

IMPROVING PLACES SELECT COMMISSION

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

**Date: Wednesday, 26th November,
2014**

Time: 1.30 p.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. Declarations of Interest
5. Questions from members of the public and the press
6. Communications
7. Minutes of the previous meeting held on 15th October 2014 (Pages 1 - 6)
8. Community Infrastructure Levy - Draft Charging Schedule (Pages 7 - 27)
9. City Regions Update (Pages 28 - 32)
10. Transportation - Trams/Trains - Current Issues
11. Date and time of the next meeting - Wednesday 14th January 2015 at 1.30 p.m.

Improving Places Select Commission: membership: -

Councillors Andrews, Atkin, Cowles, Foden, Finnie, Gilding, Gosling, Lelliott, Read (Chairman), Roche, Sims (Vice-Chairman) and Whelbourn.

Co-opted members:- Miss P. Copnell, Mr. P. Cahill and Mr. B. Walker.

IMPROVING PLACES SELECT COMMISSION
Wednesday, 15th October, 2014

Present:- Councillor Read (in the Chair); Councillors Cowles, Gilding, Roche and Sims, together with co-opted members Mrs. L. Shears and Mr. B. Walker.

Also in attendance:- Councillor Jepson and Mr. D. Pickering.

Apologies for absence were received from The Mayor (Councillor Foden) and from Councillors Andrews, Atkin, Gosling and Whelbourn and from co-opted members Mrs. P. Copnell and Mr. P. Cahill.

27. DECLARATIONS OF INTEREST

There were no Declarations of Interest made at this meeting.

28. QUESTIONS FROM MEMBERS OF THE PUBLIC AND THE PRESS

There were no questions from members of the public or the press.

29. COMMUNICATIONS

There were no items to report.

30. MINUTES OF THE PREVIOUS MEETING HELD ON 16TH SEPTEMBER 2014

Resolved:- That the minutes of the previous meeting of the Improving Places Select Commission, held on 16th September, 2014, be approved as a correct record for signature by the Chairman.

31. SHEFFIELD CITY REGION

The Select Commission received a presentation from the Director of Planning, Regeneration and Culture and the Economic Development Manager entitled "Sheffield City Region Local Enterprise Partnership Combined Authority", providing an overview of the Local Enterprise Partnership. The presentation and Members' discussion highlighted the following issues:-

- this subject had been identified, during the scrutiny review of support for Rotherham's local economy, as a matter about which Members required further information;

- a structure diagram was provided of the Local Enterprise Partnership and the Sheffield City Region Combined Authority;

- the principal strands of housing/residential, infrastructure, HS2, skills for growth and partnership and business growth;

- the complicated nature of the arrangements and the need for clear lines of accountability;
- the Sheffield City Region – a “functional economic area” (accommodating 1.8 million people; supporting 700,000 jobs);
- start-up rates of new businesses, productivity, private sector employment – all are below national averages, although there have been improvements in recent years;
- it is acknowledged that there ought to be improvement in the economic performance of the Sheffield City Region;
- history and development of the Local Economic Partnership and of the Combined Authority (the latter being formally established on 1st April 2014);
- the Combined Authority’s remit for transport arrangements, including the management of the region’s 10-years allocation of major transport scheme funding; the allocation of funding for transport from the ‘Growth Fund’;
- the Combined Authority’s remit for economic development, providing accountability and ‘holding’ the public money (including Growth Fund allocations); the Local Economic Partnership leads on strategy and delivery;
- the Combined Authority’s remit for Planning – the duty to co-operate; aligning the work of the Local Plans (the district councils retain the role and function as the Local Planning Authorities); details of the Strategic Economic Plan; economic and demographic forecasting to aid future integrated infrastructure across the City Region;
- the staffing structure of the Combined Authority/Local Economic Partnership and its total, annual operational costs (Members asked to be provided with these details);
- comparison with previous regimes (eg: Yorkshire Forward; English Partnerships; the Dearne Valley project; etc);
- the availability of brownfield sites, across the region, for future industrial development;
- the Local Enterprise Partnership is still in its infancy, therefore any judgement of its value and effectiveness may be premature; some benefits have already accrued (eg; the Growth Fund, with local businesses able to access grants; establishment of the new Enterprise Zones);

- the Local Enterprise Partnership (LEP) – a strategic body established to drive forward economic growth (the LEP comprises Council Members and private sector representatives from across the Region, with a private sector representative taking the chair); operation of the Inward Investment Team, which attracts new businesses to the Region;
- the Strategic Economic Plan – to transform the local economy during the next decade; used to bid for central Government funding from the Growth Deal;
- the LEP Growth Deal – supporting infrastructure projects; skills bank; training for people; business investment and support programme; the establishment of the British Glass Academy; Members asked to be informed of the chosen location of the Academy building;
- European Structural and Investment Funds Strategy (ESIF) – total value of more than £177 millions for the Sheffield City Region – used to deliver the Strategic Economic Plan; money provided from the European Union (eg: the European Social Fund); joint working with external organisations (eg: Department for Work and Pensions);
- details were provided of the Sheffield City Region ESIF Committee;
- Skills and Employment – three strands to the “Skills Growth Deal”; the Skills Bank (funding for training); Progress to Work (people aged 24 years and over); other projects such as: “Learn to Work (schools/careers); “Skills Made Easy” (apprenticeships);
- ways of identifying the skills gap (employer-led by the private sector);
- local Chambers of Commerce help with promotion of “Skills Growth Deal” projects;
- the nine priority sectors of the Local Economic Partnership (ie: Advanced Manufacturing and Materials, Business and Professional Services, Creative and Digital Industries, Healthcare Technologies, Logistics, Low Carbon, Property and Construction, Retail, Sport Leisure and Tourism);
- the Regional Growth Fund – provided by the coalition Government to aid the expansion of business and creation of new jobs;
- Enterprise Zones (at Waverley; also near to M1 motorway junctions 36 (Barnsley) and 29 (Chesterfield); impact of the proposed HS 2 rail route upon Waverley and the possible relocation of that Enterprise Zone to Dinnington); business rates are to be held centrally by the Combined Authority (and the LEP); Members requested details of the site locations and boundaries of the Enterprise Zones;
- payment of the Living Wage and possible impact upon the City Region;

- the current strategic aims of the Sheffield City Region are transport and economic growth (although it was noted that such aims may occasionally be subject to change).

Copies of the presentation slides are to be provided for all Members of this Select Commission.

It was noted that a seminar for all Members of the Council, about the operation of the Sheffield City Region, is to be held on Tuesday 25th November, 2014 and representatives of the Sheffield City Region will be invited to attend.

After thanking officers for the informative presentation, the Select Commission agreed that:-

- a) the presentation was the starting point to developing a greater understanding of the implications of the Sheffield City Region structures; however, at this stage, it had raised more questions than provided answers;
- b) the Scrutiny Manager shall provide a briefing note for a future meeting of this Select Commission, about the implications for the work programme of consideration of this matter;
- c) further information shall be sought about the resources being committed by this Council and its partner organisations to the Sheffield City Region structures.

32. GROUNDS MAINTENANCE - SCRUTINY REVIEW - UPDATE

Further to Minute No. 36 of the meeting of the Improving Places Select Commission held on 27th November, 2013 and Minute No. 25 of the meeting of the Improving Places Select Commission held on 16th September, 2014, consideration was given to a report, presented by the Director of Streetpride, concerning progress with the implementation of the action plan arising from the scrutiny review of this Council's Grounds Maintenance and Street Cleansing services. A copy of the updated action plan was included with the submitted report.

The report also included an explanation of the difficulties experienced with grass cutting, across the Borough area during the Summer of 2014. An important aspect had been the 'perfect' grass growing conditions created by the mild Winter during late 2013 and early 2014.

