

LOCAL DEVELOPMENT ORDER

ADVANCED MANUFACTURING PARK (AMP), CATCLIFFE

Internal Draft January 2012

Introduction

The Advanced Manufacturing Park Local Development Order covers part of the Sheffield City Region Enterprise Zone site which falls within Rotherham Borough Council's Local Planning Authority Area. The area covered by this Local Development Order is highlighted on the map attached at Appendix 1.

The Advanced Manufacturing Park (AMP) is the UK's premier advanced manufacturing technology park, providing world-class advanced manufacturing technology solutions to ensure repetitive advantage for industry.

Technologies on the AMP centre on materials and structures, covering metallic and composite materials; typically used in precision industries including; aerospace, automotive, medical devices, sport, environmental and energy, oil and gas, defence and construction. The AMP is home to world-class research and manufacturing organisations, such as; the University of Sheffield's AMRC with Boeing; Rolls Royce; Castings Technology International (Cti); Dormer Tools, TWI's Yorkshire Technology Centre and the new Nuclear AMRC.

The AMP offers a full range of property and development opportunities, from small office and workshop space, through medium-sized hybrid & light industrial units, to larger custom-built Design & Build options Centre of High Value Manufacturing Technology Innovation Centre. The site is particularly suited to research and development intensive space, suitable for delivering roll out of high technology, research and development and hybrid space, encompassing a mix of industrial space and offices, ideal for modern manufacturers providing 'manu'-services, and in growth sectors such as low carbon industries and medical technology.

This Local Development Order does not overrule the requirements of any other legislation, including but not exclusively, Highways Acts, Environmental Protection Legislation, the Equality Act, Water Management Act, Land Drainage Act and the Building Regulations.

Procedure

To benefit from the provisions of this LDO, compliant schemes will need to submit a self-certification form (see 'General Conditions' section below) and a decision will be issued by the Council within 28 days of receipt.

If it is deemed that a formal planning application is required (for development that is not in conformity with the LDO but within the wider aims of the EZ) the

Council will employ an alternative simplified planning regime, incorporating the use of a Development Team Approach and Planning Performance Agreement.

ADVANCED MANUFACTURING PARK (AMP), CATCLIFFE

General Site Description of wider AMP

The Advanced Manufacturing Park (AMP) extends to approximately 32 hectares. It is located to the east of the A630 Sheffield Parkway and to the south of the B6533 Poplar Way and the Big W/Morrison's development. Highfield Spring runs through the site and is the main access road serving the entire site. The southern boundary is bounded by a railway line and to the east of the site, across Highfield Spring, is the site of the new Waverley community which has outline planning permission for 3890 residential units, commercial development and open space together with 2 primary schools, health, cultural and community facilities, public transport routes, footpaths, cycleways and bridleways.

Description of Individual Sites

This LDO relates to three individual sites located within the wider Advanced Manufacturing Park (AMP) at Catcliffe as shown on the Location Plan – Appendix 1.

Site 1 relates to a vacant area of land extending to approximately 0.5 hectares located to the rear of the existing ITC building and its associated car park. The site is relatively flat and comprises of a prepared development plot with access off Morse Way.

Site 2 is the largest of the three sites extending to approximately 7.5 hectares. It is located to the east of Highfield Spring on the opposite side of the established AMP. The site is vacant however it has been prepared for development following the reclamation and remediation of the wider site. This area is set at a lower land level than the wider AMP and has a gradual slope from west to east. There is currently no vehicular access into the site, however this is not considered a constraint as acceptable accesses could be provided from the existing / proposed highway network to serve future development.

Site 3 is located along the western boundary of the site and is bound by the existing railway line and Highfield Spring. It is a linear site, extending to approximately 5.5 hectares. The site is currently vacant, however a strong landscaping belt exists along the boundary with the railway line which acts as both an acoustic and visual barrier between the two uses. A vehicular access exists to the southern most area of the site off Highfield Lane, however this is a substandard access and serves an existing business and would not be adequate to serve any future development of the site. On this basis, there is currently no vehicular access into the site which would need to take the form of a single point of access from the B6066 Highfield Spring. It is anticipated

that this access will be provided by the current landowner to facilitate serviced plots within the development site.

Type of Development/Permitted Uses

This Development Order grants planning permission exclusively for specified uses in the Enterprise Zone, with the aim of promoting economic regeneration through advanced manufacturing and related technology, together with other related uses which support these industries and defined as:

Acceptable Uses on all three of the aforementioned sites will be:

- B1(b) research & development / studios / laboratories / high-tech.;
- B1(c) Light Industry; and
- B2 general industry, specifically advanced manufacturing / engineering; and
- Complimentary B1(a) offices are acceptable on Site 2 only.

