

REPORT AUDIT TRAIL				
CONSULTATION				
Name/Position	Portfolio/Ward/ Directorate	Date Sent	Date Received	Comments in para:
Councillor John Williams	Cabinet Member for Transport, Jobs and the Local Economy	12/12/25	13/12/25	Approved
<i>Andrew Bramidge</i>	Regeneration and Environment	Click here to enter a date.	Click here to enter a date.	
<i>Chloe Parker, Finance</i>	Finance and Customer Services	27/11/25	08/12/25	6.1
<i>Stuart Fletcher, Legal Services</i>	Legal Services	27/11/25	11/12/25	7.1
<i>Helen Rowe, Human Resources</i>	Assistant Chief Executive's Office	27/12/25	09/12/25	8.1
<i>Karen Middlebrook, Procurement</i>	Finance and Customer Services	27/11/25	09/12/25	6.2
Equalities	Assistant Chief Executive's Office	05/11/25	14/11/25	
<i>Lorna Vertigan</i>	Head of Regeneration	20/11/25	27/11/25	

REPORT APPROVAL TRACKING

Equalities	Initial Screening completed and included with report	YES	10 th November
	Full Assessment completed and included with report	NO	
Carbon Impact Assessments	Carbon Impact Assessment completed and included with report.	YES	11 th November
Background information	Mainline Station and Strategic Acquisition, Cabinet July 2025: REPORT TEMPLATE FOR CABINET & COMMISSIONER		
Appendices	Appendix 1 EXEMPT Programme Business Case Summary Appendix 2 Rotherham Gateway Masterplan Overview Appendix 3 Equalities Initial Assessment Appendix 4 Carbon Impact Assessment		
Cabinet Member Approval	YES	13/12/25	
Report Authorised by Strategic Director	YES/NO (delete as appropriate)	Click here to enter a date.	
Report Authorised for publication by Chief Executive	YES/NO (delete as appropriate)	Click here to enter a date.	

Public Report with Exempt Appendices
Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 06 January 2026

Report Title

Gateway Station Masterplan Business Case

Is this a Key Decision and has it been included on the Forward Plan?

No, but it has been included on the Forward Plan

Executive Director Approving Submission of the Report

Andrew Bramidge, Executive Director, Regeneration & Environment

Report Author(s)

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Ward(s) Affected

Borough-Wide

Report Summary

The Council is working with partners to promote the development of Rotherham Gateway Station; an opportunity to create a transformational change in the way the Borough connects to the wider region and beyond. To ensure this opportunity brings the greatest benefit to Rotherham communities, the Council undertook the development of a Masterplan, exploring how development in the vicinity of the station could contribute to wider regeneration and growth objectives across the Borough and act as a catalyst for investment.

In July 2025, Cabinet endorsed the Rotherham Gateway Station Masterplan. As part of this report, Cabinet also delegated authority to the Strategic Director for Regeneration and Environment in consultation with the Cabinet Member for Transport, Jobs and the Local Economy to prepare and submit a Strategic Programme Business Case for the Rotherham Gateway Station Masterplan to South Yorkshire Mayoral Combined Authority (SYMCA). This report seeks to exercise that delegation.

Recommendations

1. That the Strategic Director for Regeneration and Environment in consultation with the Cabinet Member for Transport, Jobs and the Local Economy, submit the Strategic Programme Business Case prepared for Rotherham Gateway Station Masterplan to SYMCA.

List of Appendices Included

- Appendix 1 EXEMPT Strategic Programme Business Case Summary
- Appendix 2 Rotherham Gateway Masterplan Overview
- Appendix 3 Equalities Impact Screening
- Appendix 4 Climate Impact Assessment

Background Papers

Mainline Station and Strategic Acquisition, Cabinet July 2025: [REPORT TEMPLATE FOR CABINET & COMMISSIONER](#)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

None

Council Approval Required

No

Exempt from the Press and Public

Yes or No? If yes, use text below.

An exemption is sought for (appendix 1) under Paragraph 3 (Information relating to the financial or business affairs of any particular person (including the authority holding that information)) of Part I of Schedule 12A of the Local Government Act 1972 is requested, as this report contains financial information relating to land that is in private ownership.