The Select Commission's discussion highlighted the following issues:-

: the type of grass cutting machinery being used (the detailed contractual arrangements were noted);

: complaints received by the Council about various quality issues, such as

the frequency of cutting, non-removal of grass clippings; reference was made to the examples of specific sites about which complaints were being made by members of the public;

: requests from the public for grass cutting to happen more frequently;

: the 28 sites, located in various areas across the Borough, upon which there was only limited grass cutting, leaving longer grass and sometimes having a pathway cut through the grass (this arrangement enabled cost savings to be made);

: reduced grass cutting frequency as a budget/cost reduction exercise (it was noted that the arrangement of five cuts per year was acknowledged to be the minimum amount);

: Housing Revenue Account funding for sites which are Council-owned and funded from that account; there has been improved frequency of grass cutting at these sites (ie: intervals of two weeks, whilst other Borough Council-owned sites have been cut at intervals of four weeks); details were provided of the arrangements and funding for the grounds maintenance of HRA sites during the Winter 2014/2015 and later in the year 2015, involving specific selected sites across the Borough;

: the impact of very wet weather upon grass cutting; the hindrance also caused to grass cutting by the construction of fencing in and around sites;

: the intention to commence grass cutting during March 2015 (depending upon weather conditions), in accordance with the agreed budget;

: 'gateway' sites to the Rotherham town centre and also to other towns and villages around the Borough area, where it is important for grounds maintenance to be undertaken regularly in order to enhance the attractive appearance of these areas;

: the quality of cutting is usually dependent upon the type of mower used (eg: flail, rotary and cylinder mowers); the different types of machinery are used on all sites, although at different times of the cutting season, to try and maintain a consistent standard of grass cutting across all sites;

: the arrangements of the Council's grass cutting teams of operatives, who will utilise the various types of grass cutting equipment and machinery;

: the impact of budget reductions on grass cutting frequencies; the use of temporary employees during the cutting season which increases the flexibility of the grass cutting arrangements;

: whether the responsibility for the grounds maintenance of very small areas of open space (usually situated in residential areas) remains with the householders or becomes adopted and is therefore maintainable at

public expense; it was noted that these areas are often included within newly-constructed residential developments;

: the practice of 'grubbing out' to ensure the removal of weeds; an additional street sweeper will be utilised to try and ensure a good standard of weed removal;

: the recording of contacts from the public, so that the Streetpride teams of operatives will be sent to the areas of highest demand; it was explained that Streetpride already undertakes the monitoring of calls and contacts and whilst it is important to adhere to the maintenance schedules, there is an element of flexibility to move the teams of operatives to the worst areas (this practice is also used in respect of street sweeping);

: the continuing use of volunteers and Streetpride champions; the loan of equipment to community groups undertaking litter-picking; it was noted that budget reductions had resulted in the disestablishment of staff positions who would promote community litter-picking around the Borough area and in schools;

: the volunteer scheme "Love My Streets" is still being developed and certificates issued to volunteers who assist with street cleansing and grounds maintenance.

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

(2) That the Action Plan for the scrutiny review of this Council's Grounds Maintenance and Street Cleansing services be updated, as a consequence of today's discussion, in order that it may be signed off as completed.

ROTHERHAM BOROUGH COUNCIL - REPORT TO MEMBERS

1. Meeting:	Improving Places Select Commission
2. Date:	Wednesday 26 November 2014
3. Title:	Community Infrastructure Levy Draft Charging Schedule
4. Directorate:	Environment and Development Services

5. Summary

This report summarises progress on preparation of Rotherham's Community Infrastructure Levy including current consultation on a Draft Charging Schedule.

6. Recommendations

That Members note progress on preparation of Rotherham's Community Infrastructure Levy Draft Charging Schedule including current consultation on a Draft Charging Schedule.

7. Proposals and details

Background

The Council has been progressing preparation of its 'Community Infrastructure Levy' (CIL) to help raise money to support local infrastructure needed as result of development proposed in the Local Plan.

Cabinet 24/07/2013 approved consultation on a Preliminary Draft CIL Charging Schedule which was undertaken in August – October 2013. Appendix 1 summarises responses received.

Since then, the Local Plan's 'Core Strategy' has been adopted. Rotherham's confirmed housing target has allowed an update to the assessment of infrastructure required to deliver the Local Plan and allowed the CIL viability evidence to be enhanced. This work now permits progression of CIL to consultation on its Draft Charging Schedule.

Cabinet 05/11/2014 has now approved consultation on a Draft CIL Charging Schedule for 6 weeks commencing 24th November 2014.

CIL

CIL will largely replace off-site Section 106 financial contributions that are negotiated on a site-by-site basis (e.g. school places). S106 will still be used, where appropriate, to secure affordable housing and on-site mitigation. The scaled-back S106 process will be introduced and run alongside CIL once adopted.

In the majority of cases, CIL charges will replace the amounts currently paid via s106 so most developers are not likely to notice a difference in cost. However, developments that have been below current s106 thresholds (in terms of size) will now be required to make a contribution towards cumulative infrastructure costs.

An amount of CIL will also be required to deliver a "meaningful proportion" of infrastructure improvements locally by direct payment to local parish councils. In Rotherham, this will amount to 15% of any CIL revenue generated by development in a parish's area. This would be 25% where any local Neighbourhood Plan is adopted – there are none in Rotherham at present.

Proposed Charge Rates: Draft Charging Schedule

Consultants were appointed by the Council in May 2013 to undertake a CIL Viability Study to support CIL preparation. Following responses received to the Preliminary Draft Charging Schedule this viability evidence has been revised, to justify the following CIL rates.

The recommended CIL rates are based on the ability of development to pay. The Viability Study has shown that CIL remains viable for residential, convenience retail (supermarkets) and retail warehouse but not for any other development type. A new separate charge category for retirement living is also proposed.

The Viability Study recommends the following levels of CIL, which for residential vary across 4 zones:

Type of Development	Charge Area	Rate £/m ²)
Residential Zone 1 High	Broom, Moorgate, Whiston, Wickersley, Bramley & Ravenfield	£55
Residential Zone 2 Medium	Rural North West, the Dearne and South Rotherham	£30
Residential Zone 3 Low	Rest of Rotherham Urban Area (part)	£15
Residential Zone 4	Bassingthorpe Farm Strategic Allocation	£15
Retirement Living ¹	Borough-wide	£20
Supermarket ²	Borough-wide	£60
Retail Warehouse / Retail Parks ³	Borough-wide	£30
All Other Uses	Borough-wide	£0

Appendix 2 gives the Draft Charging Schedule which includes a map of these zones.

CIL Income, Funding Gap, Infrastructure Provision & the “Regulation 123” List

If all of the planned growth in the Local Plan takes place, then the estimated income based on the above CIL rates is £14.4m. Updates to the infrastructure assessment shows that total infrastructure requirements in Rotherham is estimated to cost about £100m. Of this, £45m funding is anticipated from mainstream or known sources, thus leaving a CIL funding gap of about £55m.

This funding gap is to be expected, as CIL income will never be sufficient to plug the entire infrastructure funding requirement. Indeed, it is necessary to show such a gap exists at CIL examination to justify introduction of the levy. The Rotherham Infrastructure Delivery Study sets out a number of measures to manage this funding gap and ensure that infrastructure needed to meet the needs of growth is delivered in a timely manner.

A draft ‘Regulation 123’ list is given below which is required to set out what infrastructure the Council *may* fund, in whole or in part, from CIL receipts and so avoid double funding using s106 developer contributions. This list is not exhaustive and, subject to further consultation, is capable of ready amendment (unless the change is so significant it affects the viability evidence underpinning CIL).

Any generic infrastructure type (e.g. education provision) or individual project (e.g. extension to school X) included on the list cannot be funded via S.106 Planning

¹ Defined as residential units which are sold with an age restriction typically over 50s/55s with design features and support services available to enable self-care and independent living. For the purposes of the CIL charge, this type of development has been excluded from the residential use category.

² Defined as a shop which is a shopping destination in its own right, where weekly and daily food shopping needs can be met and which can also include non-food floor space as a part of the overall mix of the unit.

³ Defined as stores selling comparison goods such as bulky goods, furniture, other household and gardening products, clothing, footwear and recreational goods. These stores will comprise of single storey format (with flexibility to include an internal mezzanine floor) and will have dedicated free car parking provision to serve the units.

Obligations / S.278 highway agreements. Also from April 2015, no more than five S106 obligations can be pooled to pay for a generic infrastructure type or individual project; which includes obligations used to pay for such infrastructure since April 2010. The wording of the Regs 123 list is therefore critical to ongoing use of S106.

Rotherham's proposed Regulation 123 list is as follows. (The detailed lists referred to in the table below are set out in Appendix 3).