Providing that:

- a) Single development plots do not exceed 1ha;
- b) B1(a) floorspace on site 2 does not exceed a maximum of 5,000m² in total and no single development of B1(a) shall exceed 1500m².
- c) The development requirements identified in table 1 are satisfied.

In addition, all uses must contribute to the wider aims of the Enterprise Zone to deliver modern manufacturing and technology growth provided that the development would not, in the view of the Local Planning Authority, be classed as an Environmental Impact Assessment development. Individual developments wishing to take advantage of this LDO will be screened as part of the self-certification process. Any developments which require an individual Environmental Impact Assessment (EIA) would need to be assessed through a formal planning application submission as such developments would fall outside the scope of this LDO.

The LDO does not allow for changes of use within a single use class, revokes permitted development rights from B2 to B1 and it does not grant planning permission for any developments other than those expressly listed. Normal planning application requirements will apply to those developments that fall outside the scope of the LDO.

Community Infrastructure Levy (CIL)

In the event that a Community Infrastructure Levy (CIL) is adopted by Rotherham MBC during the time period covered by this Local Development Order, any development that takes place under the Local Development Order

will qualify for the Levy. The CIL may require contributions to large Infrastructure Projects and public transport improvements etc.

Existing Infrastructure Transport Access

The sites are located in an accessible location relative to the trunk road network. They are all accessed via the existing Highfield Spring, which joins the A630 Sheffield Parkway via the B6533 Poplar Way. This is a key link between Sheffield City Centre and M1 Junction 33, which lies less than 2 miles north-east of the site. Rotherham Town Centre lies 3.1 miles to the north. A new access road is scheduled for construction in mid 2012 from the southern roundabout on Highfield Spring along the southern boundary of site 2 providing access to site 2 and the new community site.

Public transport provision currently passing close to the site includes the 32, A1, X13 and X14.

Utilities Provision

There is established surface water drainage, foul water drainage, electricity, gas, telecommunications and water with the site. It is recommended that developers contact the relevant utility provider when designing a new development.

Identified Physical Constraints

The site forms part of the reclaimed Orgreave opencast mining site which during mining operations excavated seams down to a depth of between 40m to 150m. However the north eastern boundary, which runs approximately 150m south west of the River Rother was excavated into natural rock and therefore a 'high wall' up to 90m in height was formed running the length of the site.

This high wall runs through the centre of Site 1 and along the periphery of Site 2. This results in weaker ground conditions which will not withstand the weight of heavy machinery or buildings with deep foundations. Consideration will therefore need to be given to the type of building proposed in this area and end user (see Constraints Map – Appendix 2).

Site 3 lies adjacent to the railway line and a mature landscape buffer exists along this boundary. This area will need to be retained to provide both a visual and acoustic barrier, thereby reducing the overall area available for development (see Constraints Map – Appendix 2).

LDO Restrictions

The restrictions placed on development are to ensure that only appropriate development occurs through the LDO. Table 1 below provides further justification for this:

Table 1: Development Restrictions

Restriction	Reason
Development plot does not exceed 1ha.	Development in excess of 1ha overall plot size will require a Flood Risk Assessment (FRA). As part of the 'prior notification to development' procedure for any development over 1Ha, a Flood Risk Assessment should be submitted to the Local Planning Authority in line with PPS 25: Development and Flood Risk. Statutory consultees including the Environment Agency and Yorkshire Water should also be consulted.
Development is not classed as EIA development.	Development that requires an Environmental Impact Assessment (EIA) would need to be assessed through a planning application, subsequent to a screening and scoping opinion agreed with Rotherham Borough Council. The scope of development proposed through the LDO is based on a broad spectrum of speculative development. It is therefore difficult for Rotherham Borough Council to screen and assess the scope of development coming forward without receiving definite proposals and plans in advance. Therefore if an EIA development is proposed it would not be suitable to be brought through the LDO route. A planning application would need to be submitted.
Complimentary B1(a) (offices) on Site 2 Only Floor space does not exceed 5,000m² in total and no single development shall exceed 1500m²	Floor space is restricted to certain levels in order to comply with national guidance and to promote good design and a high quality environment.

Restriction	Reason
Submissions are made by 1 st April 2015.	To meet the requirements for Enterprise Zone benefits and to allow for review of the LDO.

Development Requirements

The AMP is located in a strategic location between Sheffield and Rotherham and is visible from the A630 Sheffield Parkway. The existing development on the AMP contributes to an overall high quality physical environment.

