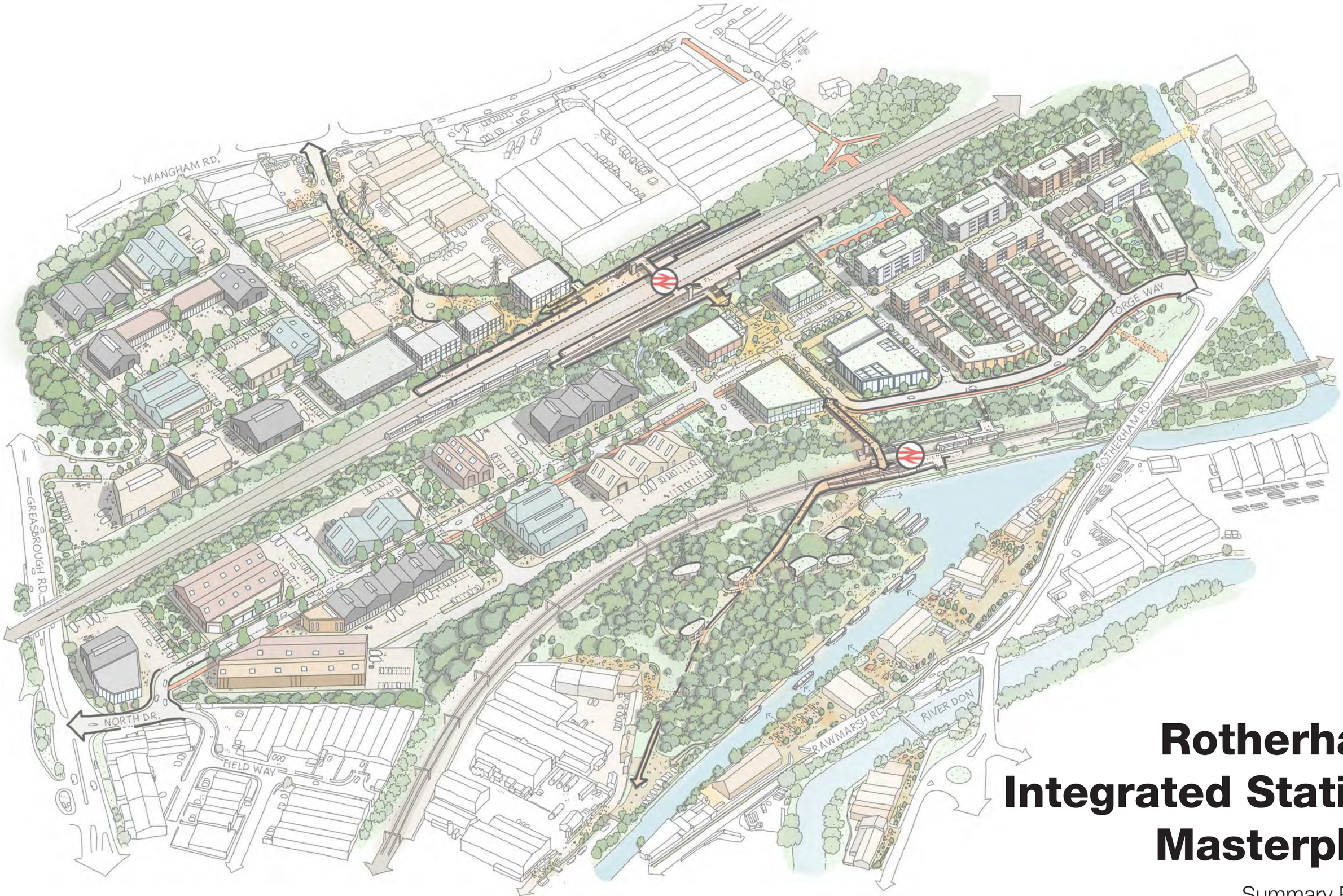


# Rotherham Integrated Station Masterplan

Summary Report

**Prepared for and on behalf of:**
Rotherham Metropolitan Borough Council (RMBC)

**Project Name:**
Rotherham Integrated Station Masterplan

**Report Name:**
Summary Report

**Status:**
Final

This document has been issued and amended as follows:

| Issue | Description | Date | Prepared by | Reviewed by | Approved by |
|---|---|---|---|---|---|
| 01 | Draft Issue_01 | 02/09/2024 | SS | IB | GJ |
| 02 | Final Submisison | 18/10/2024 | SS | IB | GJ |
| 03 | Revised Final Submisison | 01/11/2024 | SS | IB | GJ |
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# Contents

# Executive Summary

The Rotherham Integrated Station Masterplan is the outcome of an 18-month study commissioned by Rotherham Metropolitan Borough Council (RMBC). The study sets out the vision for the masterplan, details the development of Rotherham's new mainline station and tram-train stop and also defines the integration of the stations with the wider area.

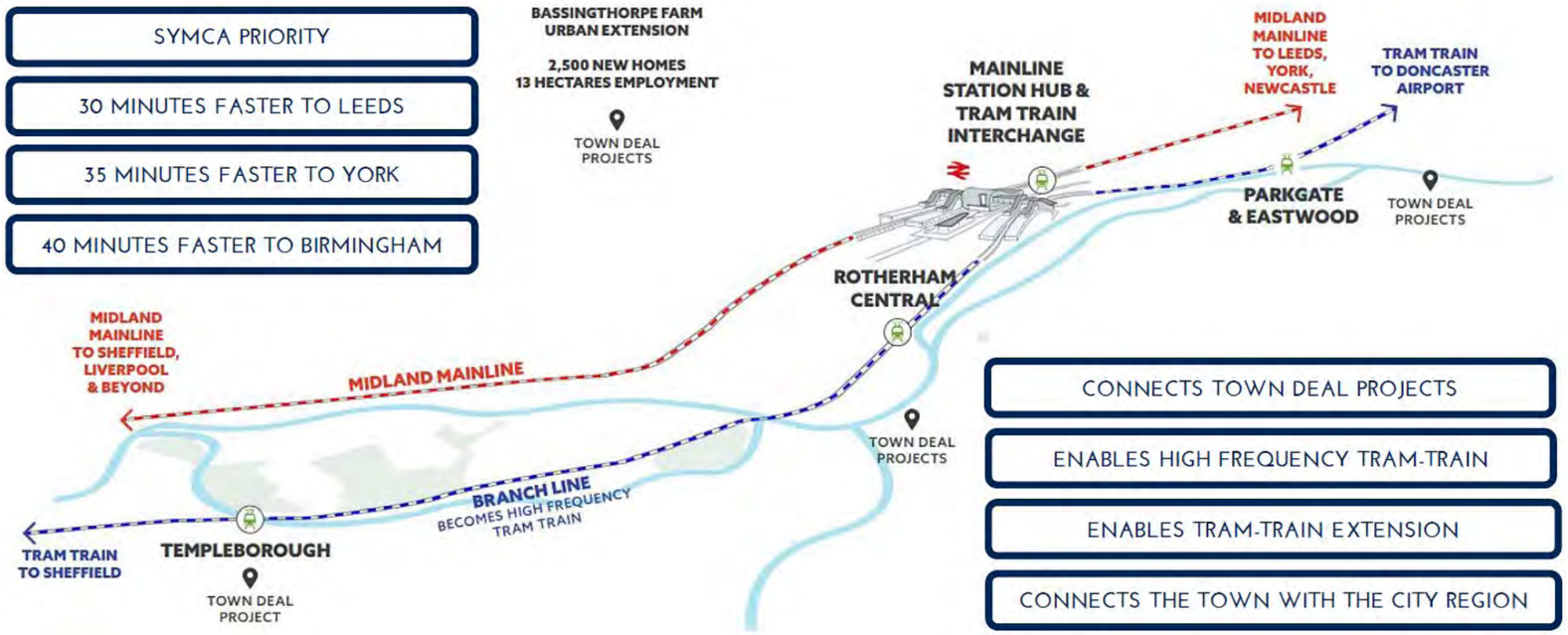
As supported by the Strategic Outline Business Case in August 2022, there is a strong case for investing in a new mainline station. The strategic initiative aims to address the town's existing rail connectivity challenge, primarily reliant on the branchline rail services via Rotherham Central station. This aligns with national, regional, and local strategic priorities, notably the Government's growth and decarbonisation agendas. It is also endorsed in regional plans such as the Sheffield City Region Strategic Economic Plan and Integrated Rail Plan.

The proposed masterplan consists of three distinct zones in its core area: Station Quarter, Innovation Campus and Living Quarter. The layout is designed to promote north-south accessibility, active travel connectivity to the surroundings, clear and visible wayfinding and connection between the two new stations, as well as enhancing biodiversity.

Rotherham is well-placed to position itself as an economic hub between Sheffield and Leeds and leverage its existing strength in advanced manufacturing to drive investment into a new innovation district adjacent to the new station. The development of the site will be able to provide more than 33,000 sqm of advanced manufacturing and commercial spaces and about 250 homes. There will also be around 9300 sqm allocated for green spaces and 3000 sqm of public realm.

In the wider strategy, the masterplan identified 14 street enhancement projects for walking and cycling, including almost 3 miles of new or enhanced cycling routes proposed and about 1.4 miles of improved access along canals. There are also 6 potential long-term project opportunities identified for adaptive reuse and regeneration of development sites and active travel.

This report is a condensed version of the full project report, which contains more detail on specific design elements.




**Outline Business Case**

Funding to progress the delivery of the new integrated mainline and tram-train stations (SYMCA CRSTS allocation £1 million).

**Integrated Mainline Station**

**Masterplan**

Supports the case for the station by demonstrating potential regeneration benefits unlocked by the station investment.

# 1. Introduction

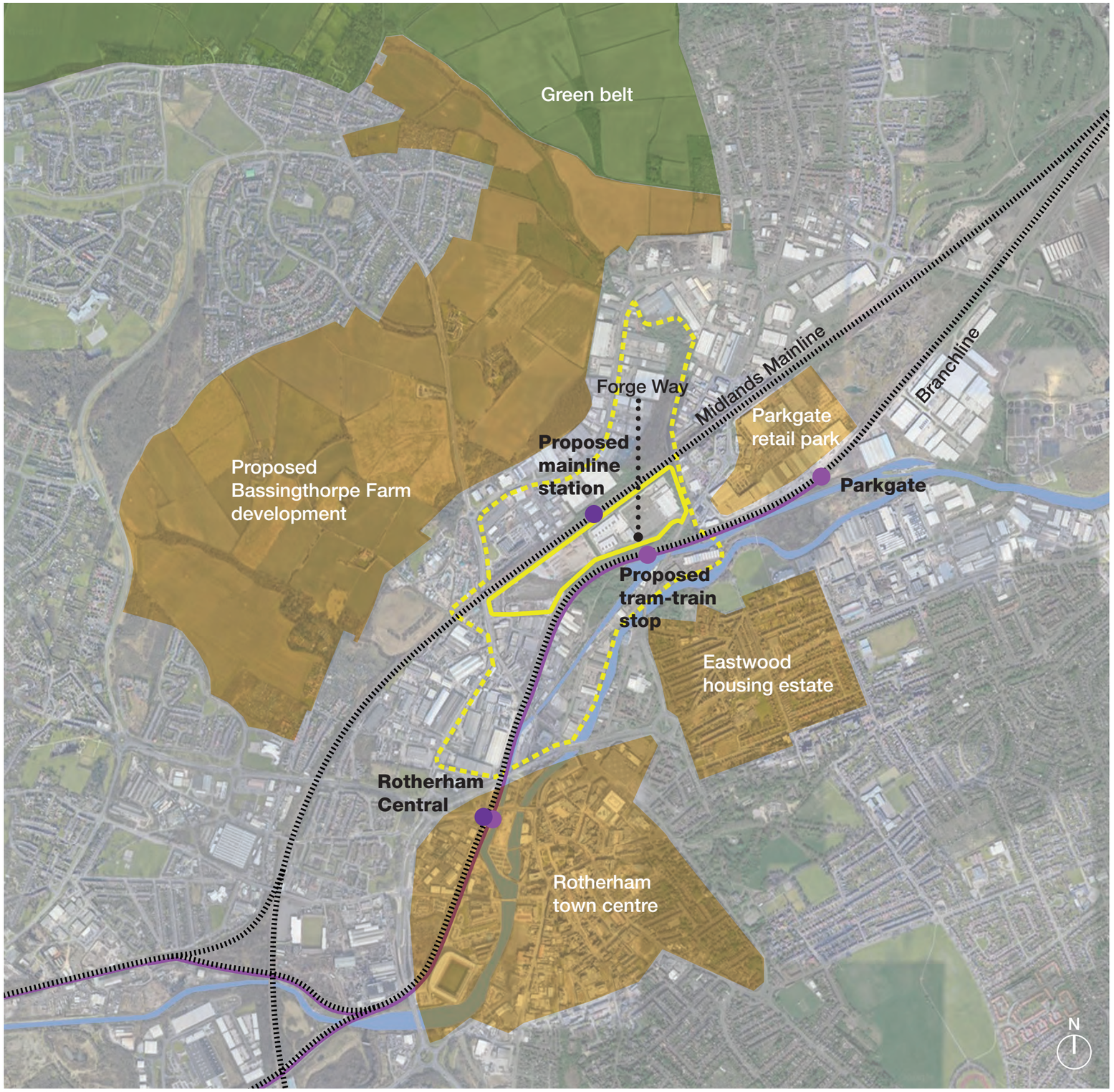
## 1.1 Site Location

The preferred site for the new mainline station at Forge Way was agreed upon following a rigorous option assessment process that included the Department for Transport (DfT), Network Rail (NR) and Transport for the North (TfN), as well as local stakeholders. It is adjacent to the existing tram-train line as well as the main bus corridor, complementing other sustainable transport investments planned for Rotherham.

