

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES

Venue: Town Hall,
Moorgate Street,
Rotherham.

Date: Monday, 10th December, 2007

Time: 8.30 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested, in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of a Joint Meeting of the Cabinet Members for Regeneration & Development Services and Streetpride held on 9th November, 2007. (copy attached) (Pages 1 - 2)
4. Report re: Opening of Tenders. (copy attached) (Page 3)
5. Draft Regional Spatial Strategy - Proposed Changes (report herewith) (Pages 4 - 22)
Andy Duncan, Strategic Policy Team Leader to report.
- to endorse the proposed changes to the Regional Spatial Strategy.
6. Consultant's report re: Bramley Traffic Scheme. (report attached) (Pages 23 - 35)
Karl Battersby, Strategic Director, Environment and Development Services, to report.
- to report the receipt of the consultants report " Bramley Traffic Management Scheme Highway Network Operational Review " and consider amendments to the scheme taking due regard of the findings of the report, and results of the Bramley Traffic Management Scheme Community and Business Opinion Surveys.
7. Variation to Development Control Line. (report attached) (Pages 36 - 39)
Ian Ferguson, Development Control Officer, to report.
- to request variation to a Development Control Line.
8. Enviro Crime Strategy. (report attached) (Pages 40 - 44)
Lewis Coates, Interim Neighbourhood Enforcement Manager, to report.
(Item referred by the Cabinet Member for Neighbourhoods and Adult Services (26.11.07) – for information).

**JOINT MEETING - CABINET MEMBERS FOR
REGENERATION AND DEVELOPMENT SERVICES AND STREETPRIDE
9th November, 2007**

Present:- Councillor Smith (in the Chair); Councillors R. S. Russell and Dodson.

3. 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 March 2006) (financial or business affairs).

4. EASTWOOD RESIDENTS' PARKING ISSUES

Further to Minute No. 96 of the meeting of the Cabinet Member for Regeneration and Development Services held on 17th September, 2007, and at the request of the Chair of the Rotherham South Area Assembly, the Cabinet Members for Regeneration and Development Services met to discuss issues in relation to residents parking in the Eastwood Village area.

The Chair of the Area Assembly raised the following issues:-

- the need for residents only parking scheme
- the area being used as a free car park
- Area Assembly consultation from which the need for residents parking featured highly
- the results of the Council's consultation
- receipt of a petition against the proposals
- effect on local businesses
- added pressure on parking in this area from the development of the new the Sports facility at St Ann's and the introduction of the Eastwood South residents' parking scheme
- road safety issues

The Senior Engineer explained in detail the questionnaire and leaflet which had been sent out and referred to 2 public exhibitions which had been held. Details of the results of analysing the responses were reported. It was confirmed that the over-whelming view was not in support of a residents' parking scheme in Eastwood North. The reasons stated were regarding cost of permits and belief that it was not needed. Reference was also made to the 218 signature petition which was received against the scheme. On this basis the Service took a report to the Cabinet Member and the decision was made not to implement a scheme in Eastwood North.

It was pointed out that individual street scheme schemes could not be introduced, and that there was a cost to enforcement of these schemes.

It was confirmed that the Traffic Regulation Order process for the Eastwood South residents' parking scheme had begun last week and details of the times of operation were given. It was pointed out that introduction of a scheme in this area was likely to increase pressure for parking in the North of the Village.

The Service intended to send a letter to residents in Eastwood North informing them that a residents' parking scheme in their area would not be progressed, together with information about the results of the consultation and the petition.

Other issues discussed included the constantly changing community make-up in the area and the number of languages being spoken, and it was pointed out that functions at the Mosque also added to the pressure on parking.

The Cabinet Member for Streetpride referred to the implications of the Traffic Management Act 2004 which would come into force on 31st March, 2008.

Resolved:- (1) That the discussions be noted.

(2) That the Service inform residents of the low response and results of the consultation, and receipt of the petition, together with the Cabinet Member's decision to introduce a residents' parking scheme in Eastwood South (as set out at Minute No. 96) and include reference to the availability of this information in other languages, particularly Eastern European. The letter would also include a variety of methods by which residents could communicate with the Service on this issue.

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER

1. MEETING:- CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES – DELEGATED POWERS

2. MEETING DATE:- 3rd DECEMBER, 2007

3. OPENING OF OFFERS/TENDERS

I wish to report the opening of offers/tenders by the Cabinet Member, Economic Regeneration and Development Services, as follows:-

20th November, 2007:-

- e-tenders for Traffic Signage

4. RECOMMENDATION

That the action of the Cabinet Member be recorded.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS		
1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	3 December 2007
3.	Title:	Draft Regional Spatial Strategy: Proposed Changes
4.	Programme Area:	Environment & Development Services

5. Summary

The Secretary of State has started the final round of consultation on the new Regional Spatial Strategy (The Yorkshire and Humber Plan) with the publication of Proposed Changes to draft RSS. The report seeks Cabinet Member's endorsement of the consultation response to be submitted on the Proposed Changes.

6. Recommendations

- 1. Cabinet Member to endorse the consultation response to the Proposed Changes to draft RSS.**
- 2. This report be forwarded to Cabinet for information.**

7. Proposals and Details

The Regional Spatial Strategy sets out the scale, priorities and broad locations for change and development in the Yorkshire and Humber region for the next 15 to 20 years. In so doing, RSS presents a framework for development decisions, essentially seeking to guide **what** development is needed, **where** it should go and **how much** is required.

RSS forms part of the statutory development plan for Rotherham and is a key policy framework within which we prepare our local development framework, local transport plan and other plans and strategies affecting Rotherham's future. Our emerging LDF must be in "general conformity" with RSS and the Regional Planning Board is a statutory consultee for "regionally significant" planning applications. As such it is important that we consider any implications that RSS may have for Rotherham, and our wider role in the region, and respond accordingly at each stage of its evolution.

A draft revised RSS (The Yorkshire and Humber Plan) was submitted to Government by the Yorkshire and Humber Assembly in December 2005. The Council submitted a response to draft RSS, which was reported to EDS Cabinet Member's Delegated Powers Meeting (03/04/06), CMT (10/04/06) and Cabinet (03/05/06).

The Examination in Public of draft RSS (EiP), led by an independent Panel, was held during September and October 2006. The Panel Report was published on 4 May 2007 giving their conclusions and recommended changes to draft RSS (although these are not binding on the Secretary of State). The Panel's findings were reported to the Members' LDF Steering Group (25/05/07), CMT (04/06/07) and Cabinet (06/06/07).

The Secretary of State published Proposed Changes to draft RSS on 28 September 2007. The Proposed Changes take account of the Panel's recommendations in part and also update draft RSS in light of more recent employment and housing figures. The Proposed Changes are open to public consultation until Friday 21 December 2007. *There will be no further consultation on draft RSS and this represents the Council's last opportunity to make representations on its policies and content.*

When revised RSS is finalised by the Secretary of State it will have full statutory status and replace the RSS published in December 2004. Publication of revised RSS is currently expected around March 2008.

The suggested consultation response is given in full at Appendix 1. The main issues of interest raised by the Council in previous submissions and at the EiP are summarised below, along with the Panel's findings and Proposed Changes. The suggested consultation response is given after each issue:

CORE APPROACH

Draft RSS

Policies YH6, YH8 and SY1 and the related identification of "Main Towns in South Yorkshire" require a more concentrated pattern of development, focussing new development on the existing cities and towns in the region. 34 Principal Service Centres and Main Towns are listed. All other freestanding settlements ("Local

Service Centres”) would be limited to local affordable housing and economic diversification.

RMBC response to draft RSS and EiP submission

The Council accepted the reasoning behind this in terms of seeking to promote sustainable development, make best use of existing infrastructure and reduce the need to travel but did not agree with the way draft RSS sought to apply this approach. The Council considered this approach to be too prescriptive and to encroach upon areas more properly determined by Rotherham’s own Local Development Framework. The Council also considered that the regeneration of the former coalfield towns could be jeopardised by this approach.

Panel Report

The Panel considered that identification of “main towns” or “principal service centres” below the level of sub-regional centres (Barnsley, Doncaster, Rotherham and Sheffield) could only be properly assessed at the local level. RSS should therefore set out the functions of lower order centres and leave the choice of such centres to local planning authorities in their LDFs. The list of Principal Service Centres should be deleted and criteria for their identification in LDFs set out.

Proposed Changes

The Secretary of State has implemented the Panel’s recommendation in part by amending Policy YH6 to add a list of criteria under which LDFs can “exceptionally” include additional “Principal Towns”. The justification for the Policy has been amended to accept that it is likely that additional Principal Towns will need to be identified in some South and West Yorkshire districts. However, the list of named settlements has not been deleted from draft RSS.

Suggested RMBC response to RSS Proposed Changes

Ideally, the Proposed Changes should implement the Panel Recommendation. However, the Proposed Change may represent a workable compromise but the word “exceptionally” should be deleted from Policy YH6 section C to make the Policy consistent with the intention of the accompanying explanatory text.