Taking into consideration the location of the Advanced Manufacturing Park, existing and proposed users and also the need to protect amenity and ensure a high quality of design and environment it is imperative that any new development, through the LDO accords with the following:

General Conditions

1. The LDO is active until 31st March 2015. This means that all development which takes advantage of this LDO provision must have commenced by this date. Any developments commenced within the area after this date will require the submission of a formal planning application.
2. Before commencement of development and in order to ensure compliance with the LDO, all proposals which seek to benefit from the provisions of the LDO must have obtained the written approval of the Local Planning Authority by completing and submitting the Self Certification Form (SCF) attached to this Order (Appendix 3) together with the plans and documents as indicated in the checklist. The Council will issue written confirmation of compliance (or non compliance) within 28 days of the receipt of the form. Thereafter the Local Planning Authority should be given notice of an intention to start on site using the form attached at Appendix 4 in order that progress and compliance can be monitored on site by the Local Planning Authority and records can be kept of outcomes.
3. Building heights, positions, design, and materials, along with landscaping and type of boundary treatment to be erected shall be in accordance with the Design Code (Appendix 5). All details shall be submitted for approval with the SCF.
4. The SCF shall include a Travel Plan which shall include clear and unambiguous objectives, modal split targets together with a programme of implementation, monitoring, validation and regular review and improvement. The travel plan should be a two tiered approach. The first plan must highlight how the individual site will aim to encourage sustainable travel habits by site users through

the small scale, person based initiatives that can be enacted by an employer. Whilst the second tier Travel Plan must make linkages across the wider site area, understanding how the site users can work with its neighbours to make better use of resources and share responsibility. The travel plan shall be implemented as approved and the Local Planning Authority shall be informed of and give prior approval in writing to any subsequent improvements or modifications to the Travel Plan following submission of progress performance reports as time tabled in the monitoring programme.

5. The maximum car parking levels shall be as set out in the table attached at Appendix 6 and details provided with the self certification form. The approved details shall be provided, marked out and thereafter maintained for car parking.
6. Motor cycle and cycle parking shall be provided in accordance with the levels set out in the table attached at Appendix 7 and details shall be provided within the self certification form. Prior to the development being occupied, the approved details shall be implemented, and thereafter maintained.
7. Before the development is brought into use, that part of the site to be used by vehicles shall be constructed with either;

a/ a permeable surface and associated water retention/collection drainage, or;
b/ an impermeable surface with water collected and taken to a separately constructed water retention/discharge system within the site.

The area shall thereafter be maintained in a working condition.

8. Prior to being discharged into any watercourse, surface water sewer or soakaway system all surface water drainage from parking areas and hardstandings shall be passed through a petrol / oil interceptor designed and constructed in accordance with details to be approved by the Local Planning Authority. After construction the interceptor must be maintained to ensure that is working effectively.
9. All development shall be constructed to achieve a minimum rating of BREEAM 'very good' and shall have received formal certification before occupation.

OR

At least 10% of energy demand shall be generated through decentralised or renewable energy. The following renewable energy sources will be suitable:

- Photo voltaic panels or tiles
 - Micro wind turbines
 - Combined heat and power
 - Biomass boilers
 - Ground/air source heat pumps
 - Solar thermal hot water
10. An assessment of noise, audible beyond the boundary of the proposed development, made by a qualified person, will be required to identify the noise impact, the proposed activities, associated with the use of the development will have upon neighbouring premises, other than noise from vehicles visiting for deliveries and collections. The assessment should also include noise from fixed plant and equipment including refrigeration or air handling units used at the site and any mitigation necessary to control noise emissions.
11. No areas for outside storage will be permitted unless siting, design and materials are agreed in advance with the Local Planning Authority. Any storage would need to be appropriately designed to minimise visual impact and be sited to the rear of the development and effectively screened from the highway.
12. A Transport Statement / Transportation Assessment shall be submitted with the SCF in accordance with the following parameters:
- Transport Statement:
 B1 (b) or (c) development up to 2,500 square metres
 B2 development up to 4,000 square metres
- Transportation Assessment:
 B1 (b) or (c) development exceeding 2,500 square metres
 B2 development exceeding 4,000 square metres
- to assess the impact of the development on the surrounding highway network (B6533 Poplar Way / B6066 Highfield Spring and B6066 Highfield Spring/Brunel Way) and Junction 34 (south) of the M1. No development shall be begun until arrangements have been entered into which will help to secure required infrastructure improvements (including the Tinsley Link, traffic control, public transport enhancements, pedestrian & cycle safety measures) that are needed to accommodate the predicted traffic generation arising from the development.
13. A site investigation report shall be submitted with the SCF. The investigation shall address the nature, degree and distribution of contamination on site and its implications on the health and safety of site workers and nearby persons, building structures and

services, final end users of the site, landscaping schemes and environmental pollution, including ground water, and make recommendations so as to ensure the safe development and use of the site. All recommendations and remedial works contained within the approved report shall be implemented by the developer, prior to occupation of the site.

