

**CABINET MEMBER FOR REGENERATION AND ENVIRONMENT
6th June, 2011**

Present:- Councillor Smith (in the Chair); Councillors Dodson and Walker (Senior Adviser).

Apologies for absence were received from Councillors Pickering and Tweed.

G2. MINUTES OF A MEETING OF THE LOCAL DEVELOPMENT FRAMEWORK MEMBERS' STEERING GROUP HELD ON 15TH APRIL, 2011

Consideration was given to the minutes of a meeting of the Local Development Framework Members' Steering Group held on 15th April, 2011.

Resolved:- That the content of the minutes be noted.

G3. MINUTES OF A MEETING OF THE SUSTAINABILITY PARTNERSHIP HELD ON 18TH MAY, 2011

Consideration was given to the minutes of a meeting of the Sustainability Partnership held on 18th May, 2011.

Resolved:- That the content of the minutes be noted.

G4. REPRESENTATION ON OUTSIDE BODIES/APPOINTMENTS TO SUB-GROUPS/PANELS ETC - 2011-2012 MUNICIPAL YEAR

Consideration was given to representation on outside bodies/appointments to sub-groups/panels etc for the 2011-2012 Municipal Year.

Resolved:- (1) That the following appointments be made:-

ASSOCIATION OF PUBLIC SERVICE EXCELLENCE (APSE)

- Cabinet Member, Regeneration and Environment, Councillor Smith

CHESTERFIELD CANAL PARTNERSHIP

Councillor Whysall

DEARNE AND DOVE INTERNAL DRAINAGE BOARD

Councillor Hodgkiss

PLANNING AID COMMUNITY CHAMPION

Vice-Chair, Planning Board - Councillor Dodson

ROBIN HOOD AIRPORT CONSULTATIVE COMMITTEE

Councillor Walker, Senior Adviser

TRANS-PENNINE TRAIL

Councillor Dodson, Vice-Chair, Planning Board (Substitute: Councillor Walker)

(2) That memberships of Panels/sub-groups be as follows:-

ROTHER VALLEY COUNTRY PARK MEMBERS STEERING GROUP

Cabinet Member, Culture, Lifestyle, Sport & Tourism, Councillor Rushforth
 Cabinet Member, Regeneration & Environment, Councillor G. Smith, (also Ward 6 (Holderness))

Ward 6 (Holderness):- Councillors Pitchley and Jack

Ward 11 (Rother Vale):- Councillors Nightingale, R. S. Russell and Swift

Ward 18 (Wales):- Councillors Beck, Fenoughty and Whysall

ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK MEMBERS' STEERING GROUP

Cabinet Member for Regeneration and Environment (Chair), Councillor Smith
 All other Cabinet Members

Senior Adviser, Regeneration and Environment, Councillor Walker

Chair, Planning Board, Councillor Pickering

Vice-Chair, Planning Board, Councillor Dodson

Chair, Overview and Scrutiny Management Board, Councillor Whelbourn

Chairs of the 4 Select Commissions

Ward Councillors (when required)

SUSTAINABILITY PARTNERSHIP

Cabinet Member, Regeneration and Environment (Chair), Councillor Smith

Cabinet Member for Safe and Attractive Neighbourhoods, Councillor McNeely

Chair, Planning Board, Councillor Pickering

One vacancy

PARISH LIAISON COMMITTEE:- (General & Ad Hoc Meetings):-

Cabinet Member, Regeneration and Environment (Chair), Councillor Smith

Senior Adviser, Regeneration and Environment, Councillor Walker

Chair, Planning Board, Councillor Pickering

Vice-Chair, Planning Board, Councillor Dodson

and as required:-

Cabinet Member for Culture, Lifestyle, Sport and Tourism, Councillor Rushforth

Cabinet Member for Town Centres, Councillor R. S. Russell

TRANSPORT LIAISON PANEL:-

The Leader, Councillor Stone

Deputy Leader, Councillor Akhtar

Cabinet Member for Regeneration and Environment & SYITA Representative -
 Councillor Smith (Chair),

SYITA Representative, Councillor R. S. Russell

And one member from each Ward as follows:-

Ward 1 – Burton

Ward 2 – Wootton

Ward 3 – Buckley

Ward 4 – Falvey

Ward 5 – Turner

Ward 6 – Pitchley

Ward 7 – Hodgkiss

Ward 8 – Barron

Ward 9 – Beaumont

Ward 10 – Whelbourn

Ward 11 – Swift

Ward 12 – Dodson

Ward 13 – Sims

Ward 14 – vacancy

Ward 15 – Mannion

Ward 16 – License

Ward 17 – Pickering

Ward 18 – Whysall

Ward 19 – Atkin

Ward 20 – Read

Ward 21 – Goult

G5. ENTERPRISE SUPPORT IN ROTHERHAM

Consideration was given to a report, presented by the Community Business Coach Manager, informing the Cabinet Member of the current situation with regard to enterprise support in the borough and seeking endorsement for exploring possible funding sources to continue provision of support post 2011, when the current ERDF project finishes.