The preferred site is located within an industrial heartland to the north of Rotherham's town centre. The town centre is currently undergoing a series of regeneration projects with the support of the Towns Fund. Therefore, the connectivity between the town centre and the site for the new mainline station will be key to the masterplan.

The site is also close to a number of housing and employment sites:

- To the north-west of the site, the proposed Bassingthorpe Farm development was confirmed as a strategic allocation and removed from the Green Belt on adoption of the Core Strategy on 10th September 2014;
- To the east of the site, Parkgate Retail Park is currently a major local attraction for retail;
- To the south-east of the site, Eastwood housing estate is another key area to be connected to the station. Driven largely by EU migration, the estate largely represents young people & BME communities, with the fastest growing being the Slovak Romani. Population turnover is high as a result of short-term leases in private rented housing. 31 new homes for council rent on the Netherfield Court & York Road sites in Eastwood were approved on 16th October 2023.




KEY:

- Masterplan Core Area
- Wider Strategy Area
- Existing Railway Tracks
- Tram-train Route
- Tram-train Stop
- Railway Station

Figure 1. Site boundary

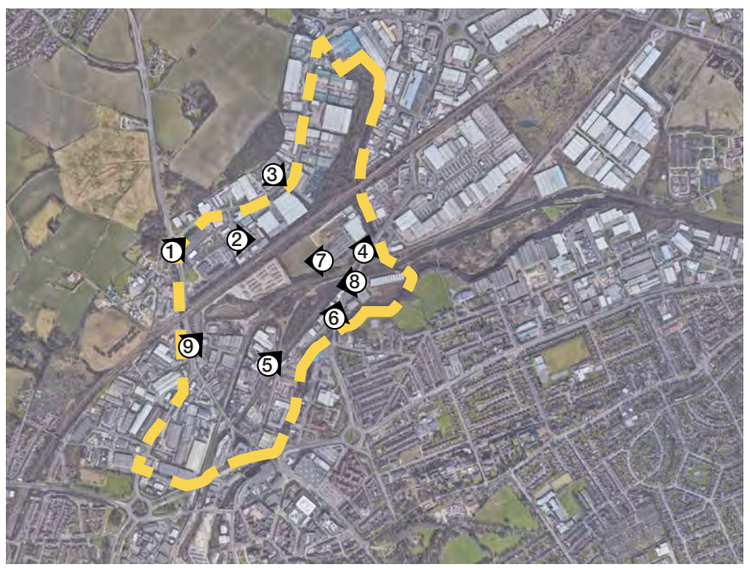
## 1.2 Site Context

The masterplan area is currently dominated by industrial character and designed for predominantly vehicular access. Most existing connections between the masterplan area and Rotherham's town centre are currently car-centric and do not provide safe and attractive cycling or pedestrian access for all ages, as well as micro-mobility users.

The pedestrian-only access is an informal canal footpath along the Sheffield and South Yorkshire Navigation Canal. Due to its undefined character, it can feel unsafe, particularly at night.

At the intersection between Rotherham Road and Forge Way, there is an opening to a Public Rights of Way (PROW) footpath (Image 4) which leads through a dense wild-growing scrub area along the Fitzwilliam's Canal. This route is not paved or lit and due to the dense planting, it can feel unsafe and difficult to navigate.

The site for the proposed Station Quarter in the Masterplan Core Area is currently occupied by industrial warehouses and a paved surface. Located between the mainline and tram-train tracks, it is key to the seamless interchange between the two new stations (mainline and tram-train) for Rotherham.




View towards the exit to Mangham Road from the roundabout on Greasbrough Road.

View towards the northern access of the proposed station on Mangham Way.

Unpaved and overgrown PROW that leads to Mangham Road from the mainline underpass.

Access to PROW along Fitzwilliam's Canal beside the junction of Forge Way and Rotherham Road.

Informal car park area off Northfield Road leads to the access to the canal footpath.

Access to Forge Way from the town centre via Rotherham Road.

The site for the proposed Station Quarter is currently occupied by industrial warehouses and paved surface.

View to the proposed location for tram-train stop from the bridge on Rotherham Road.

Private access to the industrial sites from North Drive which is off Greasbrough Road.

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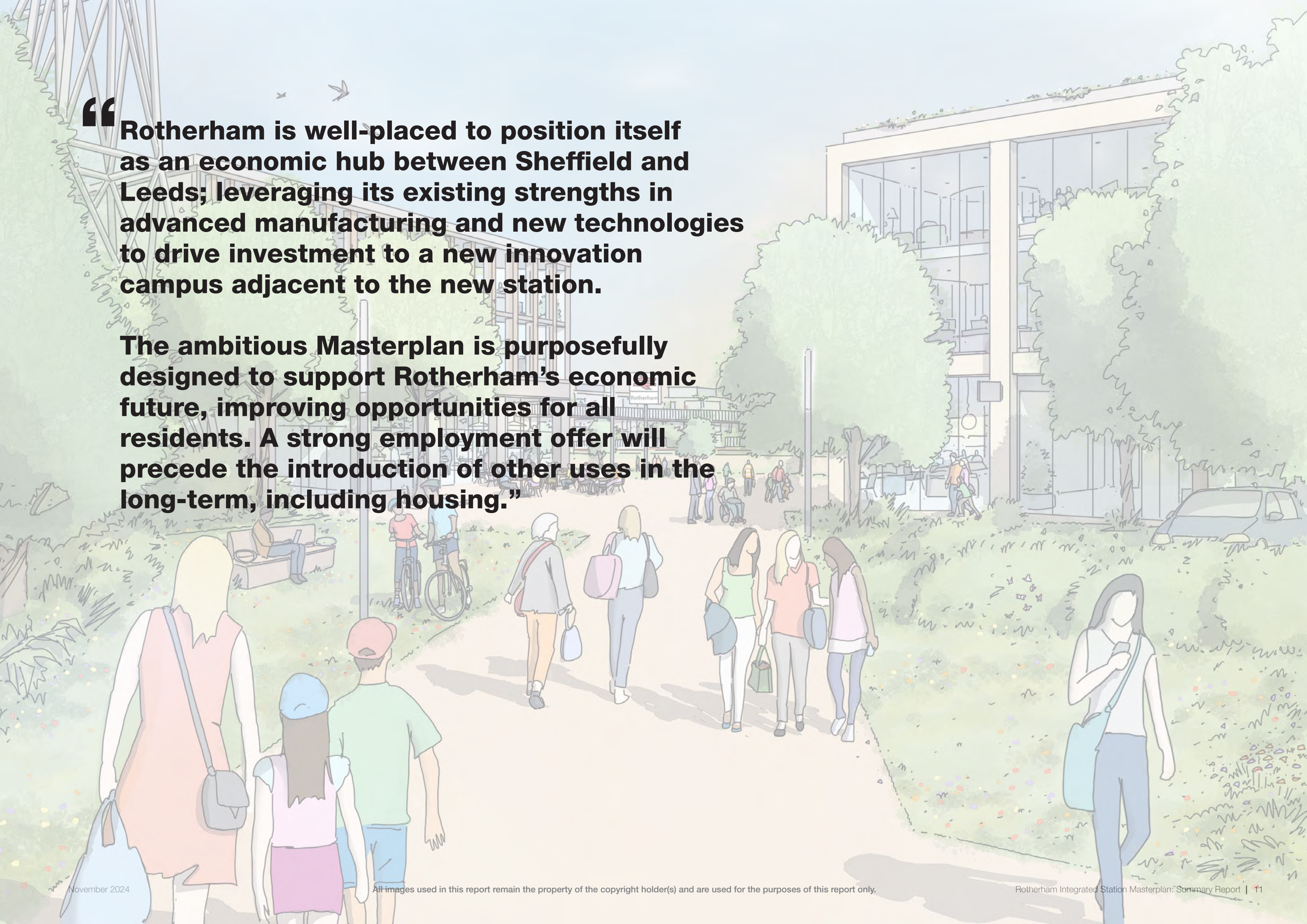
# 2. Masterplan Vision



**“Rotherham is well-placed to position itself as an economic hub between Sheffield and Leeds; leveraging its existing strengths in advanced manufacturing and new technologies to drive investment to a new innovation campus adjacent to the new station.**

**The ambitious Masterplan is purposefully designed to support Rotherham’s economic future, improving opportunities for all residents. A strong employment offer will precede the introduction of other uses in the long-term, including housing.”**

## 2.1 Aims & Objectives

### 2.1.1 Capitalising on existing strengths

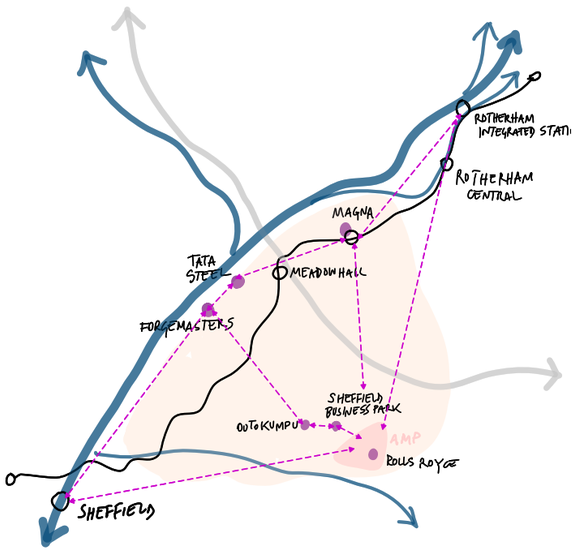
**Rotherham is uniquely placed to capitalise on its existing specialism in advanced manufacturing and strategic location between other manufacturing specialist cities.**

- **Building on regional specialism:**
  Advanced manufacturing is a regional specialism with the Waverley Advanced Manufacturing Research Centre (University of Sheffield), McLaren and Rolls-Royce all based here.

- **Part of a wider industrial geography:**
  Rotherham is strategically located in proximity to major advanced manufacturing specialist cities, including Sheffield, Leeds and Derby. The site is also close to major trading and energy ports that have freeport status on the Humber Estuary.

- **Part of a strategic transport network:**
  This forms part of the wider northern transport corridor in line with the ambitions of Transport for the North.

- **Presence of existing leading educational institutions:**
  Rotherham is in proximity to world-leading universities including the University of Sheffield.