Draft Rotherham Regulation 123 List for CIL

- Primary and Secondary School Places (see detailed list) (excluding school places at Bassingthorpe Farm, where Primary provision will be funded by S106 on site; and extensions to Greasbrough Secondary School will be funded by S106).
- Named highway junction improvements (see detailed list).
- Key Bus Routes (improvements to public transport infrastructure).
- Doctors Surgeries excluding provision of an on-site GP surgery to serve the Bassingthorpe Farm development (which will be funded via S106).
- Improvements to existing green infrastructure, recreation and open space (excludes new provision which will be met by developers mainly on-site as enabling / design requirements (see detailed list).
- Public Library extension, refurbishment and redevelopment (excluding refurbishment of Greasbrough library which will be funded by S106 as part of Bassingthorpe Farm).
- Police Station expansion at Dinnington and Wath.
- Rotherham Renaissance Flood Defence Scheme.

Revenue from CIL has to be 'ring-fenced' for infrastructure but the Council has flexibility to spend on its priority infrastructure to help deliver the development in the Local Plan. The CIL Study makes no recommendations on how CIL should be prioritised or spent. Prioritisation of CIL revenue spend on items shown on the Regulations 123 List will be guided by an infrastructure delivery group and will be informed by regular consultation with developer and infrastructure service providers to help support the delivery of the Local Plan strategy.

Consultation

Cabinet has approved consultation on a "Draft Charging Schedule" for CIL, for a 6 week period from 24th November 2014 to 5th January 2015. This will largely be a web-based consultation targeted at key stakeholders.

Next Steps towards Adoption

Following consultation the Council then has an opportunity to consider issues raised by respondents before the Draft is submitted to Government for independent examination by the Planning Inspectorate. Adoption would then follow as soon as possible in the first half of 2015 – current target is June.

8. Finance

In the majority of cases, CIL charges will replace the amounts currently paid by developers via s106 so most developers are not likely to notice a difference in development cost. However, developments that have been below current s106 thresholds (in terms of size) will now be required to make a contribution towards cumulative infrastructure costs.

The Planning Service will meet the costs associated with the production of the Community Infrastructure Levy, including its consultation, from existing budgets. The CIL Regulations allow for up to 5% of CIL income to be used for the preparation and ongoing administration of CIL which, in the first three years of CIL implementation, can be pooled on a rolling basis to meet the initial preparation and set-up costs.

9 Risks and Uncertainties

The Community Infrastructure Levy is one of the key funding mechanisms that can *help* fund the infrastructure needed to deliver the developments proposed in Rotherham's Local Plan. Consultation with developers, landowners and the public is an important part of CIL preparation.

Failure to introduce a local CIL Levy could severely restrict the Council's ability to ensure that new development contributes to the infrastructure required because of the limitation on pooling S.106 obligations which will come into force nationally in April 2015. It is a priority that Rotherham adopts its CIL Charging Schedule as soon as practically possible after this date.

10 Policy and Performance Agenda Implications

Consultation on a CIL Draft Charging Schedule will enable the Council to help realise the development proposed in the Local Plan.

Once adopted the CIL will introduce an additional funding mechanism of potential benefit to assist the provision of infrastructure by a wide range of services, both within and beyond the Council.

11 Background Papers and Consultation

August 2013 CIL Preliminary Draft Charging Schedule and supporting documents:
<http://rotherham.limehouse.co.uk/portal/planning/cil/cil?tab=files>

12 Contact

David Edwards, Senior Planning Officer
01709 823824, david.edwards@rotherham.gov.uk

Appendix 1 Responses to August 2013 Consultation CIL Preliminary Draft Charging Schedule

Cabinet 24/07/2013 approved consultation on a Preliminary Draft CIL Charging Schedule which was undertaken in August – October 2013.

Consultation on the PDCS produced comments from a total of 21 respondents (2 of which were received late but accepted).

Summary of key issues received

- Concern that CIL payments may exceed S106 costs.
- Retail CIL charge is too high. Alternative rates suggested for residential and retail. Zero rate for employment development is supported.
- Mixed response regarding whether to introduce exceptional circumstances relief.
- Mixed response to proposed payments instalment policy.
- Regs 123 list should be made available alongside Draft Charging Schedule.
- Parishes : should receive the local CIL allocation (15%) for development in adjacent parishes; Borough Council should not pool CIL receipts – all should be allocated to parishes.
- Brownfield sites should be charged at zero CIL rate; and greenbelt sites at the highest CIL rate.
- Bassingthorpe Farm should not be charged at lowest CIL rate. However, the majority landowner at Bassingthorpe Farm requests zero CIL rate due to viability concerns affecting deliverability of this strategic allocation.
- CIL rates should match relative distribution of new housing proposed in the Local Plan.
- Environment Agency support the use of CIL for Rotherham Renaissance Flood and other flood alleviation schemes.
- Evidence base under-estimates building costs; over-estimates sales values; omits others sources of funding (e.g. council tax/ New Homes Bonus).
- Zero rate should be levied against sheltered housing / elderly specialist accommodation. agricultural buildings, agriculture tied housing and barn conversions.
- SYPTE: support use of CIL to help pay for new public transport infrastructure.

Appendix 2 Draft Charging Schedule

**Rotherham
Community
Infrastructure
Levy**



Draft Charging Schedule November 2014

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Background to the CIL

1. The Community Infrastructure Levy (CIL) is a new way of securing contributions from developers towards infrastructure provision through the planning system. To a large degree it will replace previous payments negotiated individually as planning obligations (known as Section 106 Agreements).
2. CIL seeks to ensure that new developments contribute to the provision of infrastructure improvements where viable. The money raised will be put towards providing essential infrastructure, needed across the Borough to enable new development to take place. This new infrastructure could include, for example, transport improvements, school places, open space and others.
3. This document, the Draft Charging Schedule, sets out the proposed rates that will be charged on new development, and this is subject to a period of public consultation that runs from **24 November 2014 to 5 January 2015**.
4. The proposed charges were agreed for consultation by the Council's Cabinet on 05 November 2014, and are based solely on the ability of development to pay, so must be financially viable. To determine this, independent consultants, Peter Brett Associates, undertook a CIL (Viability and Infrastructure) Study, updated by Addendum October 2014, and this has been used as the basis for setting the proposed charges. The charges should represent an appropriate balance between raising sufficient funding to contribute towards providing essential infrastructure, whilst not being so high as to threaten the economic viability of development as a whole in Rotherham.

Consultation on the CIL

5. The Council consulted on a Preliminary Draft Charging Schedule in August 2013. A number of responses were received and these together with further work have informed a revised draft. We welcome comments on this draft, updated accompanying CIL Study and other background evidence.
6. Comments on this Schedule can be made online at <http://rotherham.limehouse.co.uk/portal/>, by emailing planning.policy@rotherham.gov.uk or in writing to 'CIL Consultation, Rotherham MBC, Planning Policy, Planning and Regeneration Service, Riverside House, Main Street, Rotherham, S60 1AE'. Please note that responses cannot be treated as confidential.
7. If you have any questions, please contact David Edwards on 01709 823824 / david.edwards@rotherham.gov.uk

The Need for CIL to Fund Infrastructure

8. The CIL rates must be based on the ability of development to pay. The CIL Study by specialist independent consultants has provided evidence that some development in the Borough can afford to pay a CIL charge to help meet identified needs for infrastructure (<http://rotherham.limehouse.co.uk/portal/>).
9. Charges are expressed as a cost per square metre of additional net gross internal floorspace. Developments of less than 100 square metres will not pay a charge, unless they involve the provision of a new dwelling.
10. An update to the Infrastructure Delivery Plan is included in a CIL Background Paper. This Paper also includes a draft “Regulation 123 list” which lists those infrastructure types and projects that CIL may be used to fund (see <http://rotherham.limehouse.co.uk/portal/>).
11. The CIL Legislation in Regulation 14(1)⁴, requires that the Council:
- “In setting rates (including differential rates) in a charging schedule, a charging authority must strike an appropriate balance between:*
- a. the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and*
- b. the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.”*
12. This approach is reiterated in the CIL Guidance in Paragraph 19⁵.
13. The Council is proposing to charge the following levels of CIL: (Charges for residential development will vary according to zone, whereas charges for all other development as listed below will apply for all of Rotherham Borough – see Map 1).