HOUSING

Draft RSS

Draft RSS set out a net housing requirement for Rotherham of 750 additional dwellings per year until 2016 and 950 a year for the remaining period to 2021. Table 1 shows this in the South Yorkshire context:

Table 1: Draft RSS annual housing provision for South Yorkshire (net)

	2004-11	2011-16	2016-21	Total new dwellings 2004-21
Barnsley	840	840	950	14,830
Doncaster	855	855	1080	15,660
Rotherham	750	750	950	13,750
Sheffield	1025	1025	1100	17,800
South Yorkshire	3470	3470	4080	62,040

RMBC response to draft RSS and EiP submission

The Council recognised that this figure accommodated some of the housing requirement that the Regional Assembly's distribution model originally apportioned to Sheffield, due to the City's constrained potential for development beyond its urban area. This was considered acceptable and indeed desirable to assist in Rotherham's aspirations for growth. At the EiP, the Council presented a joint case with Sheffield City Council arguing for a higher housing allocation for both Sheffield and Rotherham in recognition of the household projections published before the Examination.

Panel Report

The Panel considered that the housing figures in draft RSS should be increased to account for the higher household growth projections and the more optimistic employment growth figures available at the EiP. The Panel therefore recommended increased housing figures from 2011 for South Yorkshire as given in Table 2:

Table 2: Panel Report annual housing provision for South Yorkshire (net)

	2004-11	2011-16	2016-21	Total new dwellings 2004-21
Barnsley	840	1015	1015	16,030
Doncaster	855	1230	1230	18,285
Rotherham	750	1160	1160	16,850
Sheffield	1025	1425	1425	21,425
South Yorkshire	3470	4830	4830	72,590

Proposed Changes

The Proposed Changes extend the housing figures to 2026 to comply with the guidance in PPS3 Housing. The higher targets are also brought forward to 2008 to reflect the higher projections and the Government's emphasis on delivery of increased housing numbers as set out in the Housing Green Paper. Splitting up the phasing of the targets beyond 2008 is thought arbitrary and is therefore dropped. Table 3 sets out these figures:

Table 3: Proposed Changes annual housing provision for South Yorkshire (net)

	2004-08	2008-26	Total new dwellings 2004-26
Barnsley	840	1015	21,630
Doncaster	855	1230	25,560
Rotherham	750	1160	23,880
Sheffield	1025	1425	29,750
South Yorkshire	3470	4830	100,820

Suggested RMBC response to RSS Proposed Changes

The Proposed Changes are supported as they accommodate the higher household and employment projections now available. The extension of the figures to 2026 is supported as it enables Rotherham's LDF to set out a 15 year supply of housing land

from its expected adoption date of 2009 and thus comply with PPS3. A change to the phasing of increased provision from 2011 onwards (rather than 2008) is suggested to allow time for the identification of sufficient land and its allocation via the LDF process.

ECONOMY

Draft RSS

Draft RSS gave an employment forecast for Rotherham showing little or no expected growth to 2016. The corresponding employment land requirement figure was a negative figure, estimated to be between –11 and –25 hectares.

RMBC response to draft RSS and EiP submission

The overall approach of the economy policies in draft RSS was welcomed by the Council, subject to some detailed concerns. The data the Assembly had used to inform draft RSS policy on economic land supply were considered to be out of date and therefore generated incorrect employment land requirement figures. The Council had previously lobbied the Assembly for the use of the latest Regional Econometric Model (REM) data and continued to do so, alongside formally objecting to this element of draft RSS.

Panel Report

The Panel considered that the employment land projections given in draft RSS were the most up to date at the time of drafting. However, the evidence available at the EiP pointed to the need to revise the figures to take account of the forecasting done for the Sheffield City Region Development Plan based on the latest REM data. The Panel therefore recommended changes to draft RSS to this effect.

Proposed Changes

The Proposed Changes take account of the more recent data which reflects the strong improvements in the Rotherham economy. The number of jobs in Rotherham is now expected to grow by 1,590 a year. The corresponding employment land requirement figure to 2021 of 90 hectares is also more realistic.

Suggested RMBC response to RSS Proposed Changes

The Proposed Changes to the job growth projections and the corresponding employment land requirements are supported.

WAVERLEY

Draft RSS

Draft RSS Policy SY1 South Yorkshire Sub Area supported “significant advanced manufacturing related development at the Waverley/Orgreave Advanced Manufacturing Park”. The Waverley – Orgreave AMP site was also listed as a “Regionally Significant Investment Priority”.

RMBC response to draft RSS and EiP submission

The support for the Waverley AMP was welcomed but the Council considered that draft RSS should have gone further and recognised the long-term potential of Waverley as a mixed use development incorporating a significant housing element.

Panel Report

The Panel accepted that Waverley is a location for major development, rather than a site in isolation, and is therefore appropriate for inclusion in RSS. The Panel raised a concern that the planned mix of uses at Waverley beyond manufacturing could have an adverse impact on proposals for Rotherham town centre and Sheffield city centre without a clear steer in RSS. The Panel recommended that draft RSS should therefore give a clearer direction on the scale and type of development that would be acceptable in this location.

Proposed Changes

The Proposed Changes amend the Policy wording to support “manufacturing development at the Waverley Advanced Manufacturing Park” as opposed to “manufacturing related”. The Waverley AMP is also deleted from the list of “Regionally Significant Investment Priorities”.

Suggested RMBC response to RSS Proposed Changes

The Proposed Changes are not supported. The changes to the wording of Policy SY1 seem a narrow interpretation of the Panel recommendation in respect of Waverley. This potentially restricts future development to purely manufacturing rather than the research and development, product and process development and innovation uses of the first phases. The deletion of Waverley from the list of regional investment priorities is also a retrograde step.

The amended Policy should give a clear direction on the scale and type of development for Waverley. Firstly, by reinstating the draft RSS wording on Waverley. Secondly – in light of the Housing Green Paper, Central Government’s emphasis on delivering higher housing numbers and the housing requirement given in the Proposed Changes – the Policy should go further by recognising the long-term potential of Waverley to become a new community comprising mixed use development with a significant housing element.

8. Finance

No direct budgetary implications although RSS will influence regional spending priorities and therefore have an effect on the implementation of Rotherham’s emerging Local Development Framework and Local Transport Plan.

9. Risks and Uncertainties

The 2004 Planning Act and subsequent guidance increased the spatial and sub-regional content of Regional Spatial Strategies. While RSS will be more specific about regional and sub-regional land use policy we should seek safeguards to protect local autonomy in the application of policies. Through formal responses to consultation on draft RSS, the Council’s representation at the Regional Planning Board and Regional Planning Forum and ongoing officer level involvement in its drafting, the Council will seek to ensure that RSS strikes an appropriate balance between being regionally specific and still allowing local flexibility.

It is also important that the Council responds to RSS consultations at each stage and fully engages in the process of drafting RSS to ensure that policy is not imposed “by default”.

10. Policy and Performance Agenda Implications

The implementation of RSS should achieve the aims of Advancing Together (the region's vision document) and, in turn, should make a positive contribution to all of Rotherham's Regeneration priorities.

Equalities issues feature in RSS core policies and should benefit positively from the successful implementation of RSS.

Achieving sustainable development is a core theme of Advancing Together and is reflected in RSS. Likewise, the RSS vision and objectives are consistent with the Regional Sustainable Development Framework and its sustainable development aims. At each stage of the development of RSS, a Strategic Environmental Assessment/Sustainability Appraisal (SEA/SA) has been carried out.

The RSS seeks to improve the health of the Region's population by a variety of means.

11. Background Papers and Consultation

Regional Spatial Strategy for Yorkshire and the Humber to 2016 (based on Selective Review of RPG12) – December 2004

Draft Regional Spatial Strategy (the Yorkshire and Humber Plan) – December 2005

The Yorkshire and Humber Plan, Examination in Public, Report of the Panel – March 2007

The Yorkshire and Humber Plan, Proposed Changes – September 2007

Comment was invited from all Directorates prior to drafting the Council's consultation response.

Contact Name:

Andy Duncan, Strategic Policy Team Leader
01709 823830, andy.duncan@rotherham.gov.uk

Appendix 1: RMBC consultation response to draft RSS Proposed Changes

Section B – Your Comments

Please note that comments are invited about the Secretary of State's Proposed Changes to the draft Yorkshire and Humber Plan, not those parts of the Plan that are unchanged from the draft published by the Yorkshire and Humber Assembly in 2006. The Proposed Changes are listed in a Schedule and are also identified in a revised draft version of the Plan.

Please ensure that your comments relate clearly to a specific part of the Plan (eg a particular policy, paragraph, Figure or Table) and that you explain what further changes you would like to see to the Plan. This will make consideration of your comments much easier.

Which part of the Plan that we are proposing to change are you commenting on?

Page: 32	Policy / Para / Fig / Table etc: YH6C
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Do you object or support the proposed change (please tick one)?

Support	Object X	Comment
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Why do object to or support the proposed change?

The Proposed Changes do not fully implement the Panel Report recommendation 3.16 on the issue of principal towns and settlement hierarchy. Criteria by which LDFs can identify Principal Towns are included as a new section C to Policy YH6 (Principal Towns) but the list of such towns in Draft RSS (Dec 2005) has not been deleted. Although the new explanatory text at para 4.47 indicates that it is "likely" that additional Principal Towns will need to be identified in South Yorkshire, the Policy wording that LDFs may "exceptionally" include additional towns seems to contradict this approach. As the Policy would prevail in interpretation and implementation of RSS this apparent contradiction should be clarified.