It is considered that the public interest in maintaining the exemption would outweigh the public interest in disclosing the information because all such information relating to the land in private ownership should remain confidential in advance of detailed dialogue with the relevant private landowners being established.

Gateway Station Masterplan Business Case

Gateway Station Masterplan Business Case

1. Background

- 1.1 Rotherham has an opportunity to create a transformational change in the way it connects to the wider region and beyond. While the Borough's ambitions for growth continue, its potential is stifled as a result of poor rail connectivity.
- 1.2 The Council is working with partners to promote the development of Rotherham Gateway Station. This mainline and tram-train station will be a catalyst for growth, improving local, regional, and national rail connectivity for all communities and businesses across the Borough, driving investment, attracting businesses, creating employment and supporting the development of high-quality new homes.
- 1.3 In June 2025, RMBC submitted an Outline Business Case for the Gateway Station to South Yorkshire Mayoral Combined Authority (SYMCA) and received approval to submit the Business Case to the Department for Transport (DfT). The Business Case is currently progressing through the DfT assurance process and awaiting ministerial and treasury sign-off. This will then release regional funding of £11.35 million to develop a Full Business Case for the scheme.
- 1.4 To ensure the Station opportunity brings the greatest benefit to Rotherham communities, the Council undertook the development of a Masterplan, exploring how development in the vicinity of the station could contribute to wider regeneration and growth objectives across the Borough and act as a catalyst for investment. The Masterplan explores the potential scheme benefits, presents designs for the mainline and tram-train interchange and promotes good connectivity to the Town Centre and neighbouring communities. The Masterplan provides a blueprint for regeneration consisting of projects that make up a large-scale programme to transform the area north of the Town Centre.
- 1.5 In July 2025, Cabinet endorsed the Rotherham Gateway Station Masterplan and approved the use of Strategic Acquisitions Fund to support land acquisition for the Masterplan. As part of the report, it was proposed to prepare and submit a Strategic Programme Business Case to SYMCA as a first step to facilitate the delivery of the wider station opportunities.

2. Key Issues

- 2.1 The Rotherham Gateway Station Masterplan presents the vision for the development of the station and surrounding area in a phase-by-phase approach with a twenty-year timescale for delivery. The Strategic Programme Business Case outlines this vision, providing estimated costs for each phase and the related outputs and outcomes. It also details land acquisition requirements, and the priority projects needed to progress the first phase. These phases and priority projects are outlined below:

2.2 Phase 1 Development Work 2026 to 2028:

- **Station Area Public Realm:** Further work is required to develop the outline designs for the space surrounding the station into RIBA Stage 4 detailed designs.
- **Station Anchor Building:** Research is required to explore need across the region and to scope out a strong anchor tenant. Once this is determined, feasibility and design work will be progressed with designs incorporating the station facilities on the ground floor.
- **Effingham Street Active Travel Route:** A Strategic Outline Business Case has been prepared for a comprehensive scheme that improves access from the Station to the town centre. This will be progressed to a full design and business case ready for delivery.

2.2 Phase 1 Delivery 2028 to 2030 (target date)

In conjunction with the delivery of the Mainline and Tram-Train stations, phase one will deliver the required land remediation works and the projects prepared as part of the Phase 1 development to create the Station Quarter:

- Station Area Public Realm
- Station Anchor Building
- Effingham Street Active Travel Route

2.5 Phase 2 – 2030 to 2040 (target date)

Phase 2 focuses on the development of the Innovation Campus to the west of the core station area:

- Renewing the existing industrial character, turning its focus towards high-quality employment in the advanced technologies sector.
- Connecting the Innovation Campus via a new spine road between Greasbrough Road and the Station Quarter
- Creating opportunities for socialising and public amenities with active frontages, for example, food and beverage/retail use to extend the experience of the Station Quarter and provide natural surveillance, creating an overlooked and safe space.

