLATS.THERE ARE TIMES I AM AMAZED HOW THE  
REFUSE LORRY GETS DOWN .

BONFIRE NIGHT IS A NIGHTMARE AS NO  
EMERGENCY VEHICLE WOULD BE ABLE TO GET TO THE  
BOTTOM OF THE DRIVE.IT SEEMS TO BE A MATTER OF PARK  
AND RUN .ALSO ROTHERHAM SHOW BRINGS THE SAME  
PROBLEMS





7 Old Garden Drive

Rotherham S65 2BT

28<sup>th</sup> April, 2014

J Collins

Director of Legal & Democratic Services

Riverside House

Main Street

Rotherham S60 1AE

**Council's plan to install double yellow lines on Doncaster Road near Old Garden Drive**

Dear Sir/Madam

I am informed by a resident of Old Garden Drive that the council intend to install double yellow lines on Doncaster Road to ensure that people visiting Clifton Park do not obstruct the highway as they clearly do at present. This notice was on lamp posts along Doncaster Road which surely are only read by footfall along Doncaster Road. As I do not visit the park as my children are adults now, or indeed walk along Doncaster Road this would not have otherwise reached my attention.

I commend the council for this move as the parked cars along here obstruct the highway, making it difficult for local residents and for buses and emergency vehicles. However this move will just exacerbate the current problem of parking by non residents on Old Garden Drive. This has happened for years – I have lived here for 25 years and this has made our lives difficult when there are events in the park – Bonfire displays, the annual show in September and over the past few years since improvements to the play area and general upgrading of the park, visitors to the park on fine days. This means that visitors invade our road to park. The road is narrow and residents with more than one vehicle already park outside their homes. Several of us have caravans and motor homes. We dread coming home in daylight hours as we cannot access our properties. There is also the problem of emergency vehicles not able to access our road. Additional people parking on our road mean that we cannot access our own driveways or even park outside our own homes. We have to ask people to move as they do not see the problem. I really don't think that we should police our own road. When events occur in the park we have to plan accordingly; not to leave our properties, make sure that when we are away we do not come home during daylight hours.

This will be made worse by putting double yellow lines on Doncaster Road. Surely there should be adequate parking in the park? Unfortunately people visiting the park do not like to pay so find a place for free on adjacent roads.

Would it therefore be possible to restrict parking on our road to residents or their guests, or put double yellow lines at the top of the road, or indeed improve parking in the park by extending it and make it non charging. If you go ahead with this scheme then please spare a thought for the local rate paying residents who dread events in the park. I know that it is a lovely place to visit on a fine day but it is not so for local residents.

17/4/14.

145 Doncaster Road,  
Clifton,  
Rotherham  
S65 2BY.

①

Dear J Collis,

I am writing to you in response to your notice regarding the 'no waiting at any time' lines that are to be added to Doncaster Road, near Clifton Park in Rotherham. The first I knew of these plans was when I saw this notice pinned to the lamp post on Doncaster Road. I was surprised that none of the residents in Old Garden Drive had been consulted regarding these changes, especially ~~has~~ it will have a direct effect on the problem parking that the residents already have to cope with. Even though I do live on Doncaster Road, I too was not notified of this change.

I understand the reasons for the change, to ensure there is no parking so the buses can get past on busy park days. But on these busy park days, I too having a parking problem, that sometimes I cannot even gain access to my own property. Last fireworks night in 2013 I had to contact the police as someone had parked over my side gate and I could not gain access in with my two children.

We believe that the addition of these lines will have the effect that those people will look elsewhere nearby to park, which will include our street.

I live opposite Cornwall Road, and I already have to ② walk my children on the road to my property because people park right up to my fence so we cannot use the footpath provided next to my own property.

At the very least all the residents on Old Garden Drive should have been consulted on this change which will have an impact on the amount of parking on our street. (my entrance is on Old Garden Drive).