### 2.1.2 Maximising opportunity for economic growth

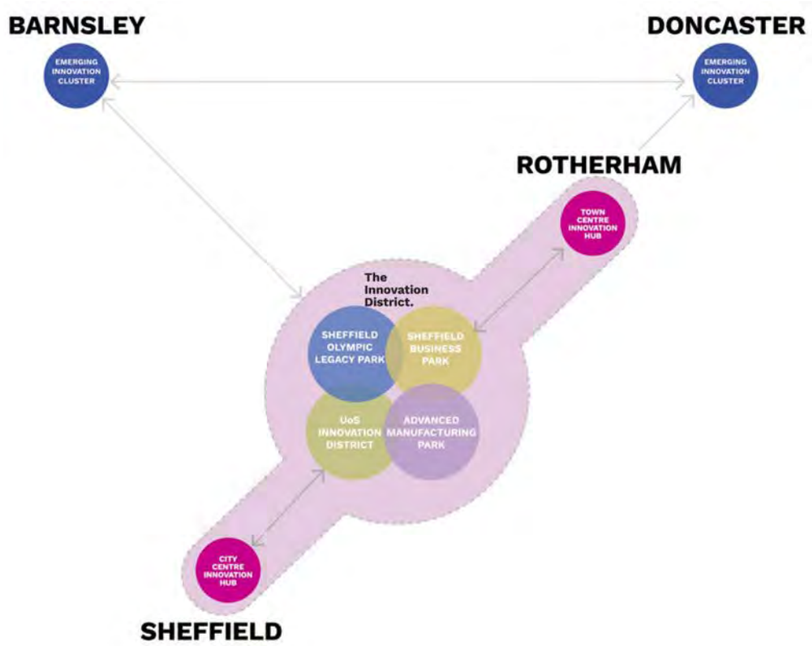
**An opportunity to develop the UK's first transport-led innovation district.**

- **An exemplary sustainable innovation district:**
  Exemplar development of high technology industry fit for the future economy that builds on the industrial legacy and supports the green industry.

- **Opportunity for education:**
  Expands opportunities for skills and training with partnerships across Yorkshire at specialist technical institutions.

- **Creating a balanced place:**
  Fostering a thriving local economy creates employment opportunities for new and existing residents.

- **South Yorkshire Investment Zone:**
  Rotherham is part of the UK's first Investment Zone across South Yorkshire. This involves the support of an Advanced Manufacturing cluster across Sheffield, Rotherham, Doncaster and Barnsley to create an estimated 8,000 new jobs and £1.2bn of private funding by 2030.




SYMCA Investment Zone Brochure

### 2.1.3 Maximising potential impact

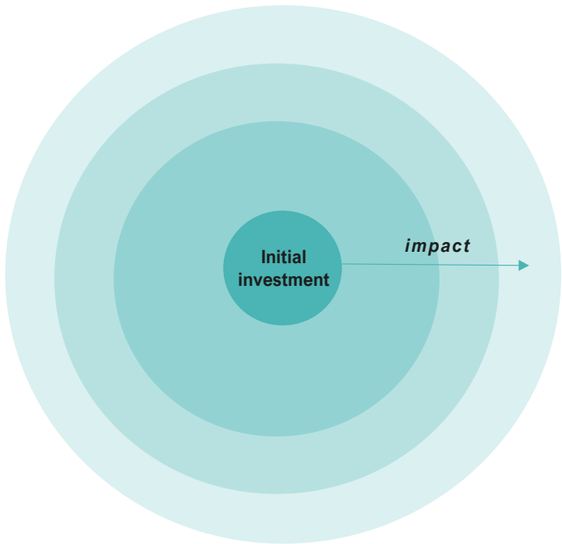
**An employment and transport-led approach to regeneration maximises the impact of investment the council can have through direct and follow-on opportunities.**

- **Creating high-paying jobs:**
  Boosting local wages and employment opportunities for new and existing residents.

- **Upskilling residents:**
  Opportunities for strategic partnerships with education and training institutions can boost technical skills for local people.

- **Unlocking further economic activity in the surrounding town:**
  Demonstrating economic specialism and opportunity locally, securing further business investment in the long term.

- **From this housing will follow:**
  The creation of a station-led economic hub will unlock future opportunities for viable residential development surrounding the station and beyond.



## 2.2 Why is the employment-led masterplan needed?

**Rotherham needs to secure and enhance economic prosperity for all residents.**

- **Tackling deprivation:**
  Some of the most deprived communities in the UK are located around the station masterplan area.

- **Extending economic opportunity:**
  Improving travel times between Leeds and Derby will create beneficial exchanges and expansion of the labour market.

- **Boosting economic opportunity:**
  Strong business growth locally has not translated into employment opportunities or wage growth in Rotherham.

- **Responding to the climate emergency:**
  Supporting the council's efforts to mitigate the impact of climate change.

## 2.3 How should the masterplan address these challenges?

**Purposefully designing Rotherham's economic future to improve opportunities for all residents.**

- **Delivering a new economic hub model:**
  Connecting talent and economic opportunities via a green transport corridor.

- **UK Government Funding for Rotherham:**
  Repositioning Rotherham to create economic opportunities and benefits that further social mobility, growth, skills enhancement, accessibility and a just transition (Transition from an extractive economy to a regenerative economy).

- **Boosting investment potential:**
  Providing economic certainty and confidence that unlocks further development by boosting the local economy, workforce and development viability.

- **Supporting regeneration of the whole town:**
  Complementing investment across the borough including wider town centre regeneration.

## 2.4 Rotherham's Innovation Campus

**Rotherham is well-placed to position itself as an economic hub between Sheffield and Leeds and leverage its existing strength in advanced manufacturing to drive investment into a new innovation district adjacent to the new station.**

- The Brookings Institution's research paper 'The Rise of Innovation Districts: A New Geography of Innovation in America' (Katz and Wagner, 2014) defines an Innovation District as: "geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators."

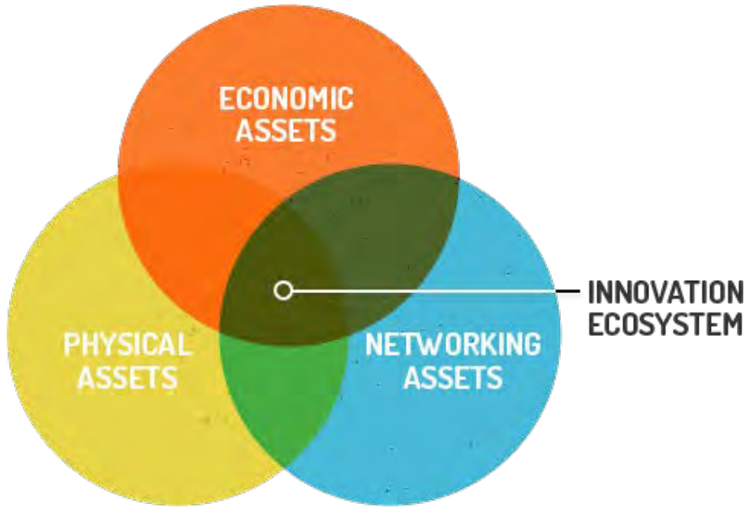
- They are also physically compact, transit-accessible, technically-wired and offer supporting amenities such as retail and F&B.

- Close geographic proximity drives interactions and exchange of ideas between the occupiers of the innovation district.

The masterplan for a proposed Innovation Campus can strengthen Rotherham's economy, provide jobs and apprenticeships for the local population, play an active role in the South Yorkshire Region and build development value and social value on site.

The Rotherham Innovation Campus will provide an alternative and complementary offer to out-of-town business parks and function as a hub with improved access and a dynamic working environment.

A strong employment offer precedes opportunities for wider growth including housing development. As a long-term opportunity, the feasibility of delivering housing could be tested longer term potentially on adjacent sites in closer proximity to the town centre and existing communities.



# 3. Strategic Framework

## 3.1 Framework Aspirations and Principles

### 3.1.1 Framework Principles

The strategic framework design development adheres to the following principles, serving as foundational design pillars for the masterplan proposal.



#### Encouraging Active Travel

Strengthening active travel links between the new mainline station, tram train station and the town centre. Encouraging micro-mobility users and the use of public transport.

#### Sustainable Development

Advanced manufacturing opportunities, focussing on sustainable practices and social engagement with the local community and users.



#### Enhancing Biodiversity

Implementing a green approach to the public realm with nature-based solutions and green pockets within the masterplan. Enhancing and expanding existing vegetation to embrace active travel links.



#### Prioritising Connectivity & Accessibility

Strengthening an inclusive design that prioritises accessibility and connectivity enhancements within Rotherham.

#### Celebrating Local Character

Celebrating the character of Rotherham and ensuring continuity in the experience of the space. Focussing on a site-specific approach to design.


Light segregation of cyclists and pedestrians

Local communities and their use of public spaces

Woodland Park routes

Connectivity and inclusion

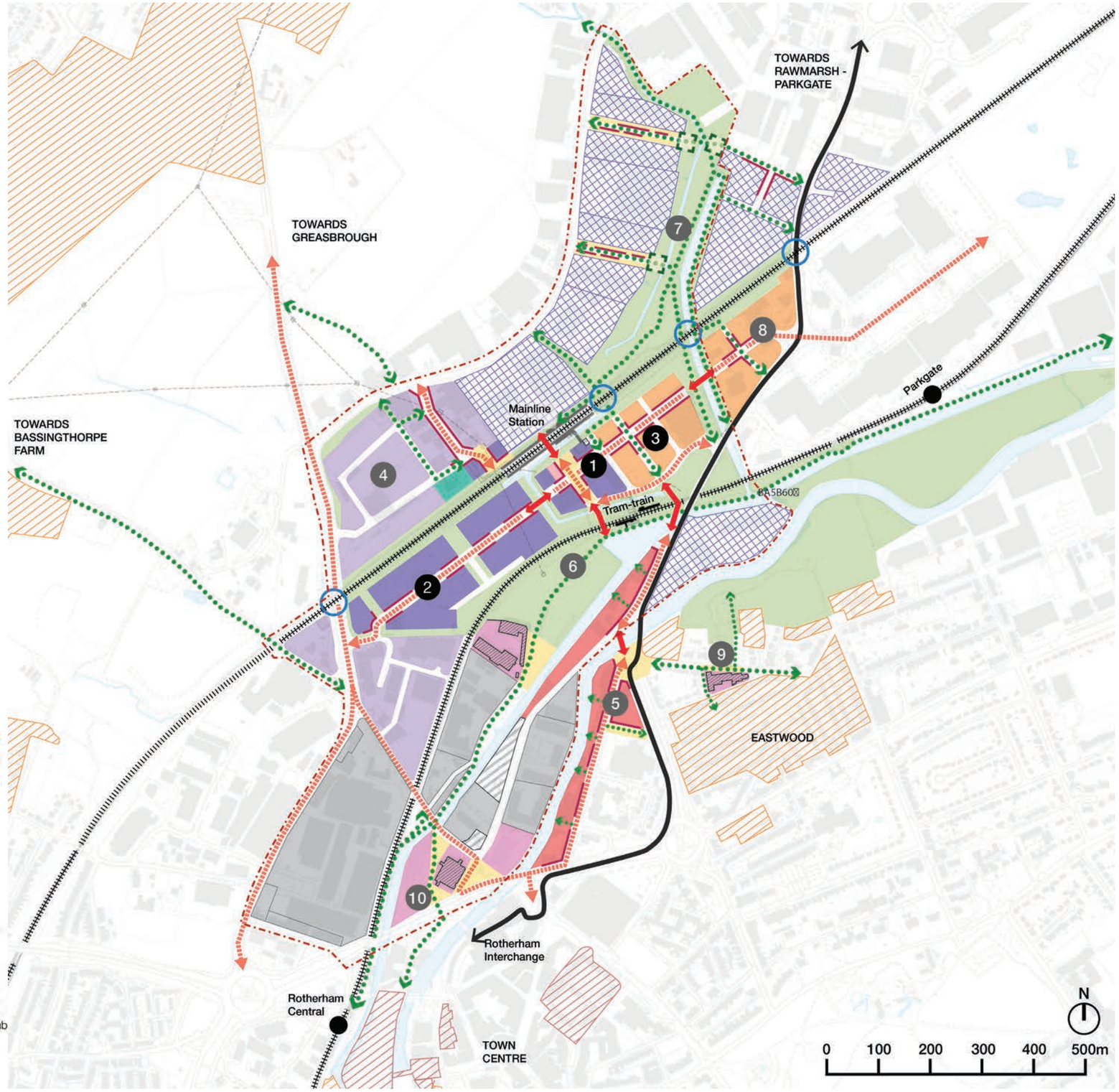
Integration of the built with the surroundings

## 3.2 Masterplan Framework

Strategically located near Forge Way, the new interchange will draw passengers and visitors from the region and beyond to this revitalised commercial destination and will create new travel opportunities for residents and nearby communities alike. The wider strategy of the masterplan seeks to not only encourage easy wayfinding but also activate and enhance key links emanating from surrounding developments (eg Town Centre, Eastwood, Parkgate, and Bassingthorpe Farm) with a steadfast commitment to fostering sustainable transport solutions using active travel. The proposal is dedicated to elevating the industrial use offer in Rotherham, fostering innovation and promoting sustainable growth.