2.6 Phase 3 Phase 3 – 2040 to 2045 (target date)

Phase 3 will achieve the regeneration of industrial property in the North-west quarter:

- Extending the Innovation Campus, renewing the existing industrial character and creating high-quality employment in advanced technologies.
- Creating a new multi-storey car park to the north of the mainline to free up land in the Station Quarter
- Further development of the Station Quarter for active uses such as Food and Beverage and/or offices.

2.7 Phase 4 Phase 4 – 2045 onwards (target date)

To the east of the Station Quarter, the Masterplan encourages residential use through the development of a Living Quarter with 204 flats and 37 townhouses:

- Encouraging natural surveillance for the Station Quarter.

- Characterised by traffic-calmed streets and community courtyards, encouraging active use of the green common areas as well as the canal side with improved public rights of way (PROW).
 - Limited parking for a low car usage estate (due to good transport links), facilitated below the courtyards of residential blocks and limited on-street parking.
- 2.8 The Strategic Programme Business Case is a tool that promotes the scheme to partners and funders, making the case for a transformative, 'place-based' approach to delivery.
- 2.9 It is crucial the Strategic Programme Business Case progresses in a timely manner to align with the development of the Station Full Business Case. Certain outputs from the Masterplan development will be required to input into the Station design (eg Station Building) taking place as part of the Full Business Case.
- 2.10 As a long-term scheme, the Strategic Programme Business Case will be an iterative document that evolves as further detail is confirmed for each aspect of the scheme. The next step is to prepare individual businesses cases for each project within the scheme.

3. Options considered and recommended proposal

- 3.1 The Council could prepare individual business cases for each project within the scheme rather than submitting a whole strategic programme business case. This would create a piecemeal approach that would not capitalise on the opportunity for a wider 'place-based' investment that could transform the area. It could also lead to delays to the scheme coming forward due to dependence on different timelines for different funding streams.
This option is not recommended.
- 3.2 The Council could choose to not submit a Strategic Programme Business Case to SYMCA at this time; however, this could result in a missed opportunity to work with SYMCA as part of the wider Don Valley Growth Corridor development.
This option is not recommended.
- 3.3 By submitting the Strategic Programme Business Case now and continuing the discussions with SYMCA around the 'place-based' approach, the Council can maximise the benefits the Masterplan offers and ensure the design work can be integrated with the Mainline/tram-train design, taking place as part of the Full Business Case.
This option is recommended.

4. Consultation on proposal

- 4.1 Stakeholder consultation was undertaken throughout the masterplanning process. This was facilitated by the Project Governance structure. Partners presented opportunities through the Station Board and Station Steering Group that fed into the masterplanning and design process. This included rail

stakeholders such as Network Rail and Transport for the North as well as Train Operating Companies. The masterplanning team worked closely with Network Rail on the design development of both stations (mainline and tram-train) and the completed designs reflect the requirements of the project stakeholders.

- 4.2 During the masterplanning process and following the endorsement of the Masterplan in July 2025, further stakeholder engagement has taken place with internal stakeholders, for example, Planning colleagues to understand planning requirements for the scheme. Officers have also engaged with external bodies such as Northern Powergrid and SY Fire and Rescue Service.
- 4.3 In the coming months, work with stakeholders will continue to obtain feedback before work starts on the Full Business Case for the Station and the wider Masterplan. This will include follow-up sessions with the stakeholders and partners who were consulted as part of the Masterplan development. This review work will be crucial to guide the next stages of the Masterplan design work.
- 4.4 Engagement on the wider scheme has taken place with local and regional stakeholders including representatives of local businesses, education and community partners via internal and external boards. This includes the Employment and Skills Board and the Rotherham Together Partnership. The Town Board has been updated regularly on the project and is supportive of the scheme.
- 4.5 In September 2025, public engagement took place at the Rotherham Show. This was an opportunity to share information on the Station and the wider Masterplan which was positively received. Information has also been shared on the Council's social media platforms and a website has been developed where people can pledge their support for the scheme.