Proposed CIL Rates

Type of Development	Charge Area	Rate £/m ²
Residential Zone 1 High	Broom, Moorgate, Whiston, Wickersley, Bramley & Ravenfield	£55
Residential Zone 2 Medium	Rural North West, the Dearne and South Rotherham	£30
Residential Zone 3 Low	Rest of Rotherham Urban Area (part)	£15
Residential Zone 4	Bassingthorpe Farm Strategic Allocation	£15
Retirement Living ⁶	Borough-wide	£20
Supermarket ⁷	Borough-wide	£60
Retail Warehouse / Retail Parks ⁸	Borough-wide	£30
All Other Uses	Borough-wide	£0

⁴ http://www.legislation.gov.uk/ukdsi/2010/9780111492390/pdfs/ukdsi_9780111492390_en.pdf
http://www.legislation.gov.uk/ukdsi/2011/9780111506301/pdfs/ukdsi_9780111506301_en.pdf
http://www.legislation.gov.uk/ukdsi/2012/2975/pdfs/ukdsi_20122975_en.pdf
http://www.legislation.gov.uk/ukdsi/2013/982/pdfs/ukdsi_20130982_en.pdf
http://www.legislation.gov.uk/ukdsi/2014/9780111106761/pdfs/ukdsi_9780111106761_en.pdf

⁵ <http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/>

⁶ Defined as residential units which are sold with an age restriction typically over 50s/55s with design features and support services available to enable self-care and independent living. For the purposes of the CIL charge, this type of development has been excluded from the residential use category.

⁷ Defined as a shop which is a shopping destination in its own right, where weekly and daily food shopping needs can be met and which can also include non-food floor space as a part of the overall mix of the unit.

⁸ Defined as stores selling comparison goods such as bulky goods, furniture, other household and gardening products, clothing, footwear and recreational goods. These stores will comprise of single storey format (with flexibility to include an internal mezzanine floor) and will have dedicated free car parking provision to serve the units.

Proposed Instalments Policy

14. In line with Regulation 69B of the CIL regulations, the Council is proposing to offer payment of CIL in instalments as a matter of course. This will make it easier for developers to pay the charge, as receipts from new development can then be used to make the CIL payments. The proposed policy is as follows:

- The Community Infrastructure Levy will be payable as follows:

Instalment Provisions : Chargeable Amount					
Less than £100,000			Equal to or More than £100,000		
Instalment	Amount Due	Due Date*	Instalment	Amount Due	Due Date*
1 st	50%	180 days	1 st	25%	180 days
2 nd	50%	360 days	2 nd	50%	260 days
			3 rd	25%	450 days

* days after commencement of development - commencement will be taken to be the date advised by the developer in the commencement notice under CIL Regulation 67.

Next Stages

15. Setting up a CIL has to be done through legislation originally in the Planning Act of 2008⁹, enacted in 2010¹⁰, and amended in 2011¹¹, 2012¹², 2013¹³ and 2014¹⁴. Once consultation has closed on the Draft Charging Schedule, the next stage will be to submit the Charging Schedule for examination with adoption anticipated in Autumn 2015.
16. The detailed spending arrangements for the Levy funds are still to be determined but the current thinking is that once CIL is in place it will be the main mechanism for securing developer contributions towards the cost of infrastructure and s106 contributions will be scaled right back.
17. It is proposed to set up a Developer Forum similar to the existing Infrastructure Forum to help inform spending priorities to be aligned with actual delivery. The Council wishes to assure developers that CIL funding will be used to support timely infrastructure to help deliver growth.

Availability of Documents

18. The Draft Charging Schedule, Draft Regulations 123 List, Statement of Representations from the previous 2013 Consultation and other background evidence including the CIL Study (2013) and Addendum (2014) is available to view via www.rotherham.gov.uk/planningpolicy or <http://rotherham.limehouse.co.uk/portal/>.

⁹ <http://www.legislation.gov.uk/ukpga/2008/29/part/11>

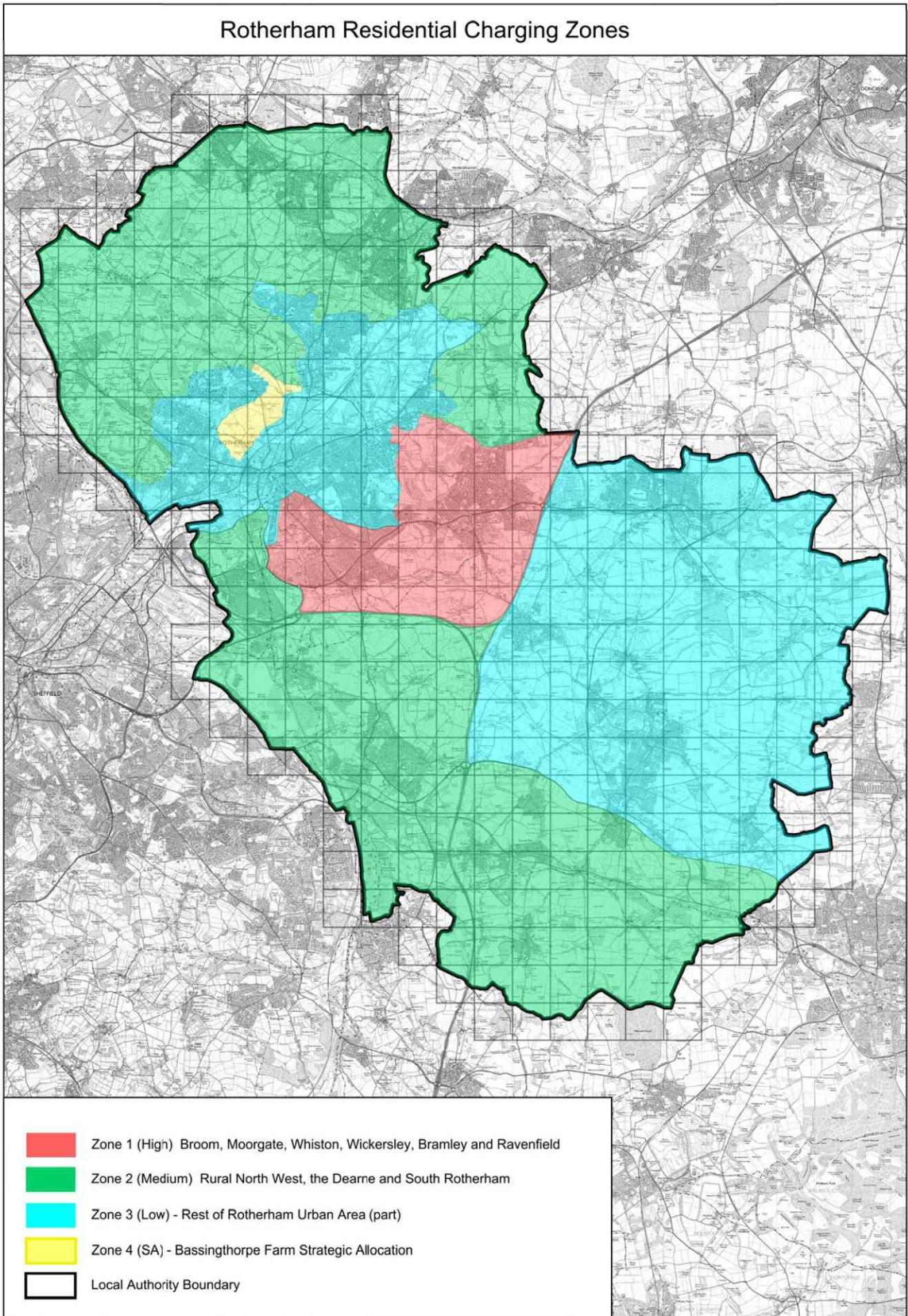
¹⁰ http://www.legislation.gov.uk/ukdsi/2010/9780111492390/pdfs/ukdsi_9780111492390_en.pdf

¹¹ http://www.legislation.gov.uk/ukdsi/2011/9780111506301/pdfs/ukdsi_9780111506301_en.pdf