At the centre of the Masterplan Core Area, the Station Quarter's versatility serves as an important node, connecting businesses with the public realm and the station forecourt. By providing a western link through the spine road, the proposal facilitates the integration of plot developments in the western quarter as part of the Innovation Campus. In the eastern area, there is also an opportunity for residential development to create a vibrant and active Living Quarter adjacent to the station.

To enhance active travel links between the Station Quarter and the town centre, the masterplan proposes activating plots along Rotherham Road and Effingham Street after the canal crossing. Additionally, there could be a regeneration effort to improve the areas around Bailey House, Northfield Road and Eastwood's Erskine Road. This comprehensive approach will not only transform the physical landscape of Rotherham but will also help to establish the Masterplan Core Area as a dynamic hub for both business and community.




**KEY:**

- Masterplan Boundary
- Railway
- Active Travel Links
- Main Bus Corridor
- Green Connectors
- New Bridges
- Enhanced Underpass
- Active fronts
- Improved access to green infrastructure

**PROPOSED LAND USE**

- Station Building (Integrated with development)
- Residential use
- Existing Industrial/Commercial use
- Innovation Campus
- Market-based Intervention with Industrial/Commercial use
- Long-term policy to upgrade existing Industrial use
- Multi-storey Car Park (Potential Future Location)
- Community use (Leisure/ Education/Health/Civic/Religious)
- Mixed Use
- Green infrastructure
- Public realm enhancement
- Utilities / major plant
- Reuse of existing building

**ONGOING / FUNDED SCHEMES**

- Residential development
- Mixed Use development

**PROJECTS**

1. Station Quarter
2. Innovation Campus
3. Living Quarter
4. Northwest Quarter
5. Effingham St Activation
6. 'Swan Lake' Park
7. Woodland Park
8. Parkgate Living Quarter
9. Eastwood Community Hub
10. Bailey House Hub

## 3.3 Active Travel Links

### 3.3.1 Active Travel - Walking

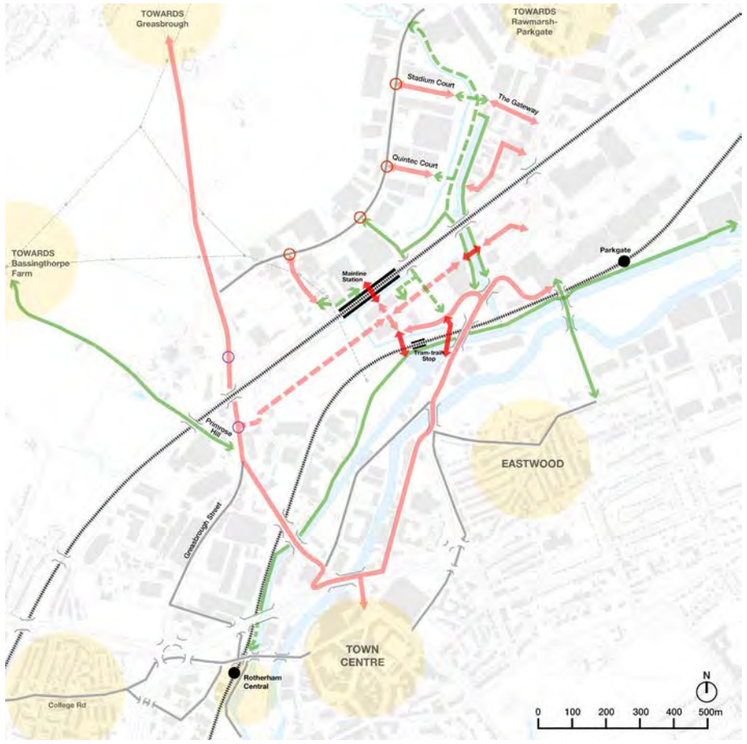
The aim of the masterplan is to enhance connectivity and active travel links between the town centre and the proposed station. The project also looks to enhance a wide range of streets, pathways and links that have great potential to strengthen the walkability of Rotherham and boost accessibility to and from the proposed station. The proposals are based on a small-scale intervention strategy which over time will transform the urban context of Rotherham with active travel prioritised in the public realm.

Active travel links are developed further in the Street Typologies section.

### 3.3.2 Active Travel - Cycling

As with the accessibility for pedestrians, the proposal also looks at improving the safety and accessibility for cyclists. It aims to enhance the quality and availability of green connectors, along with improvements to existing main arteries to the town centre such as Rotherham Road and Greasbrough Road.

Note: Proposed routes align with the feasibility study, 'Rotherham Active Travel Scheme' undertaken by Fore Consulting.




Active Travel - Walking

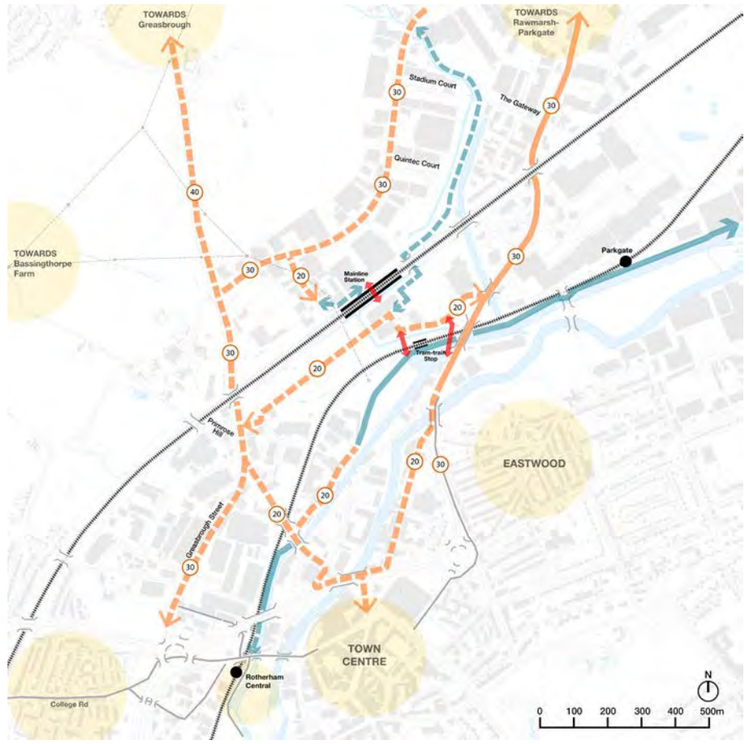
KEY:

General

- Railway
- Destinations
- Existing dike/waterway
- High voltage overhead cable
- High voltage pylon
- Bridge/underpass
- Existing pedestrian links

Proposed Links

- New uncontrolled crossings
- New controlled crossings
- Enhancement of existing pedestrian route along road
- New pedestrian route along road
- Enhancement of existing pedestrian route on off-road footpath
- New pedestrian route on off-road footpath
- Potential new bridge




Active Travel - Cycling

KEY:

General

- Railway
- Destinations
- Existing dike/waterway
- High voltage overhead cable
- High voltage pylon
- Bridge/underpass
- Existing cycle links

Proposed Links

- Enhancement of existing cycling route with cycle way/shared footway along road
- New cycle route along road with cycle way/marked lane on road
- Enhancement of existing cycling route on off-road shared footpath
- New cycle route on off-road shared footpath
- Potential new bridge

## 3.4 Bus Network

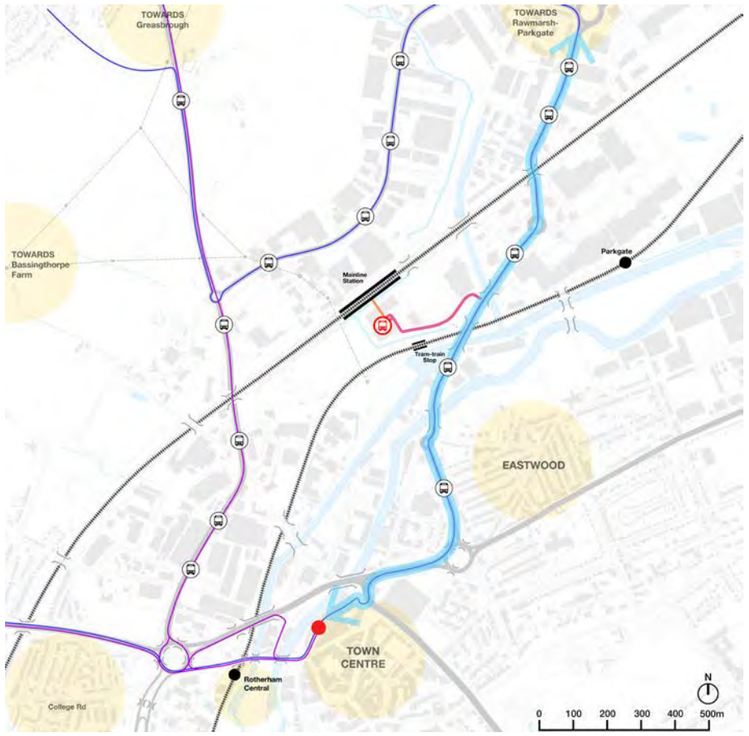
To encourage active travel modes and opportunities, the strategic framework includes a proposal to provide bus services that service the proposed Station Quarter. These are subject to further exploration.

### PHASE 1

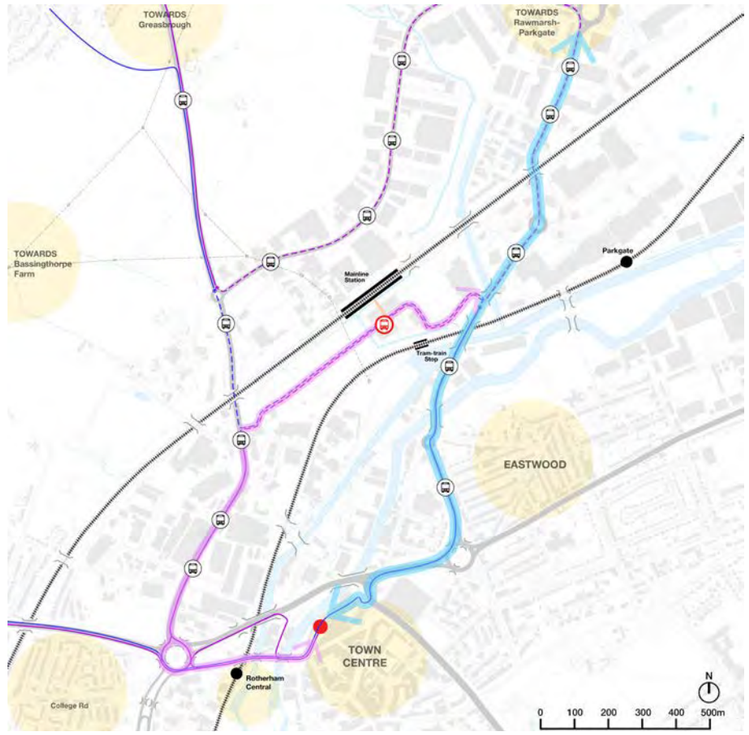
- Services on the main bus corridor are mostly operated by Stagecoach.
- Alteration of existing routes will increase journey times and mileage. Therefore it is unattractive to the operators. However, rerouting is recommended to provide better accessibility to station.

### LATER PHASES

- Bus routes in the later phases will travel via the Western link (highlighted in light purple on the diagram (far right).
- Proposed to alter existing routes.
- Need buy-in from bus operators - to be further investigated with stakeholders and SYMCA.