What I am asking for is to be consulted to discuss what options there are for the residents to help pre-empt the parking problem that will occur when the lanes come into effect. Especially on busy park days, which includes, fireworks nights, Fair days, 6 weeks school holidays and the September Rotherham Show.

I look forward to your response and the explanation as to why we were not consulted on this significant change.

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Planning, Highways and Street Scene Services</b>
<b>2.</b>	<b>Date:</b>	<b>Monday 1<sup>st</sup> September 2014</b>
<b>3.</b>	<b>Title:</b>	<b>Ferham Road, Ferham – Proposed traffic calming amendment Ward 13 Rotherham West</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To report a proposal to amend the existing traffic calming features on Ferham Road, Ferham and report an objection received to those proposed amendments.

**6. Recommendations**

**It is recommended Cabinet Member resolve that:**

- i) The outline scheme proposals and objection be noted and**
- ii) The objection be not acceded to and the objector informed**
- iii) The detailed design for the proposal is undertaken and the scheme be implemented.**

**7. Proposals and Details**

As part of a proposal to replace the existing pre formed rubber speed cushions on Ferham Road that have now reached their maximum life expectancy and are in need of replacement, it is proposed to replace the existing speed cushions with concrete cushions. In addition, at two of the locations where speed cushions exist it is also proposed to introduce priority working i.e. vehicles having to give way to vehicles travelling in the opposite direction, though a single cushion will still be implemented at this point.

The existing scheme on Ferham Road was introduced approximately 16 years ago. The segmented rubber speed cushions that make up the traffic calming scheme on Ferham Road are now at the end of their life expectancy as many of the cushions have become worn and the segments of the cushion have deteriorated such that macadam has been used to replace those damaged segments. Over time, these cushions have appeared to have lost their effectiveness in reducing vehicle speeds as their visual and physical appearance has deteriorated. Replacing these cushions with concrete cushions will have the desired effect of providing a robust feature that will visually and physically deter

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many drivers from travelling over them at an inappropriate speed. It is also proposed to amend the features in two locations on Ferham Road to include a footway buildout to reduce the carriageway to one lane thus providing a priority working system. A single concrete cushions will also be provided at this location to ensure low vehicle speeds are maintained along Ferham Road. These proposed measures will improve the road safety environment for vulnerable road users in the area by providing an uncontrolled crossing point for pedestrians.

A letter has been sent to all affected frontages on Ferham Road informing them of the proposal to replace and amend the existing traffic calming measures with one objection being received. The objection was based on the buildout / priority working system creating severe traffic delays. The money spent on this scheme should be used to resurface the road and replace the cushions.

Whilst the priority working will result in vehicles travelling toward town having to give way towards vehicles travelling in the opposite direction, any delay will be minimal. This delay will also result in vehicles having to slow down for the priority working which also acts as an uncontrolled crossing point for pedestrians in the area who will only have to cross one lane of traffic as opposed to the existing two lanes. Alongside the proposed replacement and improvements to the traffic calming it is proposed that a scheme of carriageway resurfacing will be undertaken.

The locations of the features are shown on drawing number 126/99/35 attached as appendix A and the objection is shown as appendix B.

### **8. Finance**

The recommended scheme is expected to cost £150,000 and funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2014/2015. The carriageway maintenance element of the scheme will be funded from the Local Transport Plan Highways Maintenance Capital Programme.

### **9. Risks and Uncertainties**

Any objections to the scheme that are acceded to may result in design changes being required which could lead to a delay in implementation and an increase in scheme costs.

### **10. Policy and Performance Agenda Implications**

The proposed scheme is in line with objectives set out in the Sheffield City Region Transport Strategy, and the associated Safer Roads and Casualty Reduction strategy for improving road safety.