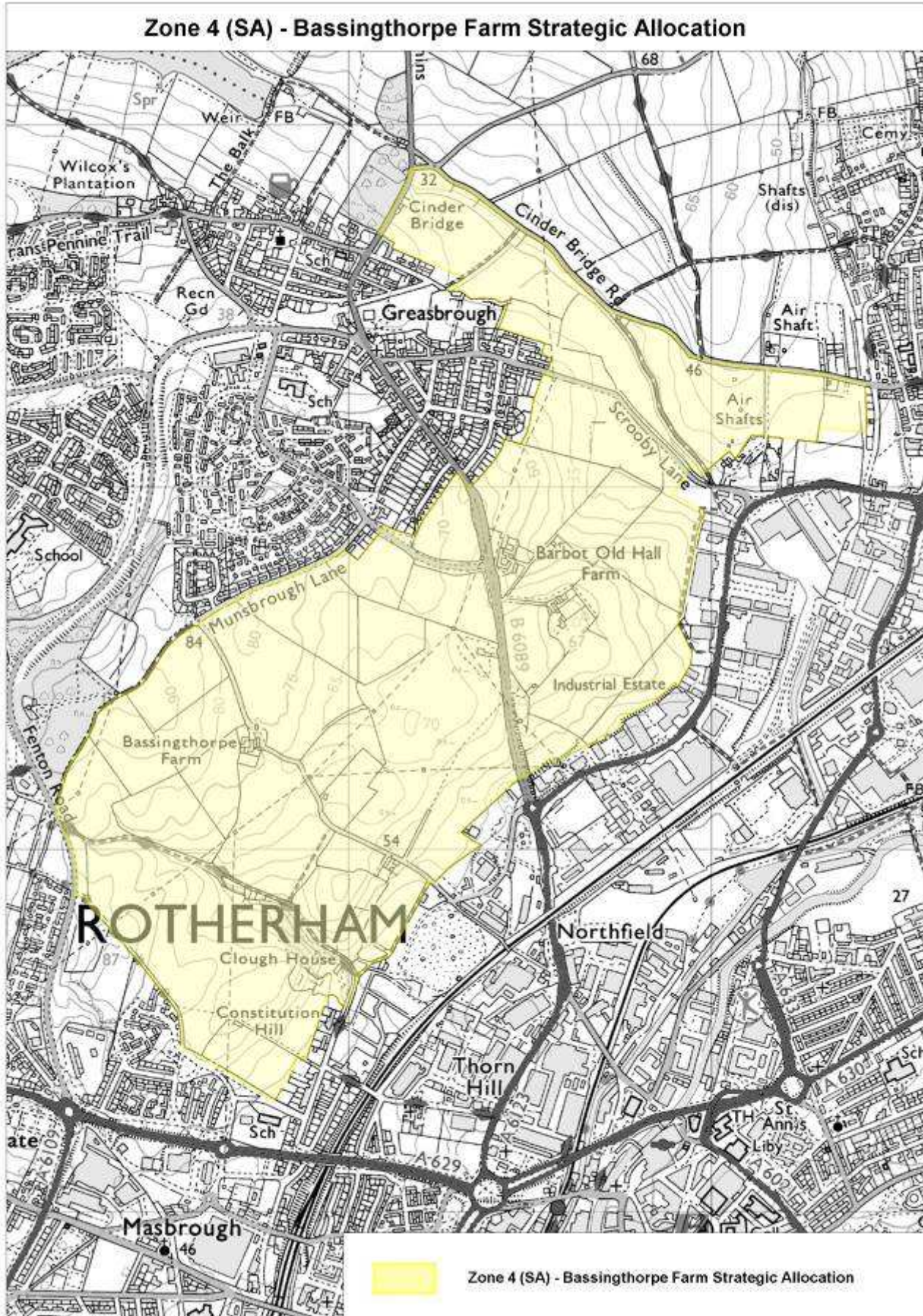
¹² http://www.legislation.gov.uk/ukdsi/2012/2975/pdfs/ukdsi_20122975_en.pdf

¹³ http://www.legislation.gov.uk/ukdsi/2013/982/pdfs/ukdsi_20130982_en.pdf

¹⁴ http://www.legislation.gov.uk/ukdsi/2014/9780111106761/pdfs/ukdsi_9780111106761_en.pdf



Map 2 Residential Charging Zone : Bassingthorpe Farm Strategic Allocation



**Rotherham
Community
Infrastructure
Levy**

**ROTHERHAM
METROPOLITAN BOROUGH COUNCIL**

COMMUNITY INFRASTRUCTURE LEVY

Draft Regulation 123 List

November 2014

Rotherham Metropolitan Borough Council Draft CIL Regulation 123 List

The infrastructure projects / types which Rotherham Metropolitan Borough Council may fund, in whole or in part, from CIL receipts is set out below.

Note, this list is not exhaustive and does not prioritise how the Council will actually spend CIL receipts, and may be amended.

The purpose of the list is to provide clarity of items that will not be required to contribute to S106 Planning Obligations' (under Section 106 of the Town & Country Planning Act 1990, as amended by Section 12 of the 1991 Planning and Compensation Act, and the Localism Act 2011) and / or 'S278 Agreements' under Section 278(1) of the Highways Act 1980 (amended by Section 23 of the New Roads and Street Works Act 1991).

Summary Regs 123 List

The following is a summary of the type of infrastructure items that will be funded via CIL proceeds in the future. This list should be read in conjunction with detailed itemised list provided in the next section.

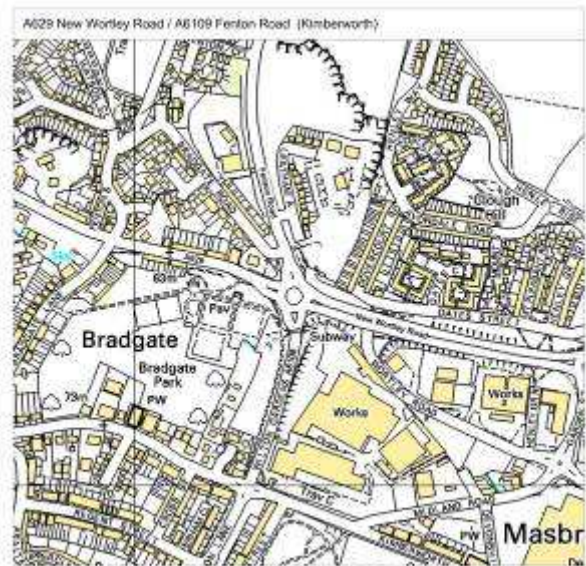
- Primary and Secondary School Places (see detailed list) (excluding school places at Bassingthorpe Farm, where Primary provision will be funded by S106 on site; and extensions to Greasbrough Secondary School will be funded by S106).
- Named highway junction improvements (see detailed list).
- Key Bus Routes (improvements to public transport infrastructure).
- Doctors Surgeries excluding provision of an on-site GP surgery to serve the Bassingthorpe Farm development (which will be funded via S106).
- Improvements to existing green infrastructure, recreation and open space (excludes new provision which will be met by developers mainly on-site as enabling / design requirements (see detailed list).
- Public Library extension, refurbishment and redevelopment (excluding refurbishment of Greasbrough library which will be funded by S106 as part of Bassingthorpe Farm).
- Police Station expansion at Dinnington and Wath.
- Rotherham Renaissance Flood Defence Scheme.