**Phase 1**




**Later Phases**

**KEY:**

- Railway
- Destinations
- Existing dike/waterway
- High Voltage Overhead Cable
- High Voltage Pylon
- Bridge/underpass
- Primary Road Network
- Phase 1 access to station

**Existing Bus Routes**

- 139 | 140 Rotherham - Greasbrough St - Kimberworth Park (Circular Route)
- 141 | 142 Rotherham - Mangham Road - Kimberworth Park (Circular Route)
- Main bus corridor on Rotherham Road served by multiple bus routes
- Additional link for bus stop from existing bus route
- Existing Bus Stops
- Proposed Bus Stops

**KEY:**

- Railway
- Destinations
- Existing dike/waterway
- High Voltage Overhead Cable
- High Voltage Pylon
- Bridge/underpass
- Primary Road Network
- Phase 2 access to station

**Proposed Bus Routes**

- Potential exchanging routes between 139 | 140 and 141 | 142 for both to use the new link road through station site
- Re-route certain services from St Ann's Road to use the new link road through station site.
- Existing Bus Stops
- Proposed Bus Stops

## 3.5 Street Typologies, Landscape and Public Realm

The streets comprise a variety of typologies defined and characterised by their diverse physical aspects and functional requirements. These typologies aid navigation, focusing on wayfinding and hierarchy of routes that assist in shaping the area for future development.

The landscape and public realm strategy aims to deliver a network of public recreation, blue and green infrastructure and potential street enhancement projects. As residents and visitors move through Rotherham, the landscape and public realm setting will change in line with location for intuitive way finding and cohesive local identity. Landscaping schemes will need to consider future climate impacts including excessive heat.

**KEY:**

- Masterplan boundary
- Railway
- Destinations
- Existing waterways
- High voltage overhead cable
- High voltage pylon

**Connectivity Interventions**

- Boardwalk
- Park trails
- New bridge
- Improved access to Woodland Park

**Points of Interest**

- Play offering
- Group gathering offering
- Outdoor gym offering
- Treatment of existing blank walls

**Blue and Green Infrastructure**

- SuDS with planting
- Swale
- Considerations for biodiverse green roof
- Woodland
- Nature park
- Green canal buffer
- BNG mitigation area
- Open green space

**Public Realm Projects**

- 1 Station Forecourt
- 2 ‘Swan Lake’ Park Arrival Plaza
- 3 Pocket Parks
- 4 Raised Courtyards

**Street Enhancement Projects**

**Shared Space Links**

- A Northfield Road
- B Effingham Street
- C Bailey House public realm improvements

**Active Travel Roads**

- D Car Hill - Greasbrough Road
- E Centenary Way Crossing
- F Rotherham Road
- G Greasbrough Street

**Park Connectivity**

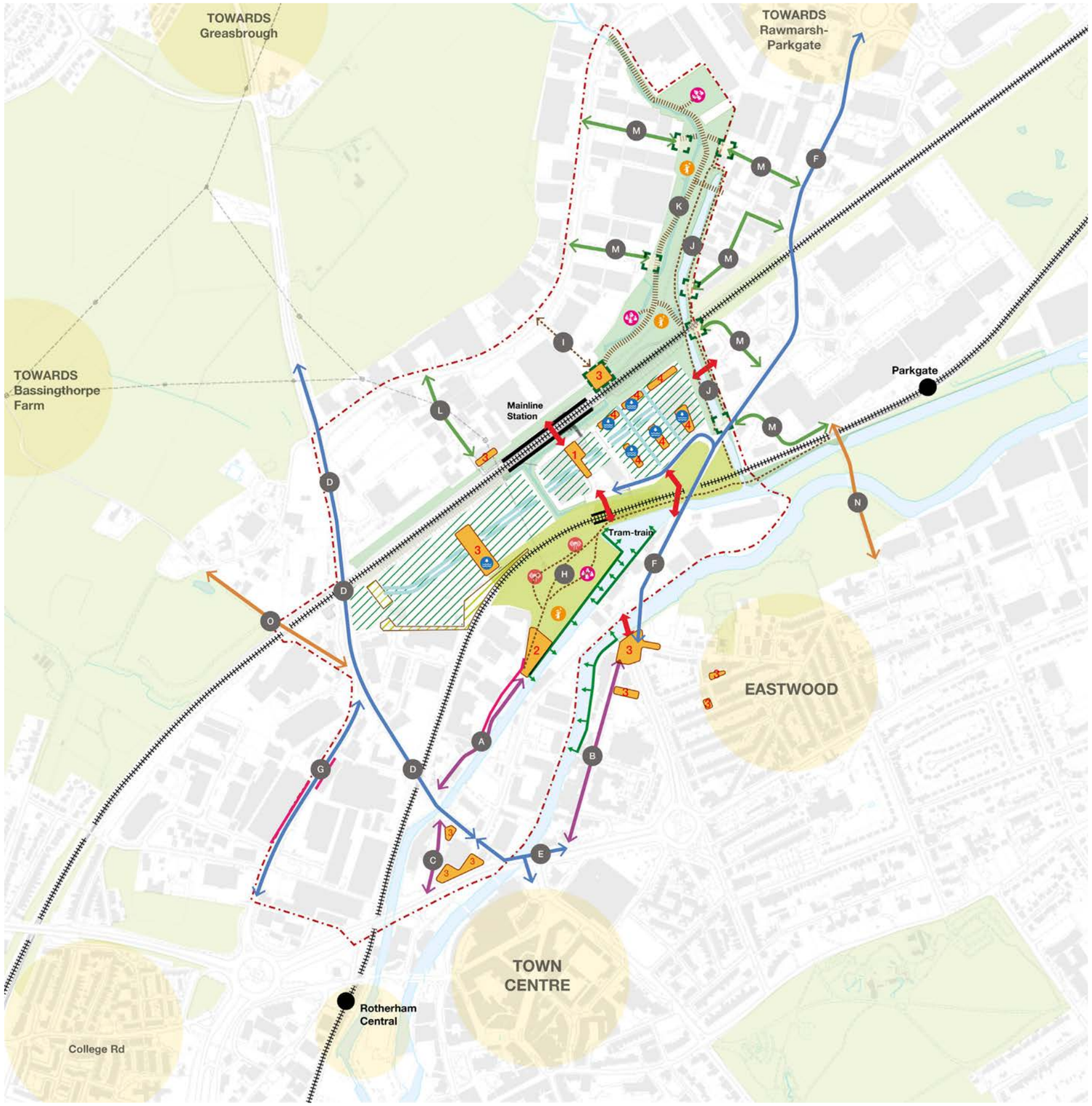
- H ‘Swan Lake’ Park & Canal Footpath
- I Underpass Trail
- J Woodland Park Boardwalk Trail
- K Fitzwilliam’s Canal side Footpath

**Industrial Green Links**

- L Mangham Way
- M Access to Woodland Park & Fitzwilliam’s Canal

**Accessible Bridge Links**

- N New accessible Bailey Bridge
- O Primrose Hill - Bassingthorpe Lane new accessible mainline overbridge



## 3.6 Public Realm Potential Projects

A series of public realm spaces provide natural rest zones between the industrial, commercial and residential settings. The intention is that distinctive routes within the masterplan area will be linked and defined through a series of public realms that reflect the landscape hierarchy and act as a method of wayfinding and placemaking.

### 1 Station Forecourt

- Gateway public realm entrance to serve the Mainline station.
- Interchange between a variety of land uses.

### 2 'Swan Lake' Park Arrival Plaza

- Plaza aligned towards the West to facilitate access from the town centre links (also beneficial for flood issues).

### 3 Pocket Parks

- A network of small outdoor spaces for people to gather and relax.
- Meet a variety of needs and functions of the local community and visitors.

### 4 Raised Courtyards

- Enclosed green spaces associated with residential blocks.
- Verdant space for neighbourly socialising and relaxation.

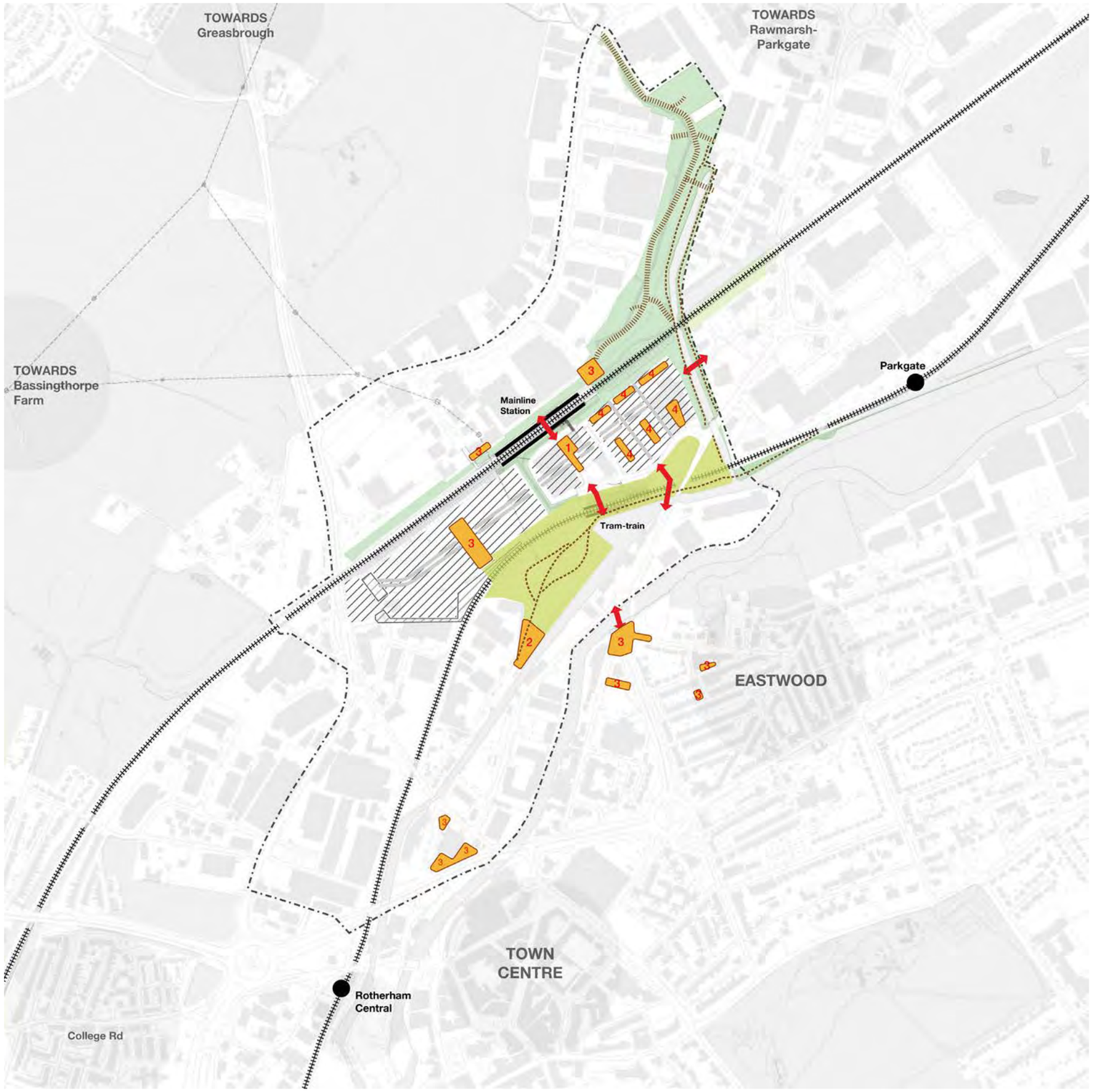
**KEY:**

**Public Realm Projects**

- 1 Station Forecourt
- 2 'Swan Lake' Park Arrival Plaza
- 3 Pocket Parks
- 4 Raised Courtyards