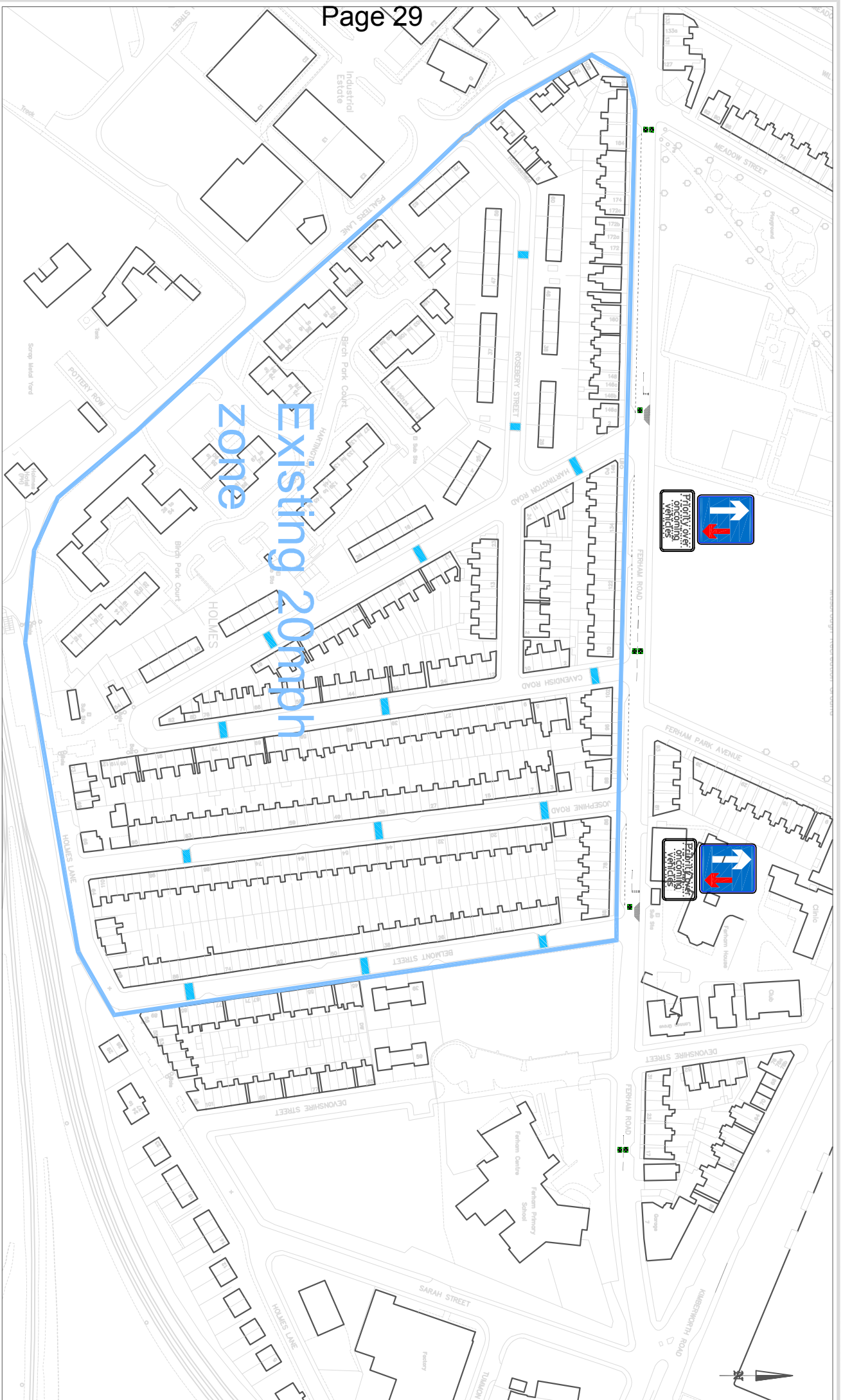
### **11. Background Papers and Consultation**

Statutory consultation with the emergency services and Ward members have been undertaken with no objections received. A letter to affected frontages on Ferham Road has also been distributed with one objection received, see appendix B.