The Council still considers that the identification of Principal Towns in RSS merely reflects the status quo and does not represent the most sustainable pattern of determining future growth. The determination of a detailed local settlement hierarchy should be a matter for LDFs.

What further change would you like to be made to the Plan?

The Panel Report recommendation 3.16 should be implemented in full and the list of Principal Towns deleted from sub area policies. Certain towns in the more rural areas of the Region could be retained on Fig 4.1 and the Key Diagram for contextual purposes only. The criteria in new section C to Policy YH6 (Principal Towns) are sufficient to guide LPAs in determining the most appropriate settlement hierarchy within LDFs.

Alternatively, as a minimum, the text of Policy YH6 should be amended to delete the word "exceptionally" in the first sentence of section C.

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?

Page: **59**

Policy / Para / Fig / Table etc: **SY1B para 5**

Do you object or support the proposed change (please tick one)?

Support

Object **X**

Comment

Why do object to or support the proposed change?

The Proposed Changes to Policy SY1 (South Yorkshire) section B para 5 are not supported. The changes seem a narrow interpretation of the Panel Report recommendation 11.3(v) in respect of Waverley. This potentially restricts future development to purely manufacturing rather than the research and development, product and process development and innovation uses of the first phases.

What further change would you like to be made to the Plan?

The amended Policy SY1 should give a clear direction on the scale and type of development for Waverley. Firstly, by reinstating the draft RSS wording on Waverley. Secondly – in light of the Housing Green Paper, Central Government's emphasis on delivering higher housing numbers and the housing requirement given in the Proposed Changes – Policy SY1 should also recognise the longer term potential of Waverley to become a new community comprising mixed use development with a significant housing element.

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?

Page: **60**

Policy / Para / Fig / Table etc: **SY1F para 6**

Do you object or support the proposed change (please tick one)?

Support

Object **X**

Comment

Why do object to or support the proposed change?

The Proposed Changes to Policy SY1 (South Yorkshire) section F para 6 are not supported. The deletion of reference to “Development of the Waverley Advanced Manufacturing Park” as a Regionally Significant Investment Priority on the basis of avoiding duplication within Policy SY1 is not considered sufficient reason for this change. It does not reflect the regional significance of the Waverley development as a focus for investment, both in the recent past and over the timescale of the RSS.

What further change would you like to be made to the Plan?

The Draft RSS (Dec 2005) wording at Policy SY1 section F para 6 should be reinstated to list Waverley AMP as a Regionally Significant Investment Priority.

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?

Page: 60	Policy / Para / Fig / Table etc: SY1D para 1 and SY1F para 4
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Do you object or support the proposed change (please tick one)?

Support	Object	Comment X
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Why do object to or support the proposed change?

The Proposed Changes to Policy SY1 (South Yorkshire) section D para 1 and section F para 4 place an emphasis on the development, and investment in, public transport systems in Sheffield. Any improvement in public transport in South Yorkshire is to be supported but the implication that less development and/or investment should go to the remaining South Yorkshire districts is questioned. The improvement of public transport systems "to" as well as "within" Sheffield could also be made explicit. In this vein, it would be legitimate to insert reference to the Sheffield-Rotherham corridor as this is arguably one of the main axes of people movement in South Yorkshire.

What further change would you like to be made to the Plan?

Policy SY1 should either delete the explicit reference to Sheffield in terms of public transport development and investment or should include additional reference to other suitable routes and areas, such as "the Sheffield-Rotherham corridor".

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?

Page: **99-101**

Policy / Para / Fig / Table etc: **E1A and Table 14.7**

Do you object or support the proposed change (please tick one)?

Support **X**

Object

Comment

Why do object to or support the proposed change?

The Proposed Changes to Policy E1 (Creating a Successful and Competitive Regional Economy) section A and the corresponding job growth projections in Table 14.7 are supported. The Proposed Changes take account of the more recent data which reflect the strong improvements in the Rotherham economy. The corresponding employment land requirement figure to 2021 of 90 hectares in Table 14.6 is also more realistic.

What further change would you like to be made to the Plan?

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?

Page: **117-119**

Policy / Para / Fig / Table etc: **H1B and Table 13.1**

Do you object or support the proposed change (please tick one)?

Support **X**

Object

Comment

Why do object to or support the proposed change?

The Proposed Changes to Policy H1 (Provision and Distribution of Housing) section B and corresponding Table 13.1 are supported. They accommodate the higher household and employment projections available since publication of Draft RSS. The extension of the figures to 2026 is supported as it enables Rotherham's LDF to set out a 15 year supply of housing land from its expected adoption date of 2009 and thus comply with PPS3 Housing.

However, the Council has reservations about the deliverability of increased housing numbers in the timescale envisaged, i.e. stepping up to 1,160 new dwellings from 2008 onwards. The phasing envisaged by Panel Recommendation 5.1 is thought more achievable. This would also allow time for the adoption of LDFs that allocate sufficient land to meet these targets.

What further change would you like to be made to the Plan?

Amend Tables 13.1 and 13.1A to show figures for the periods 2004-11 and 2011-26, with the increase in provision from 2011 onwards.

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?

Page: **117**

Policy / Para / Fig / Table etc: **H1C**

Do you object or support the proposed change (please tick one)?

Support

Object

Comment **X**

Why do object to or support the proposed change?

The regional target of 65% for the proportion of housing development taking place on previously developed land and through conversions of existing buildings may be difficult to achieve given the increase in new housing numbers over the plan period.

What further change would you like to be made to the Plan?

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?

Page: **130**

Policy / Para / Fig / Table etc: **H3B**

Do you object or support the proposed change (please tick one)?

Support **X**

Object

Comment

Why do object to or support the proposed change?

The Proposed Changes to Policy H3 (The Provision of Affordable Housing) section B setting a provisional target of up to 30% for the amount of new affordable housing development in Rotherham is supported.

What further change would you like to be made to the Plan?

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?

Page: **135**

Policy / Para / Fig / Table etc: **H5A and para 13.57**

Do you object or support the proposed change (please tick one)?

Support

Object **X**

Comment

Why do object to or support the proposed change?

The Proposed Changes to Policy H5 (Provision of Sites for Gypsies and Travellers) section A set out the shortfall in provision of gypsy and traveller pitches. Section B of the Policy states that local authorities should carry out an assessment of the housing needs of gypsies and travellers by July 2008. Whilst the need for additional provision is accepted, the highlighting at para 13.57 of Rotherham and other districts as having no authorised sites is likely to change in the short term thus rendering the text obsolete.

What further change would you like to be made to the Plan?

Delete the second sentence of para 13.57.

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?Page: **145-149**Policy / Para / Fig / Table etc: **T3A and Tables 16.8/16.9****Do you object or support the proposed change (please tick one)?**

Support

Object

Comment **X****Why do object to or support the proposed change?**

The accessibility indicators referred to in Policy T3 (Public Transport) section A and given in Tables 16.8 and 16.9 are open to misinterpretation and therefore difficult to monitor.

Tables 16.8 & 16.9

"Facility site location" does not appear to cover every site. For instance, when reporting on the sites the Council approved last year, most sites did not fall into any of the categories so were entered as "nodes in good quality public transport corridors".

Using walk time criteria is not helpful. A rise in level can add to journey time, especially for the elderly or disabled, but this is difficult to measure. It would be easier to measure distances.

It would be helpful to emphasise that walk/journey times are door-to-door measurements. Most agents just measure to the site entrance but this makes a big difference in the case of large sites. For example, the Retail World site in Rotherham where the far end of the site is some 1km from a bus stop but the entrance is very close to a bus stop. The "walk time to a bus stop" criteria as drafted could make it difficult to approve a large site.

How is the "population within certain journey times" to be derived? Is data to be made available on a site by site (and/or node) basis and if so by whom and at what cost?

Table 16.9

How are "local facilities" to be defined? How will "size of facilities" be defined?

It states "ensure that arrival and departure of PT services coincide with visiting hours/start and finish times". As private operators provide the service, how is the LPA to "ensure" this?

What further change would you like to be made to the Plan?

It may be helpful to remove Tables 16.8 and 16.9 to a separate document that could be refined and updated more easily than review of RSS would allow.

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?

Page: **184**

Policy / Para / Fig / Table etc: **ENV5B para 3**

Do you object or support the proposed change (please tick one)?

Support

Object **X**

Comment

Why do object to or support the proposed change?

The Proposed Changes to Policy ENV5 (Energy) section B para 3 are not supported. The removal of the minimum requirement for at least 10% of the energy to be used in sizeable new development to come from on-site renewable energy sources is a retrograde step. The inclusion of a minimum standard in RSS would provide a target for the inclusion of renewable energy in new development, would reduce inconsistencies across local authority boundaries and would give a clear message that efforts to minimise climate change are a priority.

What further change would you like to be made to the Plan?

Reinstate the Draft RSS (Dec 2005) text of Policy ENV5 (Energy) section B para 3.