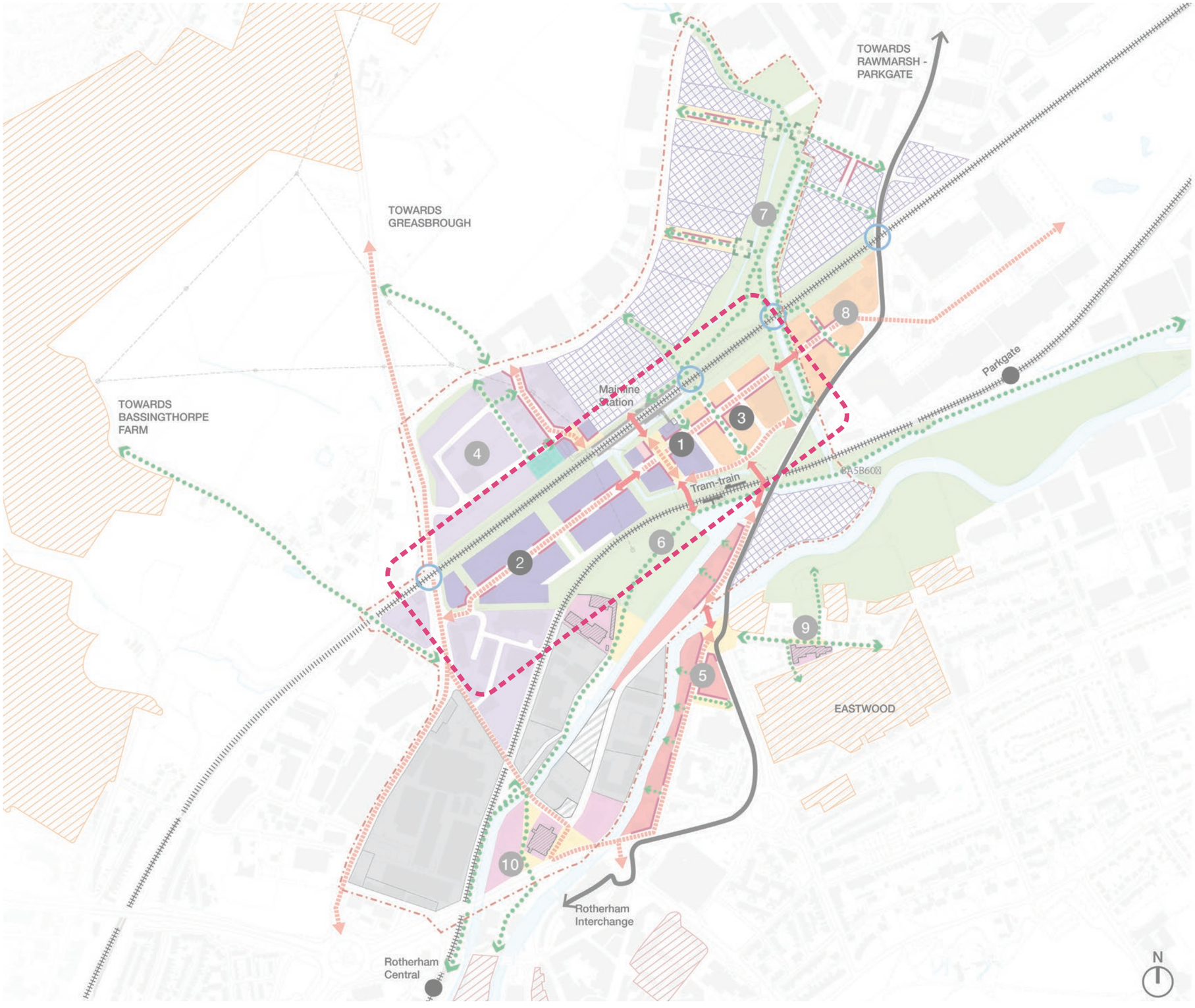
**Green Infrastructure**

- Woodland
- Nature park
- Consideration for biodiverse green roof



## Proposed Active Travel Connection on Effingham Street (concept)

# 4. Masterplan Core Area



## 4.1 Site Constraints

The masterplan core area underwent a desktop examination in Task B to capture current conditions and anticipate how proposed alterations to the site might influence the design of the masterplan.

The site of the masterplan area is impacted by flooding. However, the topography in the area east of the dike and accessible via Forge Way has been raised by previous works. Flooding is still a recurring issue for the tram-train tracks, therefore flood defences are proposed alongside the dike and canal as mitigation.

The area west of the dike is impacted by the existing High Voltage Overhead Transmission Line (HVOTL) which limits building heights. The western site also borders an existing Control of Major Accident Hazards (COMAH) site which may have implications for any industrial plots within this zone.
Refer to COMAH zone: http://www.syfire.gov.uk/business-advice/comah-sites/

**NOTE:**
The captured risks are desktop activities and are not underpinned by detailed technical assessment.

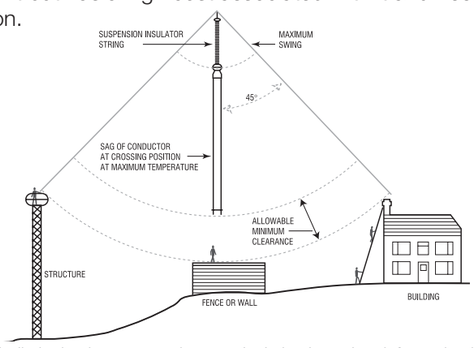
### 1 Area Beneath HVOTL

- Limitation to build height **(maximum ~11.5m)**** applies but built development is NOT preferred by National Grid.

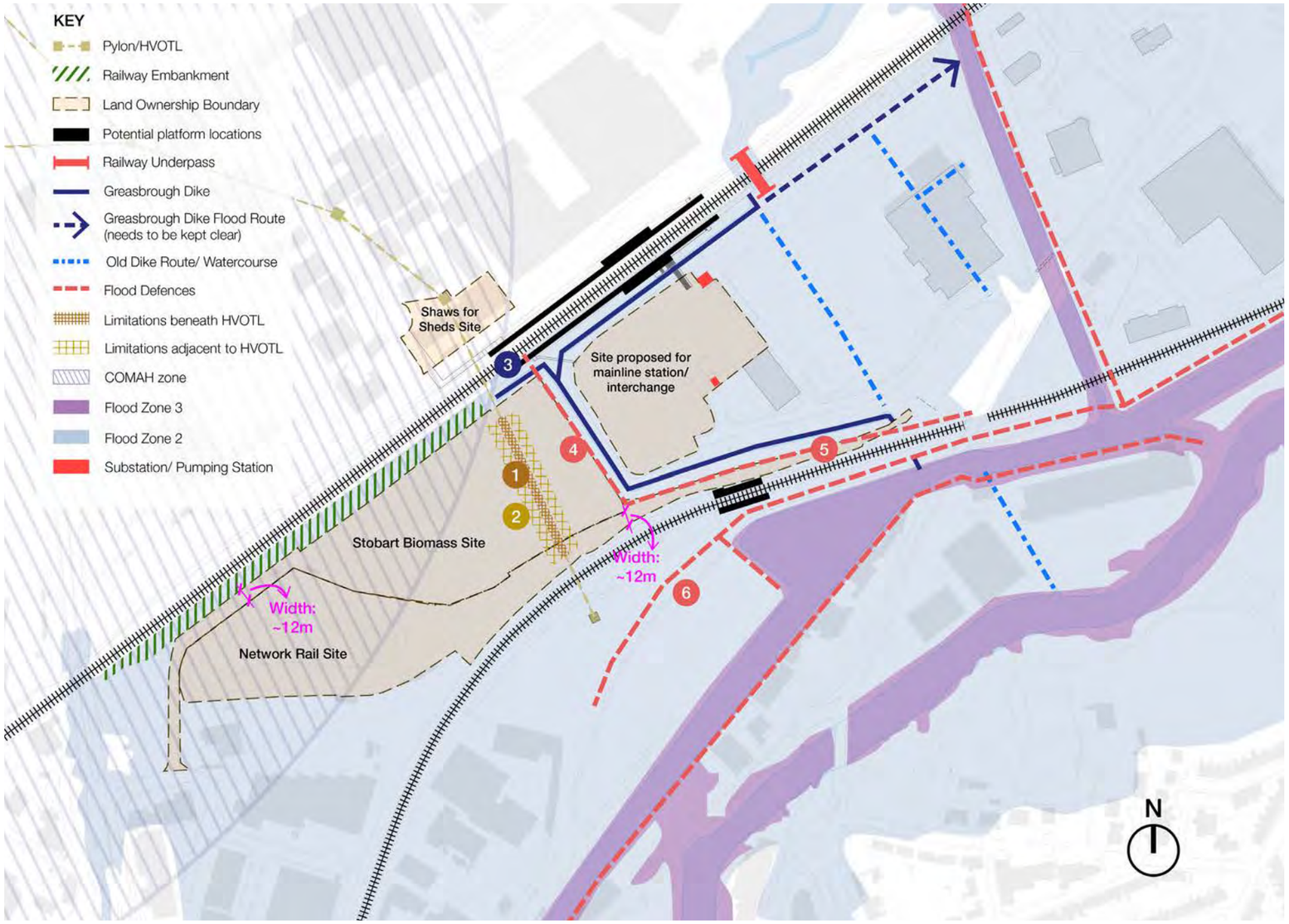
### 2 Area Adjacent HVOTL

- Limitation to build height applies to development 6m distance from the edge of the overhead lines.
- The maximum allowance for build height increases, the further the edge is away from HVOTL. **(Ranges approx. 11.5m-14m)****

Moving the power line underground gives flexibility to building plots and development but has a high cost associated with it and needs further investigation.




**The build height limitation is an approximate calculation based on information in ***'Design guidelines for development near pylons and overhead lines'*** by **National Grid**. The minimum safety clearance to an object (on which a person can stand) used in this case is 5.3m for 400kV. Consultation with National Grid is required.




### 3 Dike

- Watercourse will become flood locked due to proposed flood walls, which might result in localised flooding but this would be an improvement to the current conditions.

### 4 Proposed Flood Defences along Dike

- Flood defences will likely not exceed 24.4m AOD (TBC).
- It likely would be by high ground or landscaping.

### 5 Proposed Flood Defences North of Branchline Railway

- Most probably a hard defence or embankment.

### 6 Proposed Flood Defences South of Branchline Railway

- Most probably a hard defence/embankment or raised ground levels (if required at all).
- The alignment is flexible

## 4.2 Core Masterplan Design Principles

As a response to the baseline analysis of the Masterplan Core Area, a set of design principles has been defined to guide the masterplan. These are to promote active travel, north-south accessibility, active frontages and uses, new employment opportunities, high quality public realm and 'welcome' to Rotherham, clear and visible wayfinding and connections, as well as enhancing biodiversity.



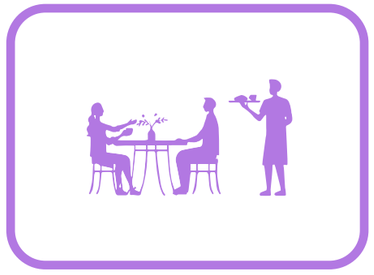
### Active Travel

Promoting active travel within the masterplan and its surroundings by encouraging micro-mobility and the use of public transport.



### North-South Accessibility

Strengthening the north-south connection between the mainline station and tram-train stop by enhancing accessibility and reinforcing inclusivity.



### Active Frontages and Uses

Encouraging public use by activating ground uses and engaging communities.

### New Employment

Providing opportunities for growth and employment by realising the potential of communities to contribute to Rotherham's economy.

### High Quality Public Realm

Introducing high quality public spaces for people to thrive and enjoy.



### Clear and Visible Wayfinding

Clear signage and wayfinding is important for people to easily navigate the space and have a relaxing onward journey.



### Enhancing Biodiversity

Implementing a green approach by expanding existing vegetation, introducing new landscape elements and enhancing biodiversity.

## 4.3 Mechanisms of Delivery

As an outcome of the design principles, the following mechanisms enable their delivery across the masterplan.

**1 Mainline Overbridge**

- Unpaid bridge to be aligned to meet the desired route from Mangham Way to the tram-train stop, to enhance active travel and connectivity to the town centre.

**2 Tram-train Overbridge**

- Unpaid bridge to be aligned to meet the desire lines from the Mainline Overbridge and the station forecourt, as well as meeting existing routes from the town centre.

**3 Underpass Link**

- Facilitates access to mainline station from the north-east (unable to be the primary unpaid connection across mainline tracks as it is currently subjected to flooding).