14. No building, structure, plant or machinery shall exceed 14m in height.
15. An assessment of noise, audible beyond the boundary of the proposed development, made by a qualified person, will be required to identify the noise impact, the proposed activities, associated with the use of the development will have upon neighbouring premises, other than noise from vehicles visiting for deliveries and collections. The assessment should also include noise from fixed plant and equipment including refrigeration or air handling units used at the site and any mitigation necessary to control noise emissions.
16. All accesses to be used by commercial vehicles for both ingress and egress shall be not less than 6 metres wide and shall have corner turning radii of not less than 10 metres. Where high levels of usage by heavy goods vehicles are anticipated, accesses for ingress and egress shall be not less than 7.3 metres wide with corner turning radii of 15 metres.
17. An access to be used exclusively by private cars for ingress and egress shall be not less than 6 metres wide with corner turning radii of not less than 6 metres.
18. No gate, checkpoint barrier or other obstruction to an access shall be placed within 15 metres of the nearer edge of the carriageway at Highfield Spring.
19. Any new street intended to serve multiple developments shall be designed and constructed in accordance with the Council's requirements for prospectively adoptable industrial estate roads.
20. Minimum visibility requirements at the intersection of access points with Highfield Spring are 4.5 metres x 120 metres, the areas thus denoted shall be cleared and remain clear of all obstructions to visibility in excess of 900mm in height measured above the nearside road channel.
21. Any vehicular access to Highfield Spring shall be designed on a left in/left out only basis.

Site Specific

Site 1

- 22 (a) Details of the proposed means of disposal and treatment of foul and surface water drainage, incorporating Sustainable Urban Drainage methods and including details of any off-site work, shall be submitted with the SCF and approved by the Local Planning Authority and the development shall not be brought into use until such approved details are implemented.

Site 2

- 22 (b) Details of the proposed means of disposal and treatment of foul water drainage and the detailed design of the Surface Water Drainage scheme (including appropriate SUDS), including all relevant flood risk assessments within the wider Waverley development shall be submitted with the SCF and the development shall not be brought into use until such details are implemented. The scheme as approved shall be in accordance with the Outline Surface Water Strategy and the Flood Risk Assessment submitted with application ref: RB2008/1695 in November 2009 (Appendix 8) and shall be implemented in accordance with the approved details prior to the occupation of buildings(s).

The scheme shall also include the following:

- the drainage network will drain to the attenuation reservoirs.
- the drainage network will be designed so that there is no flooding during a 1 in 30 year storm over the critical storm duration.
- Appropriate SUDS will be incorporated into the surface water drainage scheme within the site.

Site 3

- 22 (c) Details of the proposed means of disposal and treatment of foul water drainage and the detailed design of the Surface Water Drainage scheme (including appropriate SUDS), including all relevant flood risk assessments within the wider Waverley development shall be submitted with the SCF and the development shall not be brought into use until such details are implemented. The scheme as approved shall be in accordance with the Outline Surface Water Strategy and the Flood Risk Assessment submitted with application ref: RB2008/1695 in November 2009 (Appendix 8) and shall be implemented in accordance with the approved details prior to the occupation of buildings(s).

The scheme shall also include the following:

- the drainage network will drain to the attenuation reservoirs.
 - the drainage network will be designed so that there is no flooding during a 1 in 30 year storm over the critical storm duration.
 - Appropriate SUDS will be incorporated into the surface water drainage scheme within the site.
23. A Coal mining risk assessment and any subsequent reports detailing any necessary investigative and remedial works should be submitted with the SCF to ensure compliance with PPG 14 development on unstable ground.

Legal Obligations

The following obligations are to be secured with UK Coal through a Unilateral Undertaking

AMP – Amended by RR

Occupation of 47,480m2 improvements to Highfield Spring

Occupation of 47,480m2 poplar way/big w roundabout

Occupation of 44,000m2 £850,000 Dumbbell Roundabout

Highfield Commercial

Reserve land for the purposes of a Park and Ride Scheme for a minimum of 500 cars or a Bus Contribution of £300,000 in any 12 month period, plus a contribution not exceeding £25,000 for the provision of 2 bus stops.

APPENDICES

1. Map showing LDO boundary
2. Constraints Map
3. Self Certification Form / Proposals Form
4. Intention to start on site form
5. Design Code
6. Maximum Car Parking Standards
7. Cycle Parking Standards
8. Outline Surface Water Strategy and the Flood Risk Assessment

Appendix 1