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

Which part of the Plan that we are proposing to change are you commenting on?Page: **n/a**Policy / Para / Fig / Table etc: **Key Diagram, Fig 7.2****Do you object or support the proposed change (please tick one)?**

Support

Object **X**

Comment

Why do object to or support the proposed change?

Policy YH1 (Overall Approach and Key Spatial Priorities) section B para 1 refers to the older industrial parts of South Yorkshire as within the "Regeneration Priority Area". This is supported; however the Key Diagram and Fig 7.2 do not accurately reflect the areas of Rotherham that should fall within the Regeneration Priority Area. Current RSS (Dec 2004) shows the "First Priority Regeneration Area" covering the entire administrative area of Rotherham. Draft RSS (Dec 2005) shows the broadly equivalent notation of "Transforming Older Industrial Areas" covering most of the urban area of Rotherham and extending eastwards to cover Maltby and Dinnington. RSS Proposed Changes (Sept 2007) shows the M1/M18 motorway as the eastern extent of the Regeneration Priority Area within Rotherham. This excludes Maltby and Dinnington, both coalfield settlements requiring continuing regeneration (Maltby still has an active colliery; Dinnington is a former coalfield settlement). Both Maltby and Dinnington are shown as towards the most deprived end of the spectrum on Fig 2.1 "Indices of Deprivation". Excluding these settlements also contradicts Policy SY1 sections A para 3 and F para 5.

What further change would you like to be made to the Plan?

The Key Diagram and Fig 7.2 should show the Regeneration Priority Area extending to cover the settlements of Maltby and Dinnington, within Rotherham Borough. This might most easily be achieved by extending the notation eastwards to a definitive boundary, such as the A1(M) motorway.

These comments are by or on behalf of (please insert your name as in Section A of this form:

Rotherham MBC

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	10 December 2007
3.	Title:	Bramley Traffic Management Scheme – Post Implementation Review
4.	Directorate:	Environment and Development Services

5. Summary

To report the receipt of the consultants report “ Bramley Traffic Management Scheme Highway Network Operational Review “ and consider amendments to the scheme taking due regard of the findings of the report, and results of the Bramley Traffic Management Scheme Community and Business Opinion Surveys.

6. Recommendations

That the Cabinet Member:

A) notes the consultant’s report “Bramley Traffic Management Scheme Highway Network Operational Review” and in light of the findings of the report agrees the following amendments to the scheme;

- 1) Revision of the echelon parking on Cross Street to meet current guidance and improve access arrangements;
- 2) Removal of the contra-flow cycle lane on Main Street, requiring cyclists traveling in the opposing direction of flow to dismount for a short section of Main Street;
- 3) Widening the carriageway of the one-way section of Main Street to improve the accessibility to the existing on street controlled parking;
- 4) Creating additional short stay parking facilities on the one-way section of Main Street to assist businesses in the immediate locality;
- 5) Amending the parking facilities on Church Lane to provide improved access to private driveways, incorporating an improved pedestrian crossing point;
- 6) Lengthening the right turn lane facility on the A631 Bawtry Road junction with Church Lane to reduce the risk of right turning traffic queuing into the westbound off-side lane of Bawtry Road,
- 7) Environmental enhancements to the scheme in the vicinity of the Main Street / Cross Street junction and the one-way section of Main Street, and;
- 8) Amendments to the “map type” sign on the A631 to provide additional information regarding the weight restriction present in Bramley village

- B) agrees to commence detailed design of the amendments and the required statutory procedures, including consultation;**
- C) agrees that the petition be noted and that consideration has been given for amendments to the scheme in respect of appearance, layout, environment and parking provision as requested, and that the lead petitioner is informed accordingly**

7. Proposals and Details

The Bramley Traffic Management Scheme has been operational since April 2006 and a post implementation review of the scheme has been undertaken. The review has also been informed by comments contained in the Ipsos MORI Community and Business Opinion Surveys, results from a council conducted on street parking survey, the Highway Network Operational Review undertaken by the consultants WSP Group, views of the South Yorkshire Police, Bus Operators and the South Yorkshire Passenger Transport Executive, together with individual comments from members of the public on various aspects of the scheme.

The key issues arising from the opinion surveys can be summarised as:

- (a) the levels of parking provision, it's location and accessibility
- (b) the one-way operation of the traffic system
- (c) congestion in the village and on the A631 Bawtry Road
- (d) environmental issues

The details of the review have been divided into four categories: Parking, Traffic Operation, Road Safety, and Additional Issues.

Parking

A survey was undertaken by the Council in June 2007 to determine the usage and turnover of the on-street parking provision on Cross Street, Main Street and Church Lane. The Community Opinion Survey had indicated that there was concern over there being insufficient parking in the village and that the parking was inconvenient. The results of the parking survey however demonstrate that whilst the parking in the area is well utilised, there are spaces available at all locations most of the time; this applies to areas where parking is unrestricted and areas where time limited parking applies.

The parking arrangements in the village have since been reviewed. The consultant's report has identified that the echelon parking on Cross Street should be reversed in angle ie. vehicles approaching from the A631/Cross Street junction would reverse into the spaces and move out in forward gear. This is best practice and is considered to be safer than reversing into the traffic stream. The details are attached in Appendix A(i) The narrowness of the one-way section of Main Street results in difficulties being experienced in accessing the current time limited and blue badge on street parking. If the carriageway was widened a hatched strip could be provided to assist manoeuvring into the spaces and ease the difficulty being experienced of opening car doors into a live traffic lane. Additionally, further on street spaces could be created in the vicinity of the Master Brewer Public House if the bus stop was relocated to the east of the Howard Road junction. The widening of the carriageway would require the removal of the contra-flow cycle lane (see later -Traffic Operation). The details of the scheme is attached in Appendix A(ii).

There could be an opportunity to create two additional parking spaces near to the junction of Cross Street / Main Street by replacing the mini-roundabout with a

priority junction. This would assist businesses in the immediate locality. However, this measure, if progressed, would require the removal of the HGV ban on the section of B6093 Main Street between Cross Street and Bawtry Road which was introduced at the request of local residents. It is anticipated that any proposal to remove this restriction would attract considerable opposition from residents and therefore on balance it is considered the existing arrangements should remain. Originally, a “working day” waiting restriction was implemented in this section of Main Street, which has since been relaxed on an experimental basis pending the receipt of any objections, restricting parking to the weekday morning peak period only. No objections have been received, and hence the relaxation to the waiting restrictions has been made permanent which should benefit users of the Church and assist residents in the locality. It also assists with the overall parking facilities in the village as parking is freely available after 10.00am weekdays and unrestricted at weekends.

Some residents on Church Lane have made representations as they are experiencing difficulties in accessing and egressing their driveways due to the location of sheltered parking spaces created as a result of the one-way operation of Church Lane. A temporary solution of hatching out some of these spaces is in place although this could be improved and formalised by the removal of one build out, and redesigning the hatch markings. An Improved pedestrian crossing point with tactile facilities could also be incorporated within the design. The details of the scheme are included in Appendix A(iii).

Traffic Operations

Consultants WSP have been commissioned to evaluate the operational effects of the Bramley Traffic Management Scheme, and to assess the effects of amendments under current traffic flow conditions should the scheme have been partially implemented or not implemented. The recommendations of the consultants report are detailed in Appendix B. In addition the Council has received requests to consider operation of the A631/Cross St/Flash Lane junction with an additional stage incorporated such that the minor arms (ie. Cross St and Flash Lane) operate as separate stages and hence turning movements are unopposed.

The scenarios considered were as follows, for both the morning and evening peak periods:

- (i) the existing conditions of the road network based on traffic data collected by the consultants in September 2007
- (ii) the one-way section of Main Street amended to permit two way traffic with Church Lane remaining one-way with the signalised junction of the A631 and Church Lane remaining as existing. (This scenario utilised 2007 traffic flows on the network with movements both as they occurred prior to the traffic management scheme being implemented and also applying a sensitivity test taking into account the benefits of the signalised junction of the A631 and Church Lane.)
- (iii) the return of the road network to its original state prior to the implementation of the traffic management scheme but with 2007 traffic flows applied.

As stated above, the junction of the A631/Cross St/Flash Lane was also assessed under existing traffic conditions but with the Cross St and Flash Lane arms of the junction operating as separate stages, hence the turning movements being unopposed.

Scenario (i)

Both signalised junctions on the A631 are operating close to capacity. The two internal junctions in Bramley (Church Lane/Main St and Cross St/Main St) operate within capacity. Although the operational assessment of the A631/Church Lane junction predicts queues that can be accommodated within the existing right turn flare, the predicted queues relate to average values rather than accommodating fluctuations that may occur throughout the peak period. Therefore in terms of safe operation, the consultants report recommends it appropriate to consider extending the length of the right turn flare lane; this can be accommodated within the highway boundary.

Scenario (ii)

The A631 Bawtry Rd/Cross St/Flash Lane junction exceeds physical capacity with extensive queuing on the A631 Bawtry Road; the highway network having insufficient capacity to accommodate the identified demand. The internal junctions operate within capacity.

Scenario (iii)

The highway network as a whole would not have sufficient capacity to cater for current demand. Significant congestion would occur at both junctions on the A631 and additional delays are predicted in the village centre.