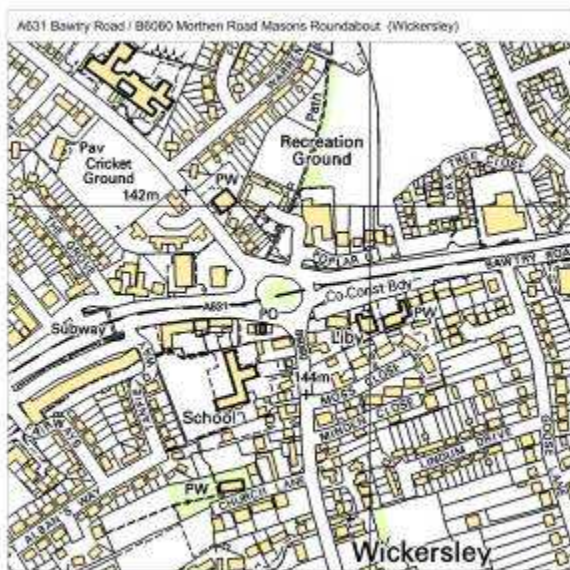
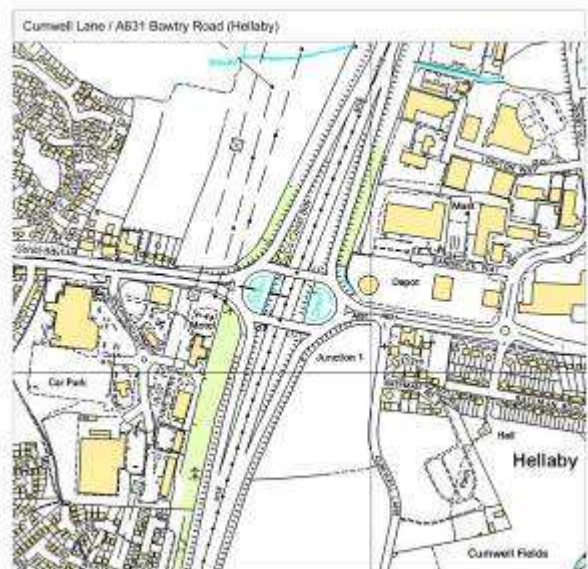
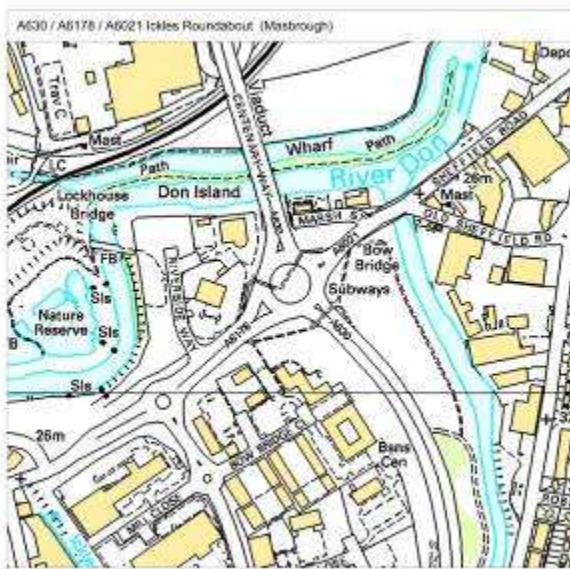
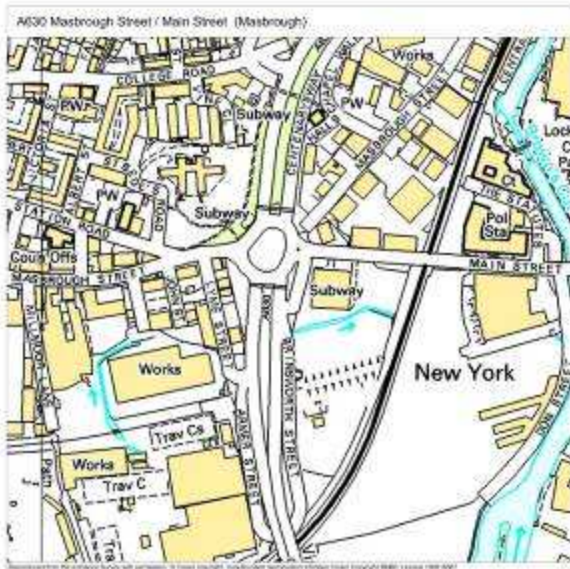
Detailed Regs 123 List

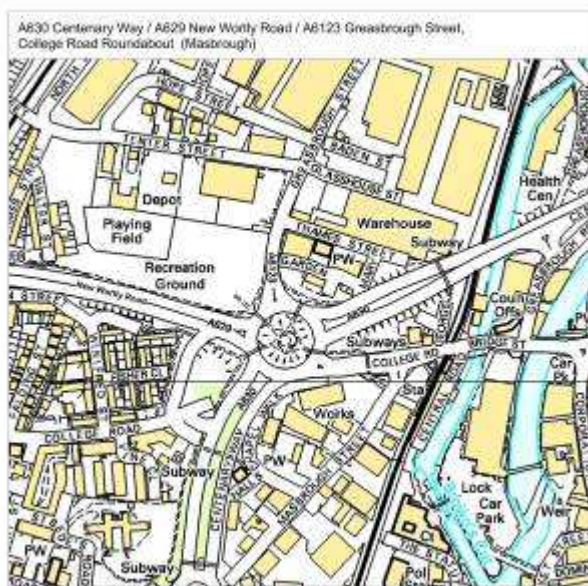
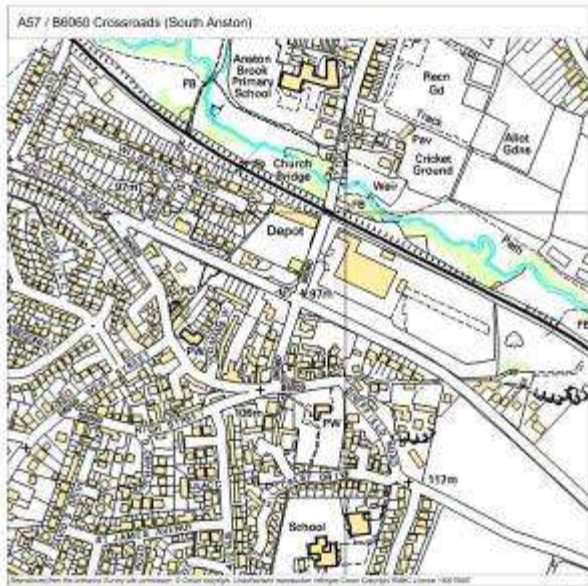
This detailed Regs 123 list provides further details to the summary list above. It provides a detail list of the specific infrastructure projects that will be supported using CIL proceeds in the future (and so will not also be charged S106).

- Primary and Secondary School Places where CIL funding may be used.
 - Whiston/ Brecks - primary extensions
 - Land off Westgate - primary extensions
 - Rawmarsh Upper Haugh/ Grange Road - primary extensions
 - Thrybergh - primary extensions
 - Dinnington, Anston & Laughton Common - primary extensions
 - Dinnington, Anston & Laughton Common - secondary extension
 - Wath/ Brampton - primary extensions
 - Wath - secondary extension
 - Maltby - primary extensions
 - Bramley, Wickersley & Ravenfield - primary extensions
 - Bramley, Wickersley & Ravenfield - secondary extension
 - Aston - secondary extension
 - Wales & Kiveton Park/ Todwick - primary extensions
 - Wales & Kiveton Park - secondary extension
 - Catcliffe, Treeton & Orgreave - secondary extensions
 - Rotherham Central schools

- Named highway junction improvements where CIL funding may be used.







- Improvements to existing green infrastructure, recreation and open space where CIL funding may be used (excludes new provision which will be met by developers mainly on-site as enabling / design requirements)

Grade	Typology	Site Name
Borough	Natural	Pit House West, Wales
Borough	Parks	Boston Castle Park, Moorgate
Borough	Natural	Canklow Wood, Canklow
Borough	Parks	Clifton Park, Rotherham Town Centre
Borough	Outdoor sports	Herringthorpe Playing Fields, Herringthorpe
Borough	Parks	Thrybergh Country Park, Thrybergh
Borough	Cemeteries	Moorgate Cemetery, Moorgate
Borough	Parks	Rother Valley Park, Wales
Neighbourhood	Outdoor sports	Claypit Lane Rec, Rawmarsh
Neighbourhood	Parks	Victoria Park, Rawmarsh
Neighbourhood	Outdoor sports	Rawmarsh Leisure Centre, Rawmarsh
Neighbourhood	Parks	Greenlands park, North Anston
Neighbourhood	Outdoor sports	Fairview Drive, Aston, Aston
Neighbourhood	Natural	Gibbing Greave Wood, Herringthorpe
Neighbourhood	Parks	Brinsworth parish fields, Brinsworth
Neighbourhood	Parks	Bradgate Park, Bradgate
Neighbourhood	Parks	Ferham Park, Masbrough
Neighbourhood	Outdoor sports	Dinnington Comprehensive, Dinnington
Neighbourhood	Outdoor sports	Dinnington Miner's Welfare, Dinnington
Neighbourhood	Parks	Greasborough Park, Greasbrough
Neighbourhood	Parks	Spence Field, Harthill, Harthill
Neighbourhood	Parks	Valley Park, Herringthorpe
Neighbourhood	Outdoor sports	Wales Parish playing fields, Wales
Neighbourhood	Parks	Coronation Park, Maltby
Neighbourhood	Parks	Gordon Bennett park, Thurcroft
Neighbourhood	Outdoor sports	Brampton Sports Centre, Brampton Bierlow
Neighbourhood	Parks	Wath Community Park, Wath upon Dearne
Neighbourhood	Parks	Manvers Lake and Surrounds, Wath upon Dearne
Neighbourhood	Parks	Newhill Park, Wath upon Dearne
Neighbourhood	Natural	Ulley Country Park, Ulley
Neighbourhood	Outdoor sports	Bill Hawes, Bramley
Neighbourhood	Parks	Eldon Rd, Eastwood
Neighbourhood	Parks	Ruby Cook, Flanderwell
Neighbourhood	Parks	Warren Road Park, Wickersley
Neighbourhood	Parks	Barrie Grove, Hellaby
Neighbourhood	Parks	Alexandra Park Annex, Swallownest
Neighbourhood	Parks	Alexandra Park, Swallownest
Neighbourhood	Parks	Barkers park, Kimberworth Park
Neighbourhood	Parks	Blackburn & Kimberworth Roundwalk NE, Kimberworth
Neighbourhood	Parks	Highfield Park, Swinton
Neighbourhood	Outdoor sports	Woodsetts Parish field, Woodsetts
Local	Amenity green space	Hart Hill green space, Upper Haugh
Local	Amenity green space	Stubbin Lane green space, Upper Haugh
Local	Outdoor sports	School Lane Rec, Parkgate