5. Timetable and Accountability for Implementing this Decision

5.1	Cabinet endorsed the Masterplan	July 2025
	Public engagement on the Masterplan	September 2025
	Submission of draft Programme Business Case to SYMCA	December 2025
	Ministerial/Treasury Approval for the Full Business Case	December 2025
	Develop briefs for the Masterplan priority workstreams	December 2025 to March 2026
	Work through SYMCA assurance process for 'place-based' approach	December 2025 to March 2026
	Progress Masterplan workstreams to coincide with Mainline and Tram-Train designs (as part of FBC)	March 2026 to March 2028
	Delivery of the Mainline and Tram-Train Stations and Phase 1 projects.	2028 to 2030

6. Financial and Procurement Advice and Implications

- 6.1 The costs of writing and submitting this masterplan have been funded through an allocation of Local Regeneration Fund (previously Pathfinder) from Central Government. As per the report to Cabinet in July 2025, the costs of delivering the full masterplan aren't known and as such, it is largely unfunded. Submission of this business case forms part of the process towards unlocking some funding of this scheme.
- 6.2 There are no direct procurement implications arising from the recommendations detailed in this report.

7. Legal Advice and Implications

- 7.1 The Recommendation is exercising the delegation from Cabinet for the Strategic Director of Regeneration and Environment to submit the Strategic Programme Business Case to SYMCA, and as such there are no legal implications arising from this Recommendation. The legal implications of the project itself have been considered in the Cabinet report and the Strategic Programme Business Case, and will be considered more fully for each element of the project, at the time of the Full Business Case.

8. Human Resources Advice and Implications

- 8.1 There are no direct Human Resources implications arising from the recommendations contained in this report.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 None

10. Equalities and Human Rights Advice and Implications

- 10.1 Initial screening has been undertaken and no equalities or human rights implications have been identified arising from the recommendation in this report.

11. Implications for CO2 Emissions and Climate Change

- 11.1 See attached Climate Impact Assessment.

12. Implications for Partners

- 12.1 The Gateway scheme is crucial to the Don Valley Growth Corridor – a key aspiration and priority for SYMCA, highlighted in their recent Plan for Good Growth. The Rotherham Gateway area alongside Bassingthorpe Farm and Templeborough will contribute to the wider economic corridor, with Gateway being a catalyst to 'kickstart' development and investment in the wider region.

- 12.2 The Council will work closely with the wider scheme stakeholders as the project governance develops. A scheme of this scale will require a commitment from the Council and project stakeholders to provide the skills and resource required for delivery. This will mean implications for staffing and structure as well as recognition of the need for wider resource support such as consultants.
- 12.3 The Council will work closely with colleagues at SYMCA to develop the 'place-based' case for investment that will require flexibility to the funding approach and assurance for the scheme.

13. Risks and Mitigation

- 13.1 **Risk:** Whilst the 'place-based' approach is a key opportunity for the scheme, this new way of working may incur a delay whilst assurance/processes to draw-down funding are determined. Any delays in the masterplan development workstreams could impact on the mainline/tram-train design work taking place for the Full Business Case.

Mitigation: RMBC will continue to work with SYMCA colleagues to define the approach and early drafts of the Programme Business Case will be submitted to SYMCA to 'socialise' the proposal early. Progress of the FBC will be monitored closely in order to ensure design works can be developed concurrently.

- 13.2 **Risk:** Inability to acquire the land and infrastructure for the scheme.

Mitigation: The council has already made good progress in negotiations with landowners regarding the Station floorplan. Additionally, the Council has appointed surveyors to provide an accurate value of masterplan land and to raise awareness among landowners affected by the wider Masterplan. Any future requirements for consultancy support in this matter will be in consultation with Property Services.

- 13.3 **Risk:** Wider political support for the scheme is not achieved and the scheme is impacted by the wider political context.

Mitigation: A Communications Strategy is currently being delivered aimed at reaching out to politicians to share key messages and encouraging high-level partners to advocate for the scheme. Board and Steering Group monitor the wider context around rail delivery.

14. Accountable Officers

Lorna Vertigan, Head of Regeneration
Simon Moss, Assistant Director Planning, Regeneration & Transport

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date

Chief Executive	John Edwards	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	Click here to enter a date.

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