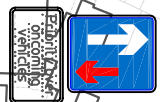
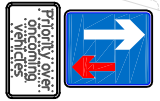
**Contact Name:** Nigel Davey, Engineer, ext 22380  
nigel.davey@rotherham.gov.uk

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Existing 20mph  
Zone



Rotherham Metropolitan Borough Council  
Environment & Development Services  
Riverside House, Main Street,  
Rotherham S60 1AE

Client:

**Appendix A**

Title

**Ferham Road - Feature location plan**

Rev.	Description	Drawn	Date	Rev.	Scales (if any)	Chkd by
		N Davey				

Dwg. No. **126/99/35**

Not to scale

**APPENDIX B**

**Ferham Road, Ferham – Proposed traffic calming amendment**

Hi, I would like lodge my opposition against the proposed road layout changes on Ferham road. I totally disagree with the plan for a footway build out to narrow the road down to one lane, this will crate severe traffic and unnecessary delay on this main road which is used by lots of people coming in and out of rotherham including myself. I live on this road and I can tell you that this is a high traffic road.

The council is totally ignoring this area and you only need to take a look at the state of the road. This is the first time any work has been proposed, which has not been discussed by residents and it is totally wrong. Can you please do something sensible and spend the money on resurfacing Ferham road and replace the speed cushions.

Thank you



<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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1

1	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Planning, Highways and Street Scene Services</b>
2	<b>Date:</b>	<b>Monday 1<sup>st</sup> September 2014</b>
3	<b>Title:</b>	<b>Environment and Development Services Revenue Budget Monitoring Report to 31<sup>st</sup> July 2014</b>
4	<b>Directorate :</b>	<b>Environment and Development Services</b>

## 5 Summary

To report on the performance against budget for the Environment and Development Services Directorate Revenue Accounts at **the end of July 2014** and to provide a forecast outturn for the whole of the 2014/15 financial year.

Members are asked to note the forecast outturn position of an over-spend of £732k for the Environment & Development Services Directorate based on expenditure and income as at July 2014.

## 6 Recommendations

That the Cabinet Member notes the latest financial projection against budget for the year based on actual income and expenditure to the end of July 2014, as outlined in the Briefing Note already circulated (*as agreed there will be no Officer to present this report*). This report is referred to the Self Regulation Overview and Scrutiny Select Commission for information.

## 7 Proposals and Details

**7.1.1** Cabinet Members receive and comment upon budget monitoring reports on a monthly basis. This report reflects the position against budget for the period 1 April 2014 to 31 July 2014.

**7.1.2** The table below summarises the forecast outturn against approved budgets for each service division:

<b>Division of Service</b>	<b>Net Budget</b>	<b>Forecast Outturn</b>	<b>Variation</b>	<b>Variation</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>%</b>
Asset Management, Audit and Insurance	8,260	8,322	+62	
Business Unit	401	401	0	
Communications	761	790	+29	
Regeneration, Planning and Cultural Services	7,458	7,652	+194	
Streetpride	28,878	29,325	+447	
<b>Total Environmental and Development Services</b>	<b>45,758</b>	<b>46,490</b>	<b>+732</b>	<b>1.59%</b>

Following the July cycle of budget monitoring the Directorate has identified that it is likely to be overspent by **+£732k (1.59%)** against its total net revenue budget of **£45,758k**. All possible actions to mitigate this are being taken.

**7.1.3** The details below are as offered in the Briefing Note already circulated to relevant Cabinet Members:

**CABINET MEMBER BRIEFING NOTE**

For Cabinet Members: Cllrs Beck, Hussain, McNeely, Smith and Wyatt.

**SUBJECT: EDS REVENUE BUDGET MONITORING**

1. **Update on the current projections for EDS Revenue Budget Monitoring at the end of July 2014.**

The table below shows the monitoring figures for April – July with narratives explaining the current projections.