Reference was made to Rotherham's good track record and the creation of 292 new business and 336 new jobs and in addition 243 jobs were safeguarded.

It was also pointed out that from December 2011 there would be no support for new businesses from Business Link or Enterprising Neighbourhoods project.

It was therefore proposed to seek funds from the Regional Growth Fund for a 2-3 year extension of the existing project.

Resolved:- (1) That the content of the report, in particular the outputs delivered by the project against the agreed profile, be noted.

(2) That the Regeneration Team in Environment and Development Services lead on developing a potential Regional Growth Fund bid to extend the lifetime of the current project.

G6. FLOOD RISK TOOLKIT: OVERCOMING THE FLOOD RISK CHALLENGE IN ROTHERHAM TOWN CENTRE

Consideration was given to a report, presented by the Senior Planner, which provided information on the Flood Risk Toolkit which had been produced.

It was explained that the Toolkit focused on Rotherham town centre and surrounding areas and was intended to help developers and decision makers to address planning policy flood risk requirements within the context of the Council's regeneration aspirations for Rotherham town centre.

The submitted report summarised the content and implications of the documents and how they would be taken forward.

It was explained that the toolkit included:-

- A 'how to guide' setting out how it can be used to assist developers when submitting planning applications (including a checklist which will provide a useful aid for developers and decision makers).
- A Level 2 Strategic Flood Risk Assessment for Rotherham town centre and surrounding areas, accompanied by a guide to the Sequential Approach required by Planning Policy Statement 25 (Development and Flood Risk).
- A Design Guide setting out technical specifications intended to ensure that new development of flood defence works meets the requirements of the Rotherham Regeneration Flood Alleviation Scheme.

Reference was made to Planning Policy Statement 25 (Development and Flood Risk) which requires that local authorities prepare Strategic Flood Risk Assessments (SFRA) to inform planning decisions and contribute to the evidence base for preparing Local Development Frameworks. It was also pointed out that the Toolkit was intended to strengthen the planning links with the Rotherham Renaissance Flood Alleviation Scheme.

Resolved:- (1) That the content of the report and the Flood Risk Toolkit be noted.

(2) That the use of the Flood Risk Toolkit in determining planning applications, making other planning decisions and as part of the evidence base for preparing the Local Development Framework be endorsed.

G7. ROTHERHAM LOCAL SITES SYSTEM - BOUNDARY CORRECTIONS

Further to Minute No. G98 of the meeting of the Cabinet Member for Regeneration and Environment held on 24th January, 2011, consideration was given to a report, presented by the Ecology Development Officer, seeking approval of corrections to the current series of Local Wildlife Site boundaries.

It was explained that a number of the site boundaries had been drawn up encompassing residential and / or agricultural buildings and this was contrary to the adopted Rotherham Local Wildlife Site System Framework which stated:

"The selection guidelines will not be applied to domestic or industrial (including agricultural) buildings, or to domestic gardens. Other artificial structures, for example, mine shafts, tunnels, bridges, historic monuments (except those that are also domestic dwellings), may, however, be considered for designation."

Corrections had therefore been made to the relevant sites to exclude the buildings in line with the framework standards.

It was therefore recommended that the corrected boundaries be accepted and that approval be given to proceed with the integration of the corrected Local Wildlife Sites boundaries into the preparation of the Local Development Framework and in the determination of relevant planning applications.

An update of the Local Wildlife Site series map was attached at Appendix One to the submitted report.

Resolved:- (1) That the corrected Local Wildlife Site boundaries be accepted.

(2) That approval be given to proceed with the integration of the corrected Local Wildlife Sites boundaries into the preparation of the Local Development Framework and in the determination of relevant planning applications.

G8. A57 WORKSOP ROAD/SHEFFIELD ROAD IMPROVEMENT M1 JUNCTION 31 TO TODWICK CROSSROADS

Further to Minute No. G122 of the Cabinet Member for Regeneration and Environment held on 18th April, 2011, consideration was given to a report, presented by the Principal Traffic Officer, detailing the investigation into a petition received from Todwick Women's Institute requesting the provision of a right turn lane from the A57 into Goosecarr Lane, hence permitting a right turning facility to be incorporated within the proposed major highway improvement scheme.

Details of the technical officer's responses to the issues raised in the petition were set out in the submitted report.

It was explained that the scheme was a named major highway improvement scheme in LTP2, LTP3, (supported by the DfT), and the draft Sheffield City Region Transport Strategy and accorded with the aims and objectives to assist the improved management of traffic, provide road safety benefits and support regeneration and economic growth. The improvement supported the aims and objectives of the Traffic Management Act 2004 in reducing congestion and improving the free and safe flow of traffic on this dual carriageway.