Scenarios (ii) and (iii) both confirm that the actual additional traffic generated mainly by the Woodlaithes Village housing development and the growth in general background traffic required a highway improvement scheme to be effected in order to mitigate the impact of vehicular traffic in the Bramley area.

The congestion predicted can be attributed to the geometric constraints associated with the A631/Cross St/Flash Lane junction and the increased number of potential vehicular conflicts experienced at junctions by permitting the two way operation of Main Street.

Considering the status of the A631 Bawtry Road as part of the Principal Road Network in the Borough, a Quality Bus Corridor (QBC) and LTP2 Key Route, and with the Local Authority statutory obligations under the Traffic Management Act 2004, the consultants report recommends that neither scenarios (ii) or (iii) are considered appropriate for further consideration.

As a traffic authority, the Council has obligations under the Network Management Duty of the Traffic Management Act 2004 to “keep traffic moving” and minimise

congestion; there may be significant implications in the event of non-compliance with the Act.

Furthermore, the consultants report concludes that the network in its current form provides optimum network performance and that contrary to the public perception derived from the Ipsos MORI survey, the removal of the scheme would exacerbate any existing congestion experienced within the district centre leading to increased journey times for both internal trips and those utilising the A631 Bawtry Road.

Following requests to investigate the effects of operating the A631/Flash Lane/Cross Street junction in a manner that would remove the turning movement conflicts, an operational assessment was undertaken for existing traffic conditions to separate the Flash Lane and Cross Street stages of the junction. The assessment concluded that the junction would not operate within capacity and significant congestion would occur.

Road Safety

The consultant's report has undertaken an accident analysis over the area of the Traffic Management Scheme. The analysis has shown that the number of road traffic accidents involving personal injury per year has almost halved since the scheme has been implemented. In addition, the proportion of accidents involving vulnerable road users has significantly reduced and the severity of the recorded accidents has also reduced.

This reduction in the accident rate demonstrates that the current scheme as implemented has significantly contributed to an improvement in road safety in the area and therefore contributes to targets set in the South Yorkshire Local Transport Plan.

The South Yorkshire Police have produced an independent report on their views of the scheme as implemented. They have commented on the scheme from a Road Safety perspective in terms of collisions recorded and observations made on site regarding the safe movement of all road users. They conclude that the scheme is working safely and correctly as designed, and is to their satisfaction.

Additional Issues

Environmental enhancements to the scheme have been considered, which would primarily involve "Tegular" block paving in the vicinity of the junction of Cross Street and Main Street and enhancements along the one-way section of Main Street in the village centre. These could be incorporated into the scheme should physical amendments be undertaken to the highway cross section on the one-way section of Main Street. Additionally, amendments to signage in the village would be required should changes to the parking arrangements occur, and/or other movement restrictions be amended. Such changes are likely to result in a reduction of sign clutter, and provide the opportunity for the implementation of environmentally enhanced signing within the village centre.

A request was received to investigate the reinstatement of the full turning movements at the junction of Plane Drive and the A631 Bawtry Road, although this

project was not attributed to the Bramley Traffic Management Scheme. This scheme was implemented in order to increase the length of the bus lane approaching Wickersley Roundabout as part of the Rotherham to Maltby QBC proposals. To practicably reinstate the full turning movements at this junction would either require the removal of the new bus lane, or major alterations to the highway cross section which is likely to include land acquisition and the provision of a new footbridge. Removal of the bus lane would require the reversal of a Council decision made with strategic objectives in mind and would not accord with LTP policies. The SYPTE and the bus operator, First, have already indicated they would strongly object to such a proposal. The alternative is likely to be cost prohibitive and also could require the instigation of compulsory purchase order procedures with little policy justification, hence it would be inappropriate to consider further.

A petition was received and reported to the Cabinet Member for Regeneration and Development Services on 1 October 2007 and to the Council on 10 October 2007 protesting against the scheme in terms of its appearance, layout and parking provision. The proposed scheme amendments detailed in the recommendations of this report address the issues raised with appropriate practicable solutions.

A representation was received from a resident of Church Lane regarding the speed of traffic using Church Lane and traffic noise. Speed surveys have been undertaken at locations on Church Lane and the results of these surveys indicate that vehicular traffic is travelling at speeds commensurate with a 30mph speed limit. It is acknowledged that traffic flows on Church Lane have increased as a consequence of the scheme and hence there will have been a slight rise in noise levels. However, this has to be considered against normal background traffic growth and the net reduction in traffic flows, and hence noise, elsewhere.

Concerns have been raised regarding HGVs accessing the village unnecessarily from the A631 Bawtry Road. The signage on the A631 does give information regarding the weight restrictions currently in force, however it is suggested that additional warnings of the HGV ban are included on the "map type" advanced direction signs on Bawtry Road to give enhanced information.

8. Finance

The proposals detailed in the recommendations would have to be funded through the Local Transport Plan Integrated Transport budget for 2008/09 and 2009/10. The current estimate for the highway works including complementary environmental enhancements is approximately £270 000. It should be noted that this expenditure will affect the LTP funding available to implement other schemes during the next two financial years, and this will result in some objectives and targets in the South Yorkshire Plan not being met.

9. Risks and Uncertainties

The proposals to amend the parking arrangements on Main Street and remove the cycle lane would require the procurement of Traffic Regulation Orders being subject to statutory consultation procedures, which may result in objections. It is likely that

the statutory procedures required could be completed in a time scale of between six and nine months, to be followed by a construction period of between three and six months, subject to temporary traffic management constraints.

Amendments to the layout of the one-way section of Main Street will be complex to construct, particularly in terms of temporary traffic management. There will undoubtedly be occasions when Main Street will need to be closed to through traffic, with the corresponding disruption that ensues.

It is believed that the suggested amendments will be neutral in road safety terms but there is a risk that some of the road safety benefits of the scheme, particularly for vulnerable road users will be diluted.

10. Policy and Performance Agenda Implications

The scheme accords with objectives of LTP2 and the Traffic Management Act 2004 as they will assist in the improved management of traffic on the highway network.

11. Background Papers and Consultation

The South Yorkshire Police have commented on the scheme in respect of its operation over the previous 18 months and have concluded that the scheme is operating safely and working correctly as designed.

The SYPTE and First, as principal bus operator in the area, have noted the benefits gained in terms of public transport operations on the Rotherham – Maltby QBC and have indicated they would strongly object to any proposals that have a negative impact on bus operations.

South Yorkshire Local Transport Plan 2001-2006
South Yorkshire Local Transport Plan – 2006-2011
Traffic Management Act 2004
Rotherham Quality Bus Corridor Steering Group.

Contact Name: *Karl Battersby, Strategic Director, Ext. 3815,
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**Rotherham**
Metropolitan
Borough Council

Environment & Development Services

Strategic Director:
Karl Batterby Bsc (Hons) MTP, MRTPI

Rotherham Metropolitan Borough Council
Environment & Development Services
Bailey House, Rawmarsh Road,
Rotherham S60 1TD

Client:

Rev.	Description
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Project

Title

Bramley Traffic Management - Scheme Amendments

Dwg. No.

741055/103

Rev.

Scales (if A3)