	<b>April - July</b>
<b>Service</b>	<b>£000</b>
Asset Management, Audit and Insurance	62
Business Unit	0
Communications	29
Regeneration, Planning, Customer & Cultural Services	194
Streetpride	447
<b>TOTAL</b>	<b>+732</b>

**Asset Management, Audit and Insurance +£62k**

Some smaller pressures across the Asset Management service: Land & Property unbudgeted costs (+£12k), Community Buildings overspend (+£45k), Health and Safety (+£8k) for the cost of barriers for the English Defence League rally, and staffing related pressures Internal Audit (+£18k) and similarly within Facilities Services (+£25k) mainly due to an under recovery on income.

These are being partially mitigated by small savings across the Service Area (-£46k).

**Business Unit £0k**

The Service is currently reporting a balanced budget.

**Communications +£29K**

The pressures within this Service are around staffing (+£21k) within the Communications Team, and an overspend on Marketing Events (+£8k).

**Regeneration, Planning, Customer and Cultural Services +£194k**

A number of small pressures remain across this Service Area. Markets (£+30k) due to expected repairs bills on deteriorating buildings, and Customer Services (+£231k) mainly due to unachievable historic savings and unbudgeted staffing costs as the Service has needed to use temporary staff to meet service demands. The Arts budget has a pressure of (+£12k), due to part year unfunded staffing costs. RIDO is funding a replacement IT package, and has some staffing costs causing a pressure (+£43k). Development Control also needs to invest in an IT package, which is creating a pressure (+£10k).

These overspends are being partially offset by some reported under spends, Business Centres due to increased occupancy levels (-£40k). Cultural Services from Theatres (-£18k), Boston Castle and Museums (-£9k), and Libraries (-£58k) mainly due to the non-filling of vacant posts pending a staffing restructure. Building Control (-£7k), due to an increase on applications.

**Streetpride +£447k**

At this stage in the year the Service are reporting a pressure in Network Management Services (+£323k):

From an under recovery of income from Parking Services (+£383k) which is due to a reduction in staff parking permits income, plus, based on previous years that income generated will be lower than the current income budget, and the impact of Tesco opening later this year. This is being partially mitigated by some savings in other areas mainly from Street Lighting energy savings (-£60k).

Leisure and Green Spaces are reporting an under recovery of income from Allotments (+£23k), and (+£9k) from the golf course. Country Parks have a pressure (+£7k) due to agency cover costs, and Trees and Woodlands have a staffing pressure (+£3k). There are some small savings from Urban Parks, Landscape Design and general management (-£6k).

Community Services are reporting a pressure due to an over-spend on cleansing highways which has now increased to (+£53k), staffing costs (+£15k) and (+£11k) pressure due to a new kennel contract.

Waste Services are now reporting a changed position (+£30k):

With Waste Collection under spent by (-£132k) mainly due to a WEEE rebate, effects of strike, increased income on bulky items and commercial waste. Waste Disposal (+£182k) pressure due to expected outlet not coming on line when expected, and a saving on Waste PFI due to reduced savings on external consultancy (-£20k).

An under-spend due to changes in transport provision (-£21k), remains from Corporate Transport Unit.

## **Summary**

**The EDS reported pressures at April – July Monitoring shows an over spend forecast of +£732k.**

As noted last month, and still valid, there are some areas within EDS which could be over budget by the end of the financial year, but these are not currently being reported in the figures:

Winter Service has historically overspent by around (+£450k), the figure could fluctuate depending on the severity of the weather.

Planning income was under recovered last year (+£93k), at this stage it is too early to predict whether this financial year will outturn the same, as early months have seen some significant planning applications.

Riverside Café could potentially show an under recovery of income due to increased food prices, if this has an impact on customers.

*Currently ICT is reported via Resources to Councillor Wyatt. A paper on the financial status of this Service is due with SLT.*

## **Agency Costs**

Total expenditure on Agency staff for Environment and Development Services for the period ending 31st July 2014 was £248,650. This was £197,428 for the same period 2013, but now includes Customer Services, Asset Management, Audit and Insurance.

## **Consultancy**

For the period ending July 2014 the total expenditure on Consultancy was £29,613 this follows a review of spend by staff in EDS. The reported spend for the same period in 2013 was £63,027.