**4 Western Link Bridge Connection**

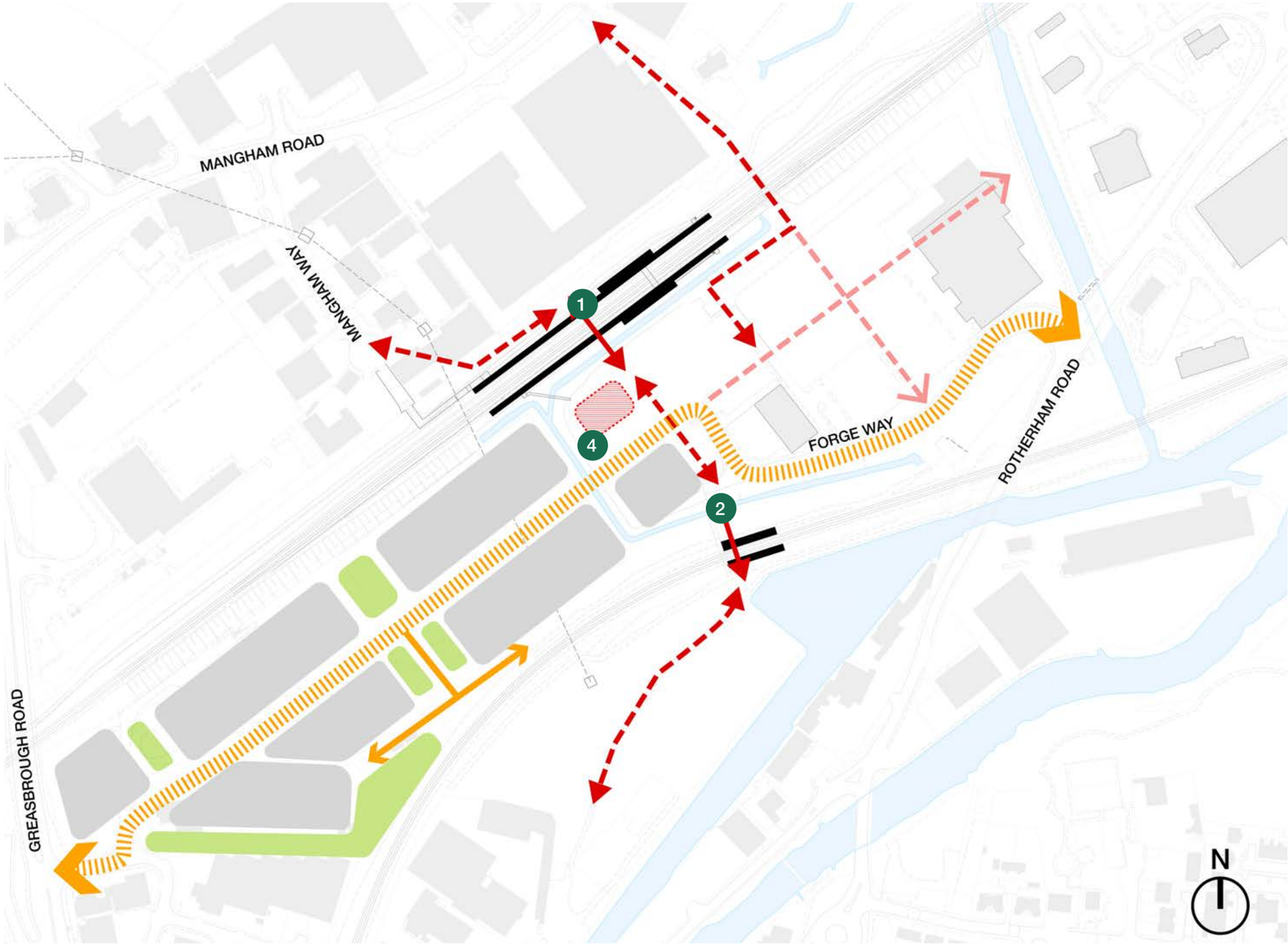
- Connecting Greasbrough Road to Forge Way through the centre of the site.
- Clear central route activated on both sides by development in future phases.

In the Wider Strategic Framework, priority destinations were established to connect to and from the Integrated Station Development. They are the town centre, Eastwood, Rawmarsh-Parkgate, Greasbrough and Bassingthorpe Farm.

In the Station Quarter, the key objectives and interventions are aimed at:

- Overcoming the north-south barrier created by the mainline and tram-train tracks, via the mainline underpass, the mainline station overbridge and the tram-train overbridge.
- Enhancing the pedestrian and cycle connectivity between the mainline station and the tram-train station, which needs to be direct and safe.
- Enhancing the active travel connectivity to/from the town centre and Mangham Way.
- Providing access from Greasbrough Road (the 'Western Link').

The Masterplan team recommends a preferred alignment for the tram-train and the mainline overbridge so that the connection between the two is logical and responds to the strategic connectivity aspirations. This is subject to testing from Network Rail.




**KEY:**

**Mainline station and key accessibility**

- Potential overbridge location
- North-south active travel link

**Access from Greasbrough Road (and surrounding development)**

- East-west vehicular & active travel link

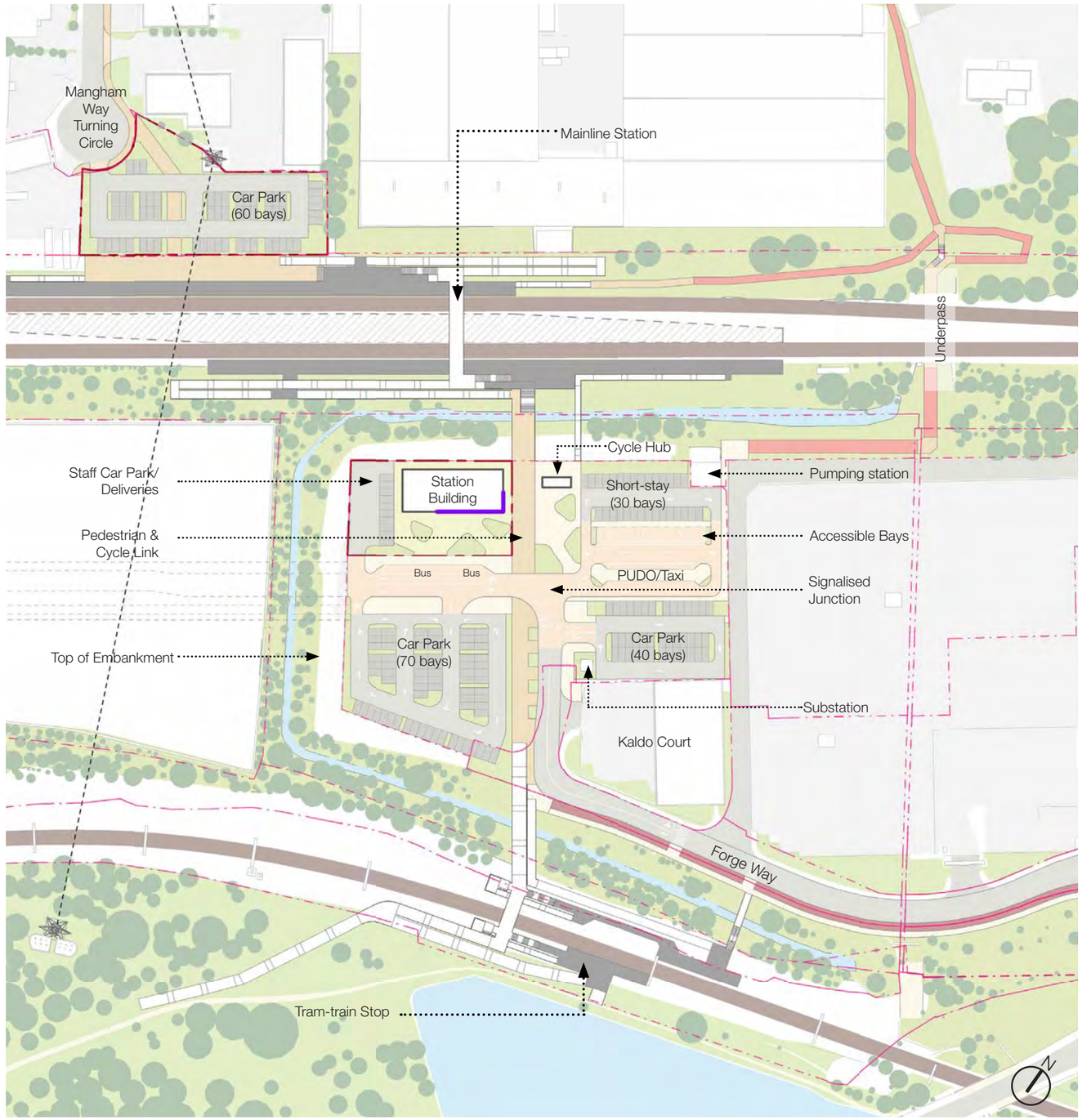
**Longer term - Connectivity and development to the east of the station**

- Potential route for future connectivity

**Development**

- Potential station building
- Green pocket parks/ Biodiversity mitigation area
- Development site

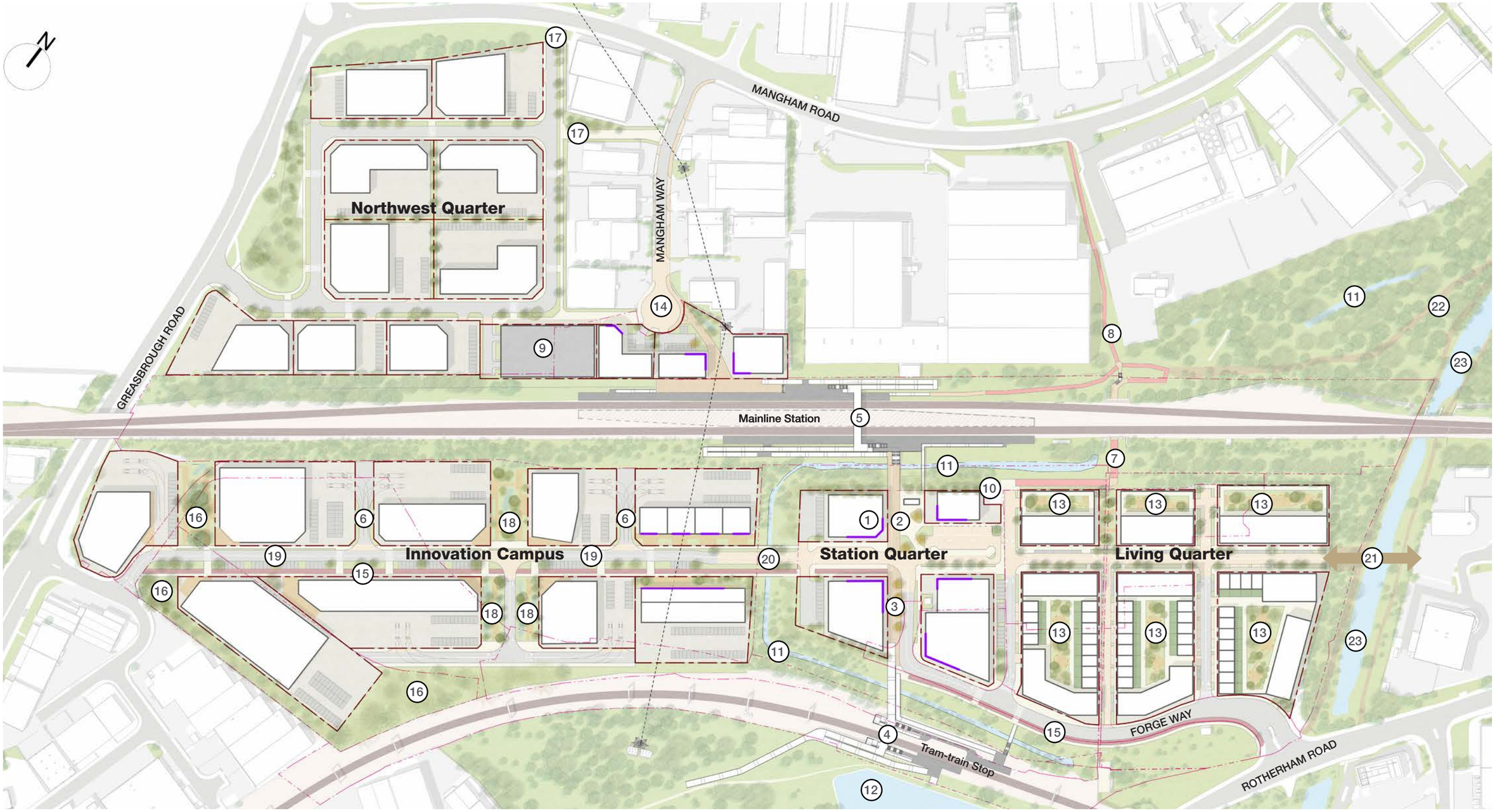
### 4.3.1 Station Quarter Phase 0 Layout