Grade	Typology	Site Name
Local	Natural	Infirmity Road Hill, Parkgate
Local	Amenity green space	Hague Avenue green space, Rawmarsh
Local	Parks	Sandhills park, Sandhill
Local	Natural	Moordale View open space, Sandhill
Local	Natural	Gwyn Reed Nature Area, Rawmarsh
Local	Natural	Sandhill green link, Sandhill
Local	Natural	Birch Wood, Rawmarsh
Local	Natural	Treeton Wood, Treeton
Local	Natural	Hail Mary Wood & Falconer Wood, Treeton
Local	Natural	former Treeton tip, Treeton
Local	Natural	Whiston Meadows, Whiston
Local	Natural	Hudson's Rough, Kimberworth Park
Local	Natural	Brook walk, North Anston
Local	Natural	Anston Stones Wood, North Anston
Local	Amenity green space	Nursery Road, North Anston
Local	Natural	Engine House plantation, Aston
Local	Amenity green space	Waleswood View green, Aston
Local	Amenity green space	Lodge Lane, Aston
Local	Amenity green space	Catherine Avenue green space, Aston
Local	Natural	Rotherham Road natural space, Swallownest
Local	Amenity green space	Bawtry Road green space, Brinsworth
Local	Amenity green space	Castle Avenue green space, Canklow
Local	Parks	Canklow Road MUGA & Play Area, Canklow
Local	Amenity green space	Centenary Way green spaces, Canklow
Local	Outdoor sports	Washfield Lane Rec, Treeton
Local	Natural	Rother Crescent, Treeton
Local	Amenity green space	Shorland Drive green, Treeton
Local	Amenity green space	Vincent Road Green, Ravenfield
Local	Outdoor sports	Hollings Lane green, Ravenfield
Local	Amenity green space	Laural Avenue green, Bramley
Local	Amenity green space	Bramley Park, Bramley
Local	Amenity green space	Fenton Road green 3, Kimberworth Park
Local	Amenity green space	Kelford School, Kimberworth
Local	Natural	Henley Way, Bradgate
Local	Amenity green space	Laughton Road, Dinnington
Local	Natural	Undergate Road Hill, Dinnington, Dinnington
Local	Amenity green space	Constable Lane green, Dinnington, Dinnington
Local	Parks	Hangman Lane park, Laughton Common
Local	Natural	Manor Lane natural site, Dinnington
Local	Amenity green space	St Leger Avenue Green Space, Laughton Common
Local	Amenity green space	Hatfield Crescent Green Space, Laughton Common
Local	Amenity green space	Main Street, Swallownest
Local	Amenity green space	Wetherby Drive, Swallownest
Local	Amenity green space	Breck Lane Green, Dinnington
Local	Parks	Chestnut Grove Park, Dinnington
Local	Amenity green space	Manor Lane, Throapham, Dinnington
Local	Amenity green space	Riverside Court, Laughton Common
Local	Natural	High Nook Road, Dinnington

Grade	Typology	Site Name
Local	Outdoor sports	Silverwood Miners Welfare, Dalton
Local	Amenity green space	Brierly Road, Dalton
Local	Amenity green space	Roughwood Road green, Wingfield
Local	Amenity green space	Fenton Road green 2, Kimberworth Park
Local	Parks	Grayson Rd Rec, Greasbrough
Local	Natural	Fenton Road, Kimberworth Park
Local	Natural	Munsborough Lane, Greasbrough
Local	Outdoor sports	Winney Hill Park, Harthill, Harthill
Local	Natural	Aldwarke Locke Island, Eastwood
Local	Amenity green space	Fretwell Rd green space, East Herringthorpe
Local	Amenity green space	Conway Crescent green space, East Herringthorpe
Local	Parks	Bar Park, Thorpe Hesley
Local	Natural	Hesley Lane green space, Thorpe Hesley
Local	Natural	Brook Hill greenspace, Thorpe Hesley
Local	Natural	Wentworth Road, Thorpe Hesley
Local	Amenity green space	Kestrel Avenue greenspace, Thorpe Hesley
Local	Parks	King Georges field, Thorpe Hesley
Local	Outdoor sports	Red Hill rec, Kiveton Park
Local	Amenity green space	Essex Close green, Kiveton Park
Local	Natural	Stockwell Ave open space, Wales
Local	Natural	Salisbury Road, Maltby
Local	Outdoor sports	Maltby Manor Rec, Maltby
Local	Amenity green space	Littlewood Way Green Space, Maltby
Local	Amenity green space	Tickhill Road green 1, Maltby
Local	Amenity green space	Mortimer Road 2, Maltby
Local	Parks	Cherry Tree Park, Maltby
Local	Amenity green space	Somerset Street, Maltby
Local	Amenity green space	Ascension close, Maltby
Local	Amenity green space	Addison Road green space, Maltby
Local	Natural	Redwood Drive natural site, Maltby
Local	Amenity green space	Upperfield Close, Maltby
Local	Natural	Dale Hill Road, Maltby
Local	Amenity green space	Victoria Way Wood, Lily Hall, Maltby
Local	Amenity green space	The Walk, East Dene
Local	Parks	Thomas street park, Swinton
Local	Amenity green space	Thomas Street greenspace, Swinton
Local	Parks	Horsefair Park, Swinton
Local	Parks	Queen's Street Park, Swinton
Local	Outdoor sports	Piccadilly Road Outdoor sports, Swinton
Local	Natural	Piccadilly Road natural site (Creighton Wood), Swinton
Local	Amenity green space	Carlisle Street Greenspace, Swinton
Local	Natural	Kilnhurst Ings, Kilnhurst
Local	Natural	Kilnhurst Ings, Kilnhurst
Local	Parks	Piccadilly POS, Swinton
Local	Amenity green space	Calladine Way, Swinton
Local	Outdoor sports	Kilnhurst Miners Welfare, Kilnhurst
Local	Amenity green space	The Crescent green, Thurcroft
Local	Amenity green space	Green Arbour School, Thurcroft

Grade	Typology	Site Name
Local	Natural	Zamor Crescent, Thurcroft
Local	Outdoor sports	Wath Road Park, Brampton Bierlow
Local	Amenity green space	Smithy Bridge Lane, Brampton Bierlow
Local	Parks	Packman Road Play Area, Brampton Bierlow
Local	Parks	West Melton park, West Melton
Local	Amenity green space	Well Road greenspace, West Melton
Local	Amenity green space	Tennyson Rise, West Melton
Local	Amenity green space	West Street, West Melton
Local	Natural	Wath Tip site, Wath upon Dearne
Local	Outdoor sports	White Bear Estate, Wath upon Dearne
Local	Amenity green space	Durham Places, Herringthorpe
Local	Amenity green space	Rosemary Road, Wickersley
Local	Parks	Sorby Way Park, Wickersley
Local	Natural	Brecks Wood (Wickersley Wood), Wickersley
Local	Amenity green space	Leewood Close, Cortonwood, Brampton Bierlow
Local	Amenity green space	Hague Court, Cortonwood, Brampton Bierlow

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Improving Places Select Commission
2.	Date:	26th November 2014
3.	Title:	Sheffield City Region
4.	Directorate:	Resources

5. Summary

At its October meeting, the Improving Places Select Commission received a presentation on the Sheffield City Region, with an explanation of the complex structures relating to the Combined Authority and the Local Economic Partnership (LEP). Although the information was received as contextual for the Commission's consideration of forthcoming agenda items, further understanding and clarification was sought. This paper seeks to capture those discussions into a succinct briefing paper to enable members to determine future areas for consideration within its work programme.