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Drawn

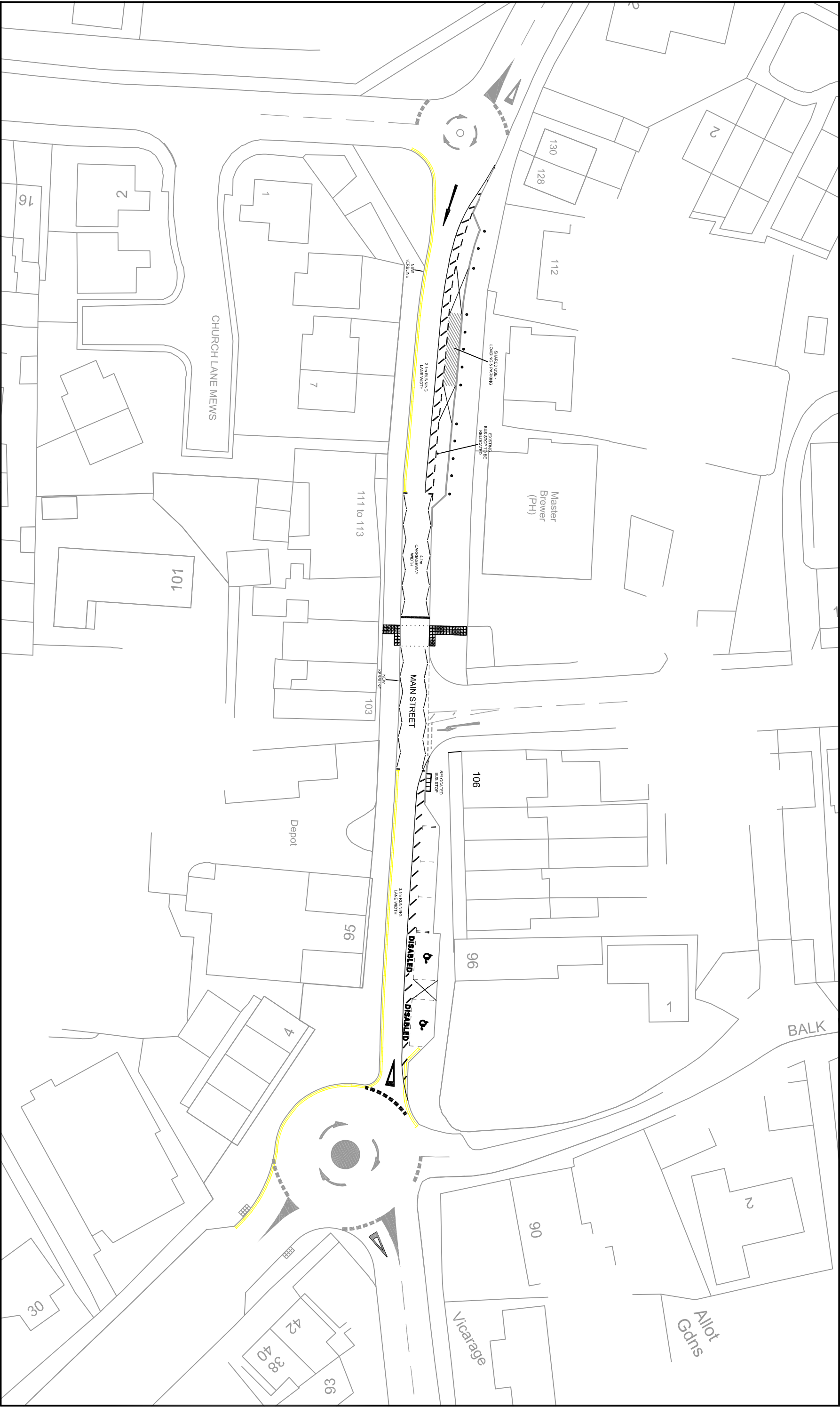
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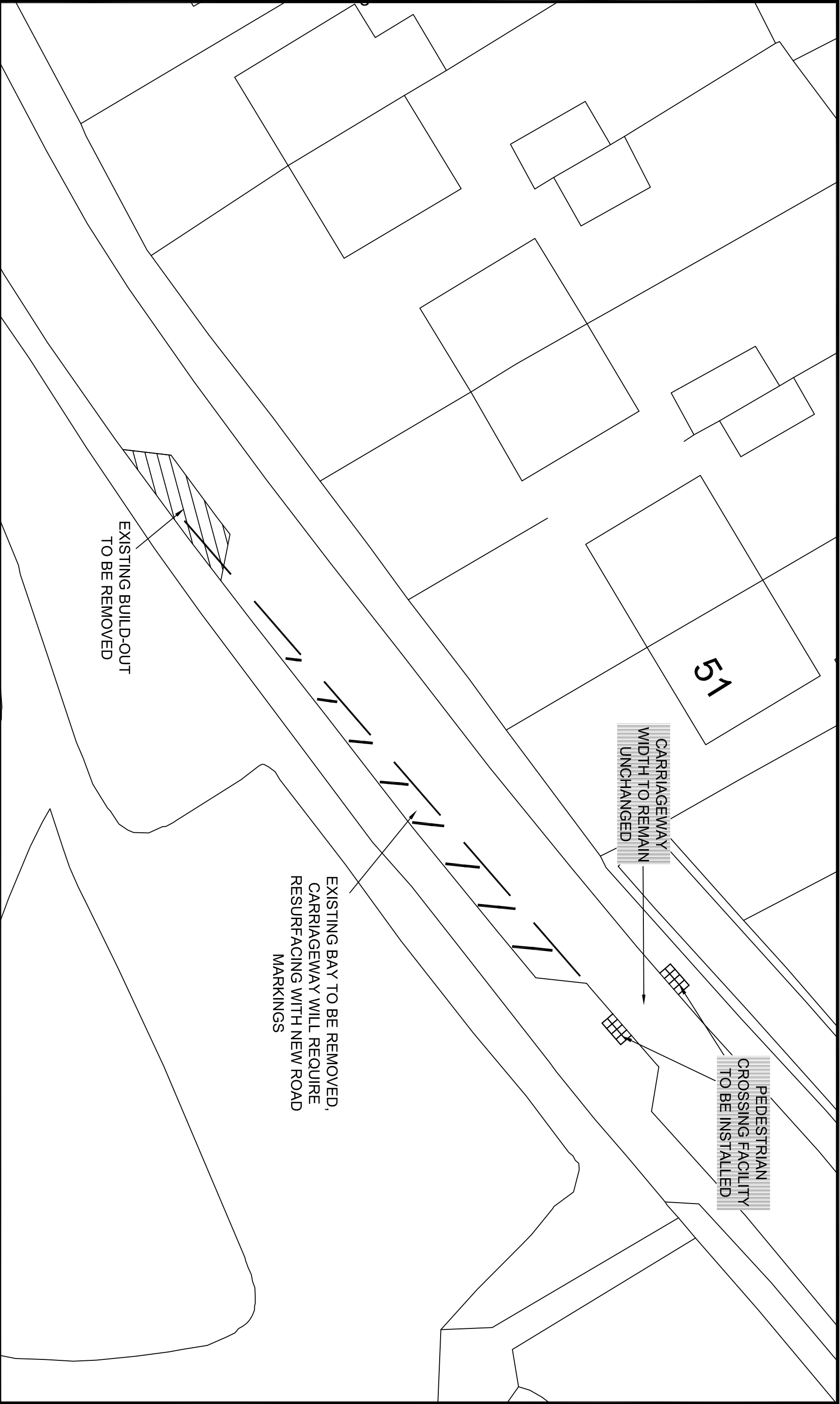
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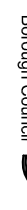
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Rotherham Metropolitan Borough Council Environment & Development Services Strategic Director: Karl Battersby Bsc (Hons) MRTPL MRTPI		Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		Client:	
Rev.		Description			
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741055/102				1:500	
Title					
Main Street Cycle Lane Removal & Additional Parking					
Project					
Bramley Traffic Management - Scheme Amendments					



 Rotherham Metropolitan Borough Council Environment & Development Services Strategic Director: Adam Wilkinson BSc MBA PBEng FBEng FCIOS FRSA MIMgt		Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		Client:	
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LG		Nov 2007		DAP	
Dwg. No.		Rev.		Scales (if A3)	
741055/101				1:200	
Title					
Church Lane Parking Amendments					
Project					
Bramley Traffic Management - Scheme Amendments					

7 Recommendations

7.1 RECOMMENDATIONS

7.1.1 The A631 Bawtry Road is identified as a Key Route within the South Yorkshire Local Transport Plan (2006 -2011). In addition, the A631 Bawtry Road formed part of the Rotherham to Maltby QBC, a designated project in South Yorkshire's Centre of Excellence for Integrated Transport.

7.1.2 The results of assessment demonstrate that the network, particularly the A631 Bawtry Road corridor, within the district centre of Bramley is operating close to theoretical capacity, however, further assessment of the permissible options demonstrate that full conversion to the networks historic operation would be detrimental to traffic movement within and through Bramley.

7.1.3 The results of assessment of the options to change the current network operation identify unacceptable levels of congestion, particularly on the A631 Bawtry Road corridor.

7.1.4 The congestion predicted can be attributed to the geometric constraints associated with the A631 Bawtry Road / Flash Lane junction and the increased number of potential vehicular conflicts experienced at junctions by permitting two-way operation.

7.1.5 Considering the status of the A631 Bawtry Road and the Local Authority's obligations under the Traffic Management Act (2004) the assessed scenarios are considered inappropriate.

7.1.6 It is therefore predicted that the network in its current form provides optimum network performance and that contrary to public perception, derived from the IPSos MORI survey, the full removal of the scheme would exacerbate existing traffic congestion experienced within the district centre, leading to increased journey times for both internal trips and through traffic utilising the A631 Bawtry Road.

7.1.7 It is considered that major improvement would be required to A631 Bawtry Road corridor to facilitate either full or partial removal of the scheme.

7.1.8 Although operational assessment of the A631 Bawtry Road / Church Lane intersection predicts queues that can be accommodated within existing right turn flare, the predicted queues relate to average values over the modelled period rather than accommodating daily fluctuations that may occur throughout the peak period. In terms of the safe operation of the intersection it is considered appropriate to extend the length of the right turn flare which can be accommodated within the existing highway boundary.

7.1.9 The echelon parking on Cross Street should be revised to meet current guidance.

7.2 ADDITIONAL COMMENTS

7.2.1 Although outside the scope of the brief, on site observations identified the following issues for consideration:

- Reduce the ICD of the Cross Street mini roundabout or convert to priority subject to design considerations to make best use of available road space for all users. This option would require the HGV ban on Main Street (E) to be removed
- There is evidence that the contra-flow cycle lane on Main Street is little used, with cyclists preferring to utilise the footway rather the provided facility. If the cycle lane was removed, the carriageway could be widened to improve access to the existing on street parking facilities. Additional parking could also be provided on Main Street subject to design issues.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	10 December 2007
3.	Title:	Variation to Development Control Line
4.	Directorate:	Environment and Development Services

5. Summary

To request variation to a Development Control Line previously confirmed at the Delegated Powers meeting on 5 March 2007.