Resolved:- (1) That the request to incorporate a right turn facility into the A57 highway improvement scheme be not acceded to and the lead petitioner be informed of the decision.

(2) That the decision of 18th April, 2011 to implement the scheme, in accordance with the layout detailed in Drawing No. 122/A57(T).51A/DM7, be reaffirmed.

G9. CAR PARKING STANDARDS

Consideration was given to a report, presented by the Principal Traffic Officer, relating to the need to revise car parking standards.

It was explained that the car parking standards currently being used when assessing new development proposals were approved by the Council in August 2002 as interim measures.

In view of the time that had elapsed, the parking issues that had arisen at some new developments and the recent change to Government policy, revised car parking standards were now necessary.

The Appendix to the report set out the proposed revised car parking standards. The move away from maximum to minimum standards with regard to residential parking provision was noted.

Resolved:- That the car parking standards, as appended to the report now submitted, be adopted by the Council and incorporated into the Local Development Framework in due course.

G10. LOCAL TRANSPORT PLAN INTEGRATED TRANSPORT PROGRAMME 2011/12

Consideration was given to a report, presented by the Senior Engineer, outlining the proposed Local Transport Plan (LTP) Integrated Transport Programme for 2011/2012.

Reference was made to final allocations for 2011/2012 and for 2012/2013, and to indicative allocations for 2013/2014 and 2014/2015.

It was pointed out that this represented approximately 50% less funding than previous years' allocations.

It was explained that it had been decided to adopt a "whole programme approach" rather than separating the funding, so that an element would still be available for South Yorkshire sub regional activity.

Rotherham's total funding allocation for 2011/2012 (including carry over from 2010/2011) therefore being £1.85m approx.

The indicative programme for 2011/2012 was appended to the submitted report.

The following elements of the programme were highlighted:-

- Full signalisation of Mushroom roundabout – completion
- Great Eastern Way/Taylor's Lane roundabout – desk top study
- Town centre cycling
- Educational activities including a sustainable travel event at Rotherham Show

Members present also commented on:-

- Shared pedestrian/cyclist use
- Car parking across cycle lanes
- Cycling on footpaths
- Children's safety
- Signage
- White/yellow line maintenance
- Parking close to give way signs and road junctions
- Prosecution and enforcement
- Operation of bus lanes
- Issues re: Doncaster road and Clifton Park
- Displacement parking

Resolved:- [1] That the specific allocation for Integrated Transport for 2011/12, including the carry over from 2010/11, be noted.

[2] That the principle of the proposed programme, as identified in Appendix A to the submitted report, be approved as the basis for detailed design and implementation during 2011/12.

G11. PROPOSED NEW PEDESTRIAN REFUGES - VARIOUS

Consideration was given to a report, presented by the Senior Engineer, seeking approval to progress proposals to provide new pedestrian refuges at the following three identified locations within the borough:-

- A631 Rotherham Road, Maltby (see Appendix A)
- B6066 Rotherham Road, Catcliffe (see Appendix B)
- B6410 Woodhouse Green, Thurcroft (see Appendix C)

It was reported that the proposed were scheduled to be implemented during the current financial year with funding available from the LTP3 Integrated Transport programme.

Reference was made to the need to ensure that the refuges were wide enough to accommodate pushchairs and wheelchairs safety. It was reported that the minimum standard of 1.5 m would be used upto a maximum of 2m depending on the width of the road.

Resolved:- (1) That approval be given for the outline design and consultation to be carried out; and, subject to receiving no objections to the proposals, the scheme be designed and implemented.

(2) That it be noted that the scheme is to be funded from the Local Transport Plan 3 Integrated Transport programme 2011 /12.

G12. PROPOSED PEDESTRIAN REFUGES - WORKSOP ROAD, ASTON

Further to Minute No. G91 of the meeting of the Cabinet Member for Regeneration and Environment held on 10th November, 2011 consideration was given to a report, presented by the Senior Engineer, seeking approval to provide a new pedestrian refuge adjacent to the Aston Joint Service Centre and to replace an existing Pelican crossing which no longer meets the criteria with a pedestrian refuge.

Reference was made to the repositioning of the pedestrian refuge closer to Eden Grove to mitigate concerns raised. This proposal was illustrated on Drawing No. 126/17/TT151 appended to the submitted report.