**Phase 0** (If Compulsory Purchase Order (CPO) condition applies)

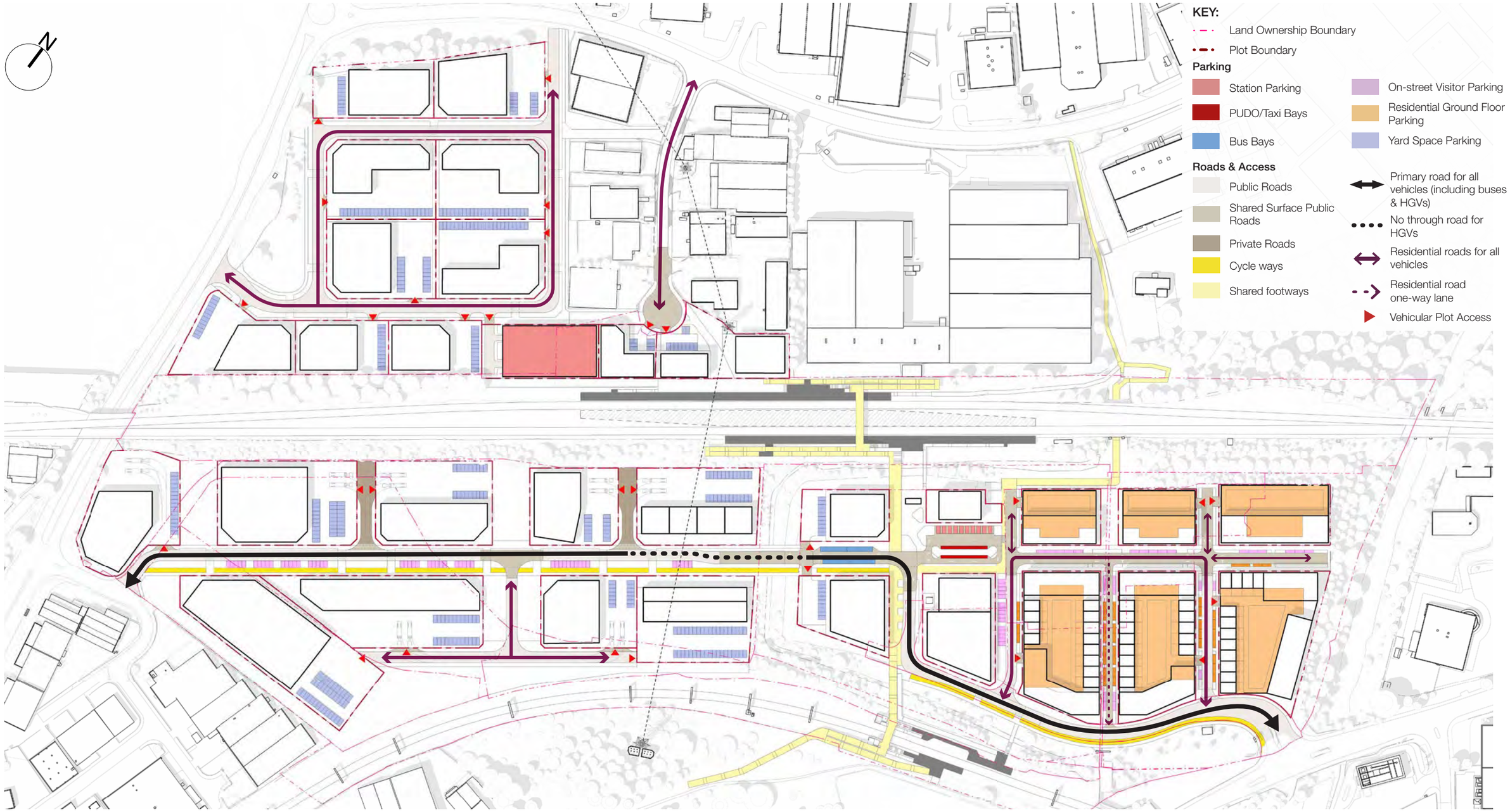
| | |
|---|---|
| Car Park | : 200 spaces (including 10 accessible bays & 30 short-stay bays) |
| PUDO/Taxi | : 10 spaces |
| Bus | : 2 spaces for rail replacement bus |
| Total plot area for development | : 1876 sqm |

## 4.4 Masterplan Core Area Layout




1 Station Building
2 Station Forecourt
3 Pedestrian & Cycle Link
4 Tram-train Overbridge
5 Mainline Overbridge
6 Plot Access
7 Underpass
8 Improved PROW
9 Multi-storey Car Park (MSCP)
10 Existing Pumping Station
11 Existing Dike
12 Sheffield & South Yorkshire Navigation Canal
13 Raised Courtyards
14 Shared Surface Roundabout
15 Segregated Cycle Lane
16 Biodiversity Mitigation Area
17 New Pedestrian Links
18 Pocket Parks
19 On-Street Visitor Parking
20 Western Link Bridge Connection
21 Potential Future Bridge Link
22 Woodland Park Boardwalk
23 Fitzwilliam's Canal

## 4.5 Movement Plans & Parking Strategy



## 4.6 Station Quarter

The Station Quarter will be an active environment for transit interchange and high-quality employment whilst maintaining its industrial character. The good transport links give the development plots in the quarter a unique opportunity to become incubator spaces, that can also act as the catalyst for the Innovation Campus.

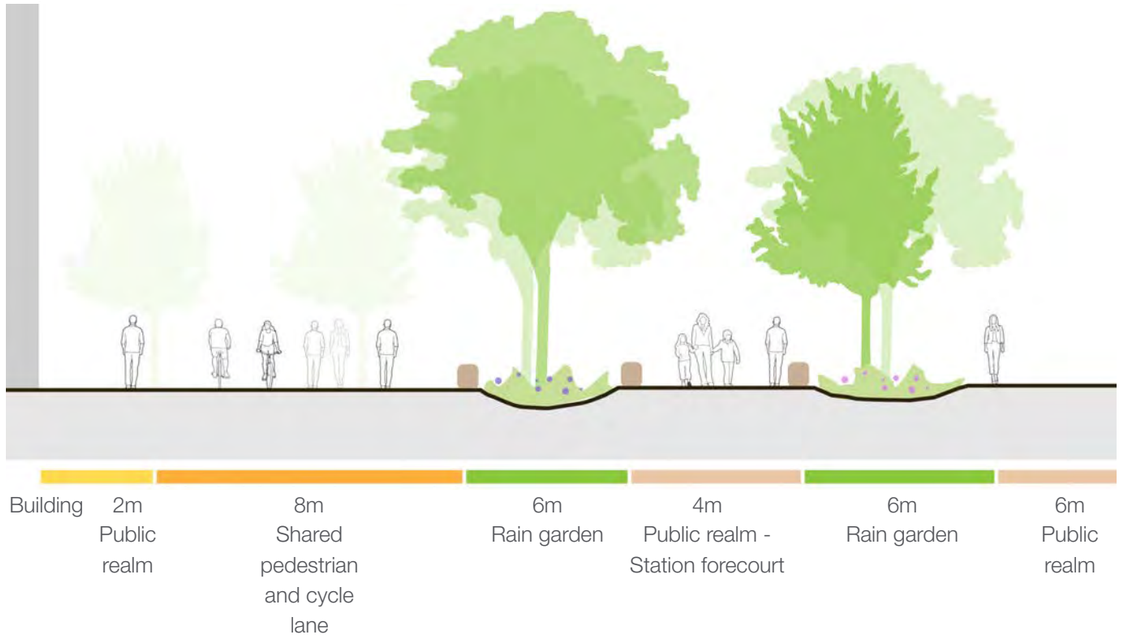
Approaching from Forge Way, visitors and passengers will be greeted by the station building on the ground floor next to an open green plaza. Visitors will also have a clear and direct pedestrian and cycle link that leads them from the mainline station to the tram-train stop, and further along the canal and into the town centre through the activated Northfield Road.

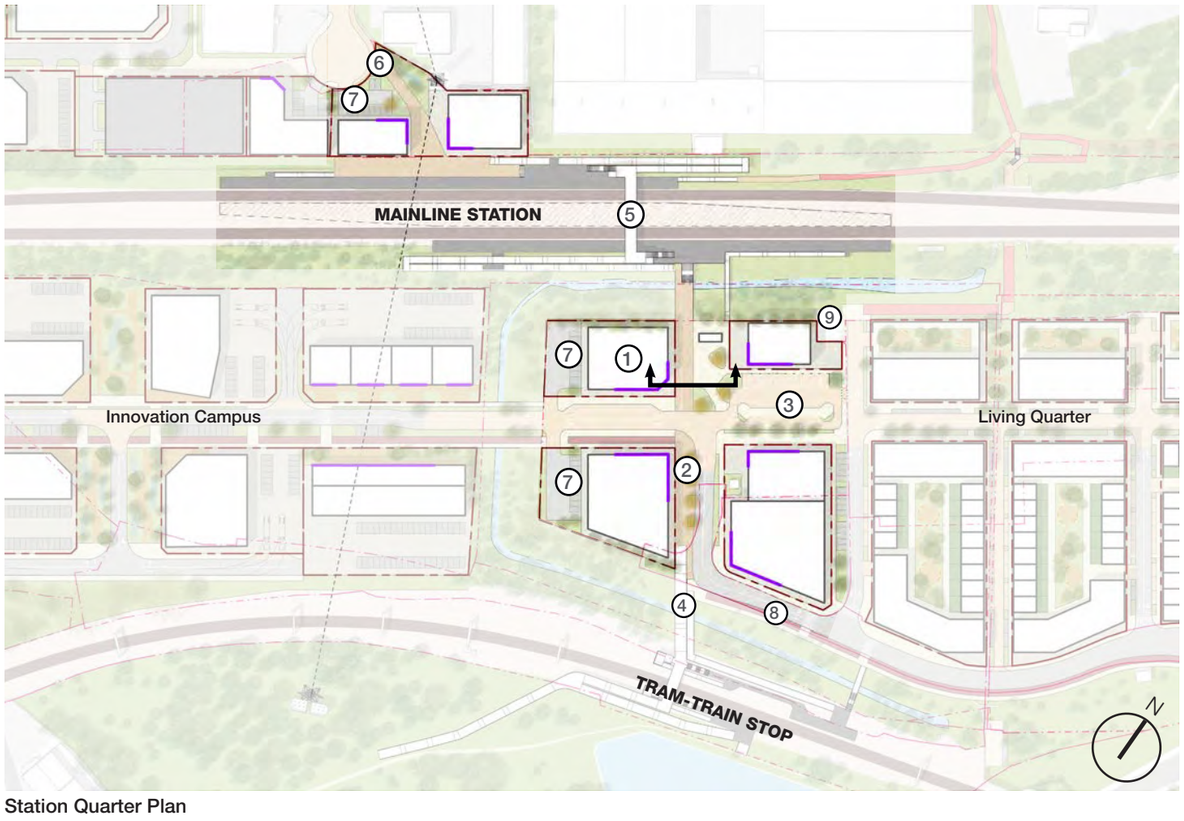
The forecourt of the mainline station provides facilities like blue-badge parking, taxi bays, pick-up and drop-off (PUDO) spaces, as well as an open plaza with covered cycle parking and lockers for storage and package delivery. The plaza is also accessible for waste management and its layout allows for the necessary vehicle manoeuvring. Space, power, water and drainage for pop-ups (13/16 amp) should be included close to the cycle parking with a new water/drainage point nearby.

The Station Quarter will provide limited car parking spaces in the long term to encourage active travel. Only a limited amount of staff parking and spaces for service vehicles are provided in individual plots within the Station Quarter.

The proposal shown adjacent illustrates the  Phase 1 approach as the long term plan and would be a development of Phase 0 depending on the agreement process.

**Proposed Street Character**




**Station Quarter Plan**

1. Station building
2. Pedestrian and cycle link
3. Station forecourt
4. Tram-train overbridge
5. Mainline station overbridge
6. Northern access from Mangham Way
7. Service & staff parking
8. Segregated cycleway
9. Existing pumping station

## 4.7 Innovation Campus