6. Recommendations

It is recommended that Cabinet Member resolve that:

- i) The previously approved Development Control Line indicated in Appendix 'A' be deleted.**
 - ii) The revised Development Control Line indicated in Appendix 'B' be confirmed.**
-

7. Proposals and Details

A Development Control Line illustrates the likely effect of any future highway improvement scheme on adjoining land or buildings and is of particular relevance in a planning context where an area is likely to be redeveloped or new buildings erected. A Development Control Line to safeguard the possible future extension of Centurion Street to serve adjacent industrial land/premises and the Blackburn Meadows Nature Reserve car park was confirmed at the Delegated Powers meeting on 5 March 2007. This is indicated on the drawing attached as Appendix 'A'. Since then, a planning application to construct a new factory on adjacent land has been submitted (RB2007/1764) which, if approved and implemented, would prejudice the route of the road as intended. Negotiations with the prospective developer regarding possible revisions to the size of the building have taken place. However, the developers, Technical Cranes Ltd., require a building of the size intended to accommodate their machinery etc. In an attempt not to stall or prejudice the development, consideration has therefore been given to a possible alternative road alignment and the layout indicated at Appendix 'B' is now suggested. This would also provide for vehicular access to land/buildings in the area and the nature reserve car park, also a designated pedestrian/cycle link between Steel Street and Centurion Street.

8. Finance

There are no direct financial implications arising out of this report although clearly the proposed road safeguarded by the Development Control Line would require funding, if it was to proceed.

9. Risks and Uncertainties

Should deletion of the Development Control Line not be accepted, the planning application would merit a recommendation of refusal on the grounds that it prejudiced the future implementation of a road scheme. Such a refusal of planning permission may result in a Planning Appeal to the Secretary of State. Alternatively, the owner of the land may claim that the Development Control Line is blighting the property and seek redress.

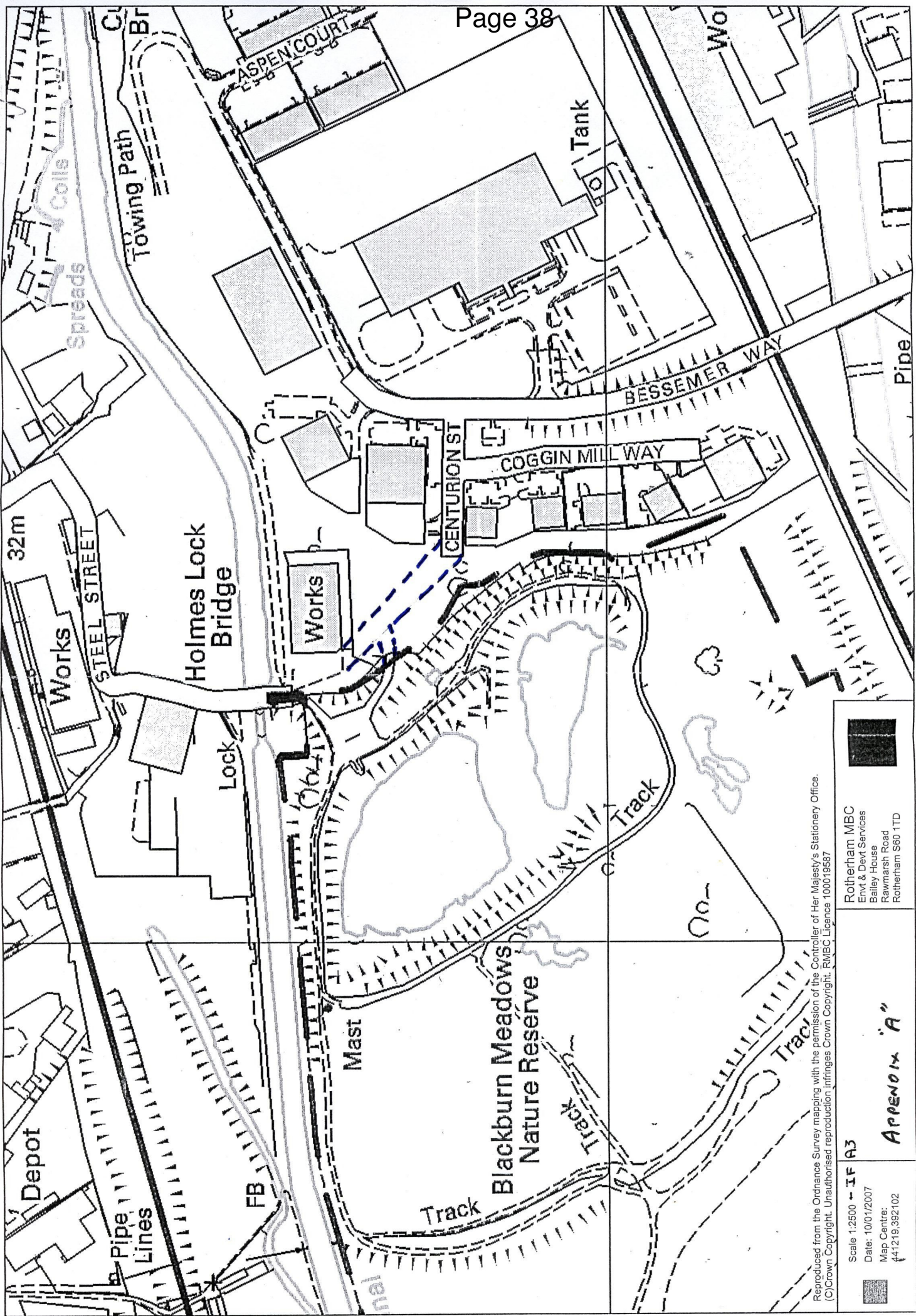
10. Policy and Performance Agenda Implications

The proposal is in line with the policies and objectives set out in the South Yorkshire Local Transport Plan.

11. Background Papers and Consultation

Previous reports have been referred to Cabinet Member regarding the deletion, revision and confirmation of Draft Development Control Lines, most recently on 5 March 2007.

Contact Name: Ian Ferguson, Development Control Officer, ext.2965
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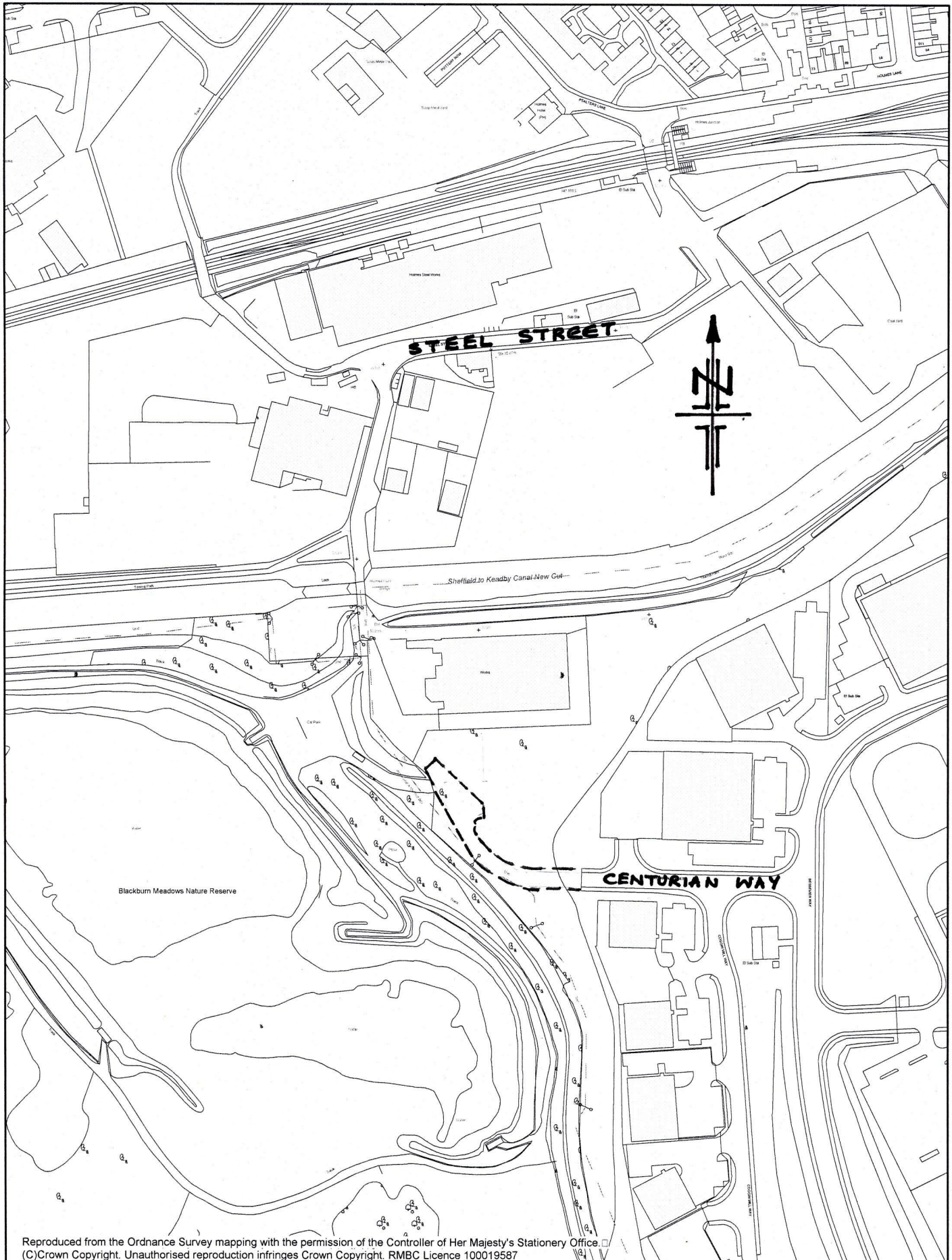


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Rotherham MBC
Env't & Dev't Services
Bailey House
Rawmarsh Road
Rotherham S60 1TD

Scale 1:2500 - IF A3
Date: 10/01/2007
Map Centre:
441219.392102

Appendix "A"



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Scale 1:2500

Date: 28/11/2007

Map Centre: □
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Env't & Dev't Services □

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Rawmarsh Road □

Rotherham S60 1TD □

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	10th December 2007
3.	Title:	Enviro-Crime Strategy Progress Report
4.	Directorate:	Neighbourhoods and Adult Services

5. Summary

This report has been referred to the Cabinet Member for Regeneration and Development Services by the Cabinet Member for Neighbourhood and Adult Services (meeting held on 26th November, 2007).