## **Non contractual Overtime**

Actual expenditure to the end of July, 2014 on non-contractual overtime for Environment and Development Services is £139,052 whilst the same period to July 2013 spent was £169,200 some of the increased costs are due to the new services now being included and reported within EDS (Customer Services and Asset Management).

The actual costs of Agency, Consultancy and Overtime are included within the financial forecasts.

## **8. Finance**

There are no other details to report this month.

### **9. Risks and Uncertainties**

The overall Directorate budget shows an over-spend of £732k which has been identified and explained above and in the appendices. Winter Service, Planning Income and Riverside Café have been identified as areas that could potentially report a pressure by year end.

### **10. Policy and Performance Agenda Implications**

Directorate budgets are aligned only to corporate priorities and spending within the agreed Directorate cash allocation is key to demonstrate the efficient Use of Resources.

### **11. Background Papers and Consultation**

This is the third budget monitoring report in this format for the Directorate for 2014/15 and reflects the position from April 2014 to July 2014. This report has been discussed with the Strategic Directors for Environment and Development Services and the Chief Finance Officer.

**Contact Name: Andy Sidney – Finance Manager (EDS and Capital) – 01709 822025**

**E-mail: [Andy.sidney@rotherham.gov.uk](mailto:Andy.sidney@rotherham.gov.uk)**

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

1.	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Planning, Highways and Street Scene Services</b>
2.	<b>Date:</b>	<b>Monday 1 September 2014</b>
3.	<b>Title:</b>	<b>DCLG Technical Consultation on Planning - response</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

The report outlines Rotherham MBC's proposed response to Government consultation documents :

**Technical consultation on planning****6. Recommendation**

As determined by Planning Board, the cabinet member is asked to approve the response on the consultation documents for submission to DCLG by the 26<sup>th</sup> September deadline.

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## 7. Proposals and Details

The DCLG has published an extensive consultation document covering numerous aspects of the planning system which was received by the Authority for comment in August 2104. The consultation document recommends further deregulation within the planning system and some of the proposals are intended to make permanent a number of temporary arrangements which were introduced in May 2013. The deadline for comments to be received by the DCLG is 26 September 2014 and due to this deadline and the timing of meetings it has not been possible to report this document via the Improving Places Board.

The consultation document covers six different subject areas in 98 pages. Therefore, this report provides only a brief summary of the main elements and an initial assessment of their implications. The six elements in the consultation are:-

- Speeding up Neighbourhood Planning.
- Expansion of permitted development rights.
- Improvements to the use of planning conditions.
- Improved engagement with statutory consultees.
- Raising the screening thresholds for environmental impact assessments.
- Widening the range of consents within the Development Consent Orders which nationally significant infrastructure works are enabled.

### Section 1: Neighbourhood Planning

This section of the consultation is about proposed regulatory changes to the neighbourhood planning system which were introduced via the Localism Act 2011. The most significant aspect is a proposal to introduce a 70 day time limit within which local planning authorities must take decisions on neighbourhood plans. It also seeks views on changes to the pre-submission consultation and publicity process for neighbourhood plans and neighbourhood development orders, and the documentation that must accompany a neighbourhood plan when submitted to a local planning authority.

Response:

Although Rotherham has not yet received an application to designate a neighbourhood plan the timescale for decision making would be difficult to comply with, if it is to involve a meaningful period of public consultation. Whilst we recognise the need for a speedy and responsive planning system, this should not be at the expense of due process in such important matters.

### Section 2: Reducing Planning Regulations



The temporary permitted development rights, allowing offices to be converted to homes and householders to build larger extensions without the need for planning permission, is to be made permanent.

There are also proposals to allow more changes on our high street without having to go through the planning process and specific proposals which include the widening of permitted development rights to allow change of use from B1 light industrial units, B8 warehouses and storage units, offices and some other uses into residential to increase the housing supply.