6. Recommendation

That Members:

- **Note the contents of the briefing note.**
- **Consider future items and areas for discussion and incorporations into the work programme for 2014/15**

7. Proposals and Details

Some of the issues that arose from the discussions are summarised as follows:

- Net spend on economic development activity in £700-800k
- There is no longer the same access to gap funding schemes that were used in the past to facilitate private sector investment
- Benefits of being in the Sheffield City Region and associated structures include access to regional growth fund, the Enterprise Zen and skills monies.
- The 9 sectors groups act in an advisory function to the LEP
- Member seminar on 25th November

Follow up information was requested by members as follows:

- Transport schemes and funding
- Staffing and resourcing information for the Sheffield City Region (see appendix 1)
- Lack of clarity around lead responsibility for skills and employability and the need for a sub regional approach
- The boundaries of the employment zone – a map is required
- Which Local Authorities within the City Region have adopted the Living Wage
- Further consultation and involvement in the Strategic Economic Plan and Rotherham's Growth Plan
- A invite to the SCR team to attend a future meeting

It was agreed that the following the Member Seminar on the 25th November, the Scrutiny Manager would produce this briefing note for members to determine their future course of action and how this needs to be incorporated into the work plan.

8. Finance

No direct financial implications.

9. Risks and Uncertainties

The development of a clear work programme maximises the potential for Scrutiny to have an impact and mitigates against the risk of using resources with little impact or outcome. It does, however, need to maintain flexibility to allow for uncertainties to be accommodated within the planning process.

10. Policy and Performance Agenda Implications

The work programme aims to add value to corporate priorities by addressing key policy and performance priorities. These are taken into consideration when defining the work programme on an annual basis.

Contact Name:

Deborah Fellowes, Scrutiny Manager ext 22769

Appendix

Sheffield City Region Combined Authority briefing note – October 2014

Background

Sheffield city region (SCR) comprises the nine local authority areas of Barnsley, Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales, Doncaster, North East Derbyshire, Rotherham and Sheffield.

Having collaborated informally - through SCR leaders' group - for some time, a governance review was carried out in 2012, which concluded that:

“Establishing a SCR combined authority would improve the exercise of statutory functions in relation to economic development, regeneration and transport in the SCR, leading to an enhancement of the economic conditions and performance of the SCR.”

The term “combined authority” refers to the bringing together of two statutory bodies – an integrated transport authority (ITA) and an economic prosperity board (EPB) - in order to align political decision making around strategic economic development and transport. A combined authority does not relate to a merger or takeover of local authorities or local authority departments.

Combined authority (CA)

The governance review identified three key benefits in formalising existing collaboration arrangements via a combined authority:

- *To give the city region access to devolved powers and funding now and in the future* – forming the CA enables the city region to access around £10 million per annum of devolved transport funding as part of the city region deal. A combined authority will have the potential to draw down further funding and powers as part of growth deals with government.
- *To align decision making in relation to strategic economic development and transport* – i.e. ensuring transport schemes enable local residents to access employment opportunities.
- *To put in place strong, stable and accountable leadership recognised by government* – nine elected leaders will come together to make decisions of city region significance.

Following consultation with government and key stakeholders in 2013, the combined authority was formally established on 1st April 2014 and had its first meeting on 22nd April.

To comply with legislation, there is a distinction between the SY and non-SY authorities. Technically, the new body is the “Barnsley, Doncaster, Rotherham and Sheffield Combined Authority”, with the SY authorities as “constituent” members and the others non-constituent, with no automatic voting rights.

Each of the nine councils elect one member to the CA (leader or elected mayor), but the constituent councils also have two additional rotating members between them, giving them a theoretical majority.

In practice though, these rotating members do not attend meetings and it has been agreed that they will not be voting members. The CA therefore operates on a one member one vote basis, with non-constituent members able to vote on all issues that are not SY specific (voting rights for individual items are agreed at the start of each meeting).

Transport

- The CA has taken on the local transport powers of South Yorkshire Integrated Transport Authority (SYITA), which has consequently been dissolved. South Yorkshire Passenger Transport Executive remains as the organisation that discharges responsibilities for public transport operations (bus, tram, train), although its influence - as previously - is determined by the commercial nature of the majority of operations.
- The CA did not take on any additional transport or highways responsibilities to those held by the ITA and the four South Yorkshire districts continue to undertake their functions as local highway authorities.
- The CA's remit for public transport does not extend beyond the SY boundary, although at a strategic level there is an influencing role on the non-SY authorities (i.e. Nottinghamshire and Derbyshire County Councils) who are both local transport authority and highway authority for their respective areas.
- The CA has established a transport committee (SCR TC) to help discharge its transport responsibilities. In effect, SCR TC is the SYITA with additional elected members from the non-SY councils.
- To manage the region's 10-year allocation of major scheme transport funding, a local transport body was established, now known as the infrastructure investment board. The membership is as per the CA, plus representatives from Nottinghamshire and Derbyshire county councils.
- Schemes are prioritised via a robust assurance process, which assesses their relative value for money, deliverability and economic impact.

Economic development

- The CA is responsible for strategic economic development decision making at a city region level, working closely with the local enterprise partnership.
- In broad terms, the CA provides accountability and holds public money, including funds devolved from central government as part of growth deals, and ensures alignment with transport strategy, whilst the LEP leads on strategy and delivery.

Local enterprise partnership

- Local enterprise partnerships, or LEPs, are strategic bodies established by the coalition government to drive economic growth across functional economic areas.
- Membership is comprised of council leaders (or elected mayors) and local business representatives. The Sheffield City Region LEP is chaired by James Newman, one of ten private sector representatives, who are joined by the nine local authority leaders (including the mayor of Doncaster).
- As well as developing the economic plan, the LEP directly oversees the inward investment team and related initiatives such as enterprise zones and the "unlocking business investment" programme.

Strategic economic plan

- The LEP's strategic economic plan (SEP) sets out a vision to transform the local economy over the next decade by developing a stronger and bigger private sector that can compete in national and global markets. It is used to bid for government money through the growth deal.
- At the heart of the plan is the creation of 70,000 new private sector jobs and 6,000 new businesses by 2025.
- The plan focuses on six thematic areas:
 - Ensure new businesses receive the support they need to flourish
 - Facilitate and proactively support growth amongst existing firms
 - Attract investment from other parts of the UK and overseas, and improve our brand
 - Increases sales of the city region's goods and services to other parts of the UK and abroad
 - Develop the city region's skills base, labour mobility and education performance
 - Secure investment in infrastructure where it will do most to support growth
- Though identified as a cross-cutting theme in the SEP, social inclusion does not figure strongly and the plan pays little regard to poverty, inequalities or improving health and wellbeing.

Growth deal

- In July 2014, the LEP secured £320m devolved funding from government to create over 28,000 jobs and provide training for 40,000 people. The money will:
 - Support £600 million worth of infrastructure projects, including improvements to Sheffield city centre, transport links to new housing and employment in the Dearne and an extended link road to Robin Hood Airport.
 - Enable the LEP to create a £130 million skills bank, to provide training for 40,000 people, including 5,000 to 7,500 apprentices. The funding will also be used to upgrade further education facilities and build a new British Glass Academy.
 - £50 million of the funding will allow the LEP to extend its business investment and support programme, creating 4,000 new jobs for local people.

European structural and investment funds (ESIF)

- As a "transition" region, South Yorkshire has been allocated around £150m from the 2014-20 ESIF programme, with the "more developed" non-SY areas within the city region receiving an additional £26m.
- Activity is likely to start in mid-2015 and will be expected to contribute to SEP priorities.
- Though central government departments are the managing authorities for the funding, local partners will play a leading role in decision-making through a local ESIF committee, which will include combined authority and LEP representatives.