It was also reported that consideration had been given to the existing Pelican Crossing on Worksop Road near Wesley Avenue which had been in existence for a number of years. It was considered that the equipment was near the end of its life and was in urgent need of replacement. A survey was undertaken which established that the crossing was not frequently used and no longer met the agreed criteria for a controlled crossing. In view of the reduction in budgets and the urgent need to replace the crossing equipment, it was proposed that the Pelican crossing be removed and replaced by a pedestrian refuge. The costs of this would be met by the savings in the traffic signal maintenance budget

It was confirmed that the total works cost would be met from a Developer contribution, Local Transport Plan 3 Integrated Transport Authority allocation programme 2011 /12, and savings made from the traffic signal maintenance budget.

Resolved:- (1) That in respect of the construction of a pedestrian refuge adjacent to the Aston Joint Service Centre:-

(i) approval be given for the construction of a pedestrian refuge adjacent to the Aston Joint Service Centre as shown on Appendix A to the submitted report.

(ii) the objectors be informed accordingly.

(iii) it be noted that the above scheme is to be funded by a Developer contribution and from the Local Transport Plan 3 Integrated Transport Programme 2011 /12.

(2) That in respect of preliminary design and consultations to replace the existing Pelican crossing with a pedestrian refuge near Wesley Avenue:-

(i) approval be given for preliminary design and consultations to be undertaken to replace the existing Pelican crossing with a pedestrian refuge near Wesley Avenue.

(ii) it be noted that this scheme was to be funded from the Local Transport Plan 3 Integrated Transport programme 2011 /12 and savings from the traffic signal maintenance budget.

G13. PROPOSAL FOR TRIAL OF PART NIGHT SWITCH OFF OF STREET LIGHTING

Further to Minute No. G32 of the meeting of the Cabinet Member for Regeneration and Environment held on 9th August, 2010, consideration was given to a report, presented by the Principal Lighting Engineer, proposing that a trial to switch off street lighting for part of the night at a set time be conducted to reduce energy costs.

It was reported that as part of the street lighting strategy within Rotherham, new technology, products and initiatives were monitored and advantage taken, whenever possible, to reduce the environmental impact of street lighting.

Reference was made to the savings target of £35,000 from the street lighting energy budget in 2011/12 to be achieved by switching off selected street lights for part of the night.

In addition the effect of the proposal would reduce energy consumption and CO₂ emissions, and extend the life of the lamp.

The proposed site for the trial was on Aston Way at Swallownest between Fence roundabout and Chesterfield Road roundabout. It was explained there was no footpath along this stretch of highway and therefore should be no pedestrian footfall. However the lay-by on this section of Aston Way would remain lit throughout the trial. The switch off would operate between 12 midnight and 6.00 a.m. for a 4 weeks trial period.

It was reported that a road safety audit of the highway had been carried out and the police, emergency services and the council's legal department would be consulted prior to the initiation of the trial.

It was intended to install a central management system to control the lighting during this trial. If there were any objections or problems during the trial this system was flexible and could revert the lighting back to normal operation. It was also intended to fit signs at the extents of the scheme to inform the public that a trial switch off at set times was to be implemented.

Details of the savings to be accrued were set out in the report.

The trial would be monitored and stakeholders consulted on its effect with a view to using the knowledge gained to select other routes where energy consumption could be reduced.

The trial would be funded through the Local Transport Plan.

Resolved:- (1) That approval be given to the trial for switching off street lights on the site outlined in the submitted report.

(2) That the results of the trial be reported to a future meeting of the Cabinet Member.

G14. PERMIT SCHEME FOR ROAD AND STREET WORKS

Further to Minute No. G69 of the meeting of the Cabinet Member for Regeneration and Environment held on 15th November, 2010, consideration was given to a report, presented by the Streetpride Streetworks and Co-ordination Engineer, detailing the outcome of the consultation for the introduction of a Permit Scheme for road and street works, and seeking authority to submit an application for a Permit Scheme on the busiest and most important traffic routes in the borough.

It was reported that the Yorkshire Permit Planning Group, which included officers from Rotherham, invited over 300 consultees (statutory and local) to comment on the Common Permit Scheme between December 2010 and March 2011 for a period of 12 weeks.

There had been 186 responses of which 18 were positive and 151 were neutral. 17 were against the scheme and were received from interested parties such as South Yorkshire Police, South and West Yorkshire PTE's, and bus companies. Details of the feedback received and the responses made were attached at Appendix A to the submitted report.

It was reported that similar schemes had been successful in the south and that the DfT wanted to see more particularly in the north of England.

The scheme should result in less disruption to road users and more co-ordination of works, thus contributing to savings.

It was explained that initially the scheme would focus on the busiest routes and that not all roads would form part of the scheme. It was also pointed out that the Regulations allowed a charge to be made for the permit application which would then be used to administer the scheme.

It was intended to proceed to the application stage by October 2011.

Resolved:- (1) That the outcome of the Statutory Consultation be noted.

(2) That approval be given for an application be made to the Secretary of State for Transport to implement a permit scheme in Rotherham.