A further proposal involves a requirement for premises to be used as a betting shop or by a pay day loans company to secure planning permission for such a change of use. Currently premises with an A2 Use Class can become a betting shop or pay day loan shop without the need for planning permission.

Response:

The proposal which is likely to have most implications locally is to make currently time-limited permitted development (PD) rights for the extension and alteration of most residential premises permanent. Members will be aware that in May 2013 temporary increased limits were introduced to allow for single storey rear extensions on dwelling houses via a neighbour notification process rather than a planning application. Previous comments on the temporary introduction of this should be reiterated i.e. that a core principle of the NPPF is to ensure good design and a good standard of amenity and that allowing larger home extensions allows home owners to by pass these requirements.

We commented that many modern housing estates are built on small plots often very close to or on the boundary with the neighbouring property and therefore an 8m extension would have a huge impact on the neighbour's amenity. In terraced properties where residents either side could take advantage of the PD the impact on the middle resident would be significant, effectively creating a tunneling effect. Changes in ground levels (with the neighbour at a lower level) would exacerbate the problem further cause disamenity, loss of light and loss of privacy.

Our experience so far is that if we have been notified of a larger home extension and then the neighbour has objected we have refused the extension if it is felt that it would cause problems of overshadowing or over development of the property however this has not yet been tested at appeal to ascertain if the Planning Inspectorate would support our view.

The changes to the PD for larger home extensions is therefore unnecessary – the majority of householder applications are approved but this is following the neighbours right to comment, consideration of the issues, any necessary mitigation or amendments made to result in an acceptable development.

We cannot see that the changes proposed will have a significant impact on the economy as relaxing planning rules will not improve the affordability of extending homes – an owner is not going to decide not to extend his property purely because

of the requirement for planning permission, it is more likely because he/she cannot afford to build the extension in the first place.

Should the changes be introduced then it is essential, that the Local Planning Authority is notified and evidence of compliance submitted.

Members have reiterated the issue in relation to the transparent process of a planning application which includes the ability of neighbours to lodge concerns and for these to be mitigated through the process and that taking away this process goes against localism and locally made decisions.

Councils still need to determine these prior notifications, in many instances with no fee and with reduced timescales for decision making.

We have had 152 of these types of applications and if we assume that they would have all been submitted as planning applications, the fee alone would have been £26,144 notwithstanding the officer time that it has taken to deal with these prior notifications.

#### Conversion of industrial / office premises to residential

Introducing new rights to allow homes to be created in buildings currently used for light industry, warehousing, launderettes, casinos, nightclubs and amusement arcades would result in the loss of valuable space for businesses and employment and could lead to the creation of poor quality housing.

Suitable locations for locally assessed need for residential and employment land have been established through the local plan process and this proposed change would undermine this work which has been subject to many stages of public consultation and will therefore remove any form of control. Issues in relation to the location of residential units in employment areas may cause problems of substandard housing, issues for the residents of noise and traffic, parking for adjacent industrial plots and issues for any expansion of industrial premises in the locality. It could stymie further industrial development.

As the value of residential land is higher than industrial land, landowner decisions are likely to be made on financial grounds rather than best use of land which is historically the Local Planning Authority's role and is at odds with plan led system approach.

#### High Street

Broadening the definition of "shops" to include many uses currently classed as financial and professional services. This would allow shops to convert to such as estate agents without the need for a planning application.

#### Response:

This could lead to a permanent loss of valuable shops and businesses in our high streets and therefore have a further impact on the work to improve the viability and vitality of our town centre's.

### **Section 3: Improving the Use of Planning Conditions**

The proposals in this suggest amendments to ensure that planning conditions are appropriate and do not act as barrier to achieving timely development.

Developers would be able to use a new 'deemed discharge' measure if councils do not respond to their requests to sign off planning conditions within a 'reasonable time', under measures put out for consultation and failure to do so will result in a deemed discharge.