The report highlights the progress made against the milestones and targets contained within the Enviro-Crime Strategy that was approved by Cabinet on 29th March 2006.

A progress report was previously presented to a Joint Meeting of Cabinet Member for Neighbourhoods and Environment and Development Services on 6 November 2006 and the 21st May. In addition progress reports have been presented to the Safe Theme Board on 18 October 2006 and 26th April 2007.

The progress of the Enviro-crime Strategy was presented to Sustainable Communities Scrutiny Panel on 15th November 2007.

6. Recommendations

That Cabinet Member;

- 6.1 Welcomes the continued positive delivery of the Enviro-Crime Strategy to address these key areas of anti-social behaviour and that a further progress report on the Enviro-Crime Strategy be submitted in six months**
- 6.2 Requests a report be brought in December 2007 detailing the implications of the use of Dog Control Orders and specific issues arising from the making of such orders by a secondary authority**
- 6.3 Requests that the report be forwarded for information to the Cabinet Members for Environment and Development Services and Streetpride Services**

7. Proposals and Details

Rotherham was the first Council in the UK to produce an Enviro-Crime Strategy.

The Enviro-Crime Strategy is a major contributor to deliver the priorities of the Community Strategy, Corporate Plan and the objectives of the Local Area Agreement's Safer and Stronger Communities block.

The Enviro-Crime Strategy identifies milestones and targets that will achieve the delivery of the following key aims of the strategy:

- i) To reduce by 10% by April 2009 the percentage of people who view enviro-crime to be a problem in their local area
- ii) To enable all communities to widely recognise the quality of their neighbourhood so that by April 2009 there is a 75% level of satisfaction with the cleanliness of their area.

The Strategy represents the Council's holistic approach to enviro-crime, and Action Managers identified for delivery of the targets are from a broad range of disciplines, including the Enviro-Crime Unit, Neighbourhood Enforcement, Rotherham Wardens, Food Health & Safety, Trading Standards, Safer Neighbourhood Team, Waste Management, and Streetpride.

Currently of the thirty-three key actions in the Strategy one remains off target but with a recovery plan in place. The action off target is:

To promote reassurance by impact surveys of actions and campaigns in neighbourhoods (1.8)

- **Cause:** 'Before & After Surveys' milestone
- **Recovery:** The outcomes of the quality of life survey have given a base line. A programme of surveys has been delivered through the SNT areas ending at the end of April. These surveys are being supplemented by surveys following Impact operations and analysis of the issues relating to enviro-crime should be fully available by December 2007.

Headline Actions Delivered

Since the previous report to Cabinet Member Progress the following delivery milestones identified within the key actions should be noted;

- Enviro-Crime Enforcement Protocol compliant with national guidance laid out in DEFRA Local Environmental Enforcement – Guidance on the use of fixed penalty notices published May 2007
- 25 Community Clean Ups to be delivered during 2007/08
- 'Name that Tag' – Stage 3, begins October 2007
- Internet reporting of enviro-crime established
- 'Bin it', 'Butts Out' and 'Bin your Gum' campaigns continue
- Coordinator appointed to deliver Eco-Schools agenda
- 'Too Toxic' now in second stage of re-visit to Year 7's
- 'Tidy Business' campaign in town centre and operational

- Three Green Flag Awards for Thrybergh CP, Rother Valley CP, Ulley CP
- Proactive Enforcement Teams engaged in Pathfinder and ex-Mining Community areas
- Proactive Waste Documentation Inspection programme established as part of 'Tidy Business'
- Junior Warden incentive and reward schemes implemented

In addition the Council is being assessed for Beacon Council Status for "Better Public Spaces" and the Enviro-Crime Strategy is seen as a key underpinning approach of the Council and its partners in promoting respect and pride in the local environmental quality of neighbourhoods.

Outcomes

The direction of travel and outcomes following the introduction of the Enviro-crime Strategy are clearly demonstrable against a number of key indicators including:

- Graffiti Incidents (LAA Stretch Target) at 414 are 46% lower this year than 2004/05 (LAA baseline year) at 768.
- Fly Tipping incidents (LAA Stretch Target) over the first 17 months of the LAA (this target is unusual in that it is measured over a 3 year period) at 4751 are 14% below the Stretch Target of 5537 and 20% below the baseline of 5933.
- Results for BV199(a) Litter and Detritus, BV199(b) Graffiti and BV199(c) Fly Posting are generally Top Quartile for Metropolitan Authorities. Please see table below for details. Please note that this BVPI appears to be one of the new national outcome indicators (NI 195).
- The result for BVPI 199(d) in 06/07 and to date this year was "Very Effective". This is the top score possible and reflects the fact that fly tipping incidents are down and enforcement increased. This BVPI appears to be new national indicator 196.

8. Finance

At this stage all provision is within existing budgets.

Commitment to the delivery of the Strategy is demonstrated by financial support from a wide range of budget heads.

9. Risks and Uncertainties

Any slippage on key actions might impact on the delivery of linked actions with a consequence that targets will not be met with a subsequent impact on the delivery of the aims of the Strategy.

Failure to deliver the strategy will have a negative impact on the targets set within the Local Area Agreement.

Failure to deliver the Strategy would significantly weaken the Council's approach to anti-social behaviour.

Cabinet Member should also note that Catcliffe Parish Council in October notified the Council that it intended to introduce dog control powers under Part 6, Chapter 1 of the Clean Neighbourhoods and Environment Act 2005 on specified Parish Council land. Discussions with the Parish Council have taken place and several issues in the interpretation of the national guidance, practical implementation and the overall consistency of the enforcement of the powers have been raised. This has resulted in the Parish Council deferring progress on the matter for further consideration. The matters had been raised Parish Council's previously in a Parish Council Seminar in 2006, but with this approach being the first from a Parish Council in the Borough and its implications for enforcement of dog fouling etc. it is recommended a report on the powers be brought to Cabinet Member in December 2007.

10. Policy and Performance Agenda Implications

Enviro-Crime is clearly an aspect of the Corporate Priority "Rotherham Safe", where the cleaner, greener agenda is set out, emphasising a preventative approach, including peaceful communities free from antisocial behaviour.

In addressing the **Rotherham Safe** priorities the strategy contributes to delivering the following key strategic actions;

- Maintaining the current overall low crime rate in Rotherham, as well as in continuing to address people's concerns about anti-social behaviour and their fear of crime
- Aiding the development of a sustainable housing stock.
- Supporting the Rotherham Renaissance Masterplan and reinforcing the town centre's role as a place for urban living
- Increase satisfaction with local neighbourhoods.
- Making the connection between national and local strategies
- Providing a link between regional, national and local organisations
- Dealing effectively with perpetrators of anti-social behaviour through enforcement and rehabilitation
- Providing support to victims of anti-social behaviour through effective response to reported incidents

In addition it will contribute to the **Sustainable Development** cross cutting theme by protecting and enhancing the environment, **Rotherham Alive** by ensuring a place where people feel good, are healthy and active, **Rotherham Achieving** by helping raise the quality of life in the most deprived communities and **Rotherham Proud** by increasing the satisfaction in the local area as a place to live and putting pride in the hearts of our communities.

The Enviro-Crime Strategy has clear linkages to the seven outcomes of the Outcomes Framework for Social Care, and importantly includes:

- **Improved Health and Emotional Well-being**, by promoting and facilitating the health and emotional well-being of people who use the services.
- **Improved Quality of Life**, by supporting independence of people to live a fulfilled life.

11. Background Papers and Consultation

- RMBC Enviro-Crime Strategy
- Enviro-Crime Strategy Performance Management Framework Action Plan
- Rotherham Local Area Agreement 2006 – 2009
- Anti-Social Behaviour Strategy
- Housing Framework
- Environmental Protection Act 1990 and regulations
- Noise Act 1996 and amendments
- Clean Neighbourhoods and Environment Act 2005

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