The implications of these proposals need to be fully assessed. An initial view is that the proposals may be justified in certain circumstances, but fail to recognise that there is also a responsibility on the part of applicants to ensure that information also needs to be provided to the local planning authority in a timely manner to ensure that planning applications can be registered without delay and that subsequent discharge of conditions is also a two way process. For instance the consultation does not acknowledge that some pre-commencement conditions are imposed by planning authorities because the details have not been provided by the applicant or their agent.

In relation to resolving issues through the process rather than via condition, our Authority offers an accessible pre-application service to resolve issues and is in the top quartile for speed of determining planning applications. We have good working relationship with developers and only use pre-commencement conditions if absolutely necessary to control an issue where information cannot be provided up front by the developer. It should be recognised that often the use of conditions is directly related to lack of information provided by developers and often used as a way of getting an in principle agreement with further information to be provided. This can speed up the decision making process rather than hinder it.

This proposal is therefore viewed as a broad brush approach which is not required for planning authorities who provide an efficient service

### **Section 4: Planning Application Process Improvements**

These proposals are aimed at streamlining the consultation process, particularly with statutory consultees, by changing the thresholds for such consultations and introducing a more proportionate approach. Changes are also suggested to the referral of heritage matters to the Secretary of State. Other proposals include a requirement for local planning authorities to ensure that railway infrastructure managers are notified of all planning applications where development is proposed near a railway.

Response:

The implications of these proposals locally are considered to be minimal.

### **Section 5: Environmental Impact Assessment (EIA) Thresholds**

The consultation seeks views on proposals to raise thresholds for screening projects which may require an environmental impact assessment. The result of the changes will potentially reduce the number of projects which will need to be screened and in turn those which are likely to require an EIA.

Response:

The EIA process is something that has become quite onerous over the last few years with a significant number of applications needing to be screened but very few actually being classed as EIA development. We would welcome a raising of thresholds for screening and a more proportionate approach.

### **Section 6: Improving the Nationally Significant Infrastructure Regime**

Through the Planning Act 2008, a new regime for allowing certain types of nationally significant infrastructure was established. These included major energy projects, railways, ports, major roads, airports, water and waste projects. The aim of the proposals is to simplify and speed up planning consent for such projects by reducing the number of separate applications and permits and enabling faster decisions while ensuring consultation with communities and other interested parties.

Response:

No local impact

### **Summary**

The proposals to further undermine the planning process are unnecessary – the majority of householder applications are approved, we offer free pre-application advice to residents, and an application gives the opportunity for neighbours to raise comment, plans to be amended and for negotiation to result in the best scheme to be carried out. It does not require a neighbour to formally object before an assessment of the effect on the development on them and their property can be carried out. The removal of the role of the Local Planning Authority in this process may lead to tensions and concerns between residents, neighbours and communities.

As prior notifications still require checks to be carried out and neighbour notifications to be issued there is a no recoverable cost to the Council thereby further stretching already reduced resources and impacting on the Councils capacity to deliver an efficient planning service.

The chair of Planning Board has been contacted by Sefton Council in relation to the proposals undermining the Governments aims of local empowerment and localism by removing local decision making powers. We fully concur with the views of Sefton Council and wish our objections to the proposals to be noted?????

### **8. Finance**

The financial implications associated with these two consultations are that there would be a reduction in the number of planning applications submitted during the 3 year period but no financial implications from changing the appeals process.

It is impossible to predict the number of applications that would otherwise have been made for the types of permitted development being proposed as it is likely that the majority of them would not have got past a pre application discussion. However, we have seen that the larger house extension applications result in the loss of planning fees in excess of £25,000 per annum not including the officer time to administer the process.

#### **9. Risks and Uncertainties**

N/A

#### **10. Policy and Performance Agenda Implications**

No relevant implications.

#### **11. Background Papers and Consultation**

Planning Board members have requested that a response be made to the consultation and the detailed response will be considered on 18<sup>th</sup> September prior to submission.

Bronwen Knight  
Planning Manager

[Bronwen.knight@rotherham.gov.uk](mailto:Bronwen.knight@rotherham.gov.uk)

Tel : 01709 823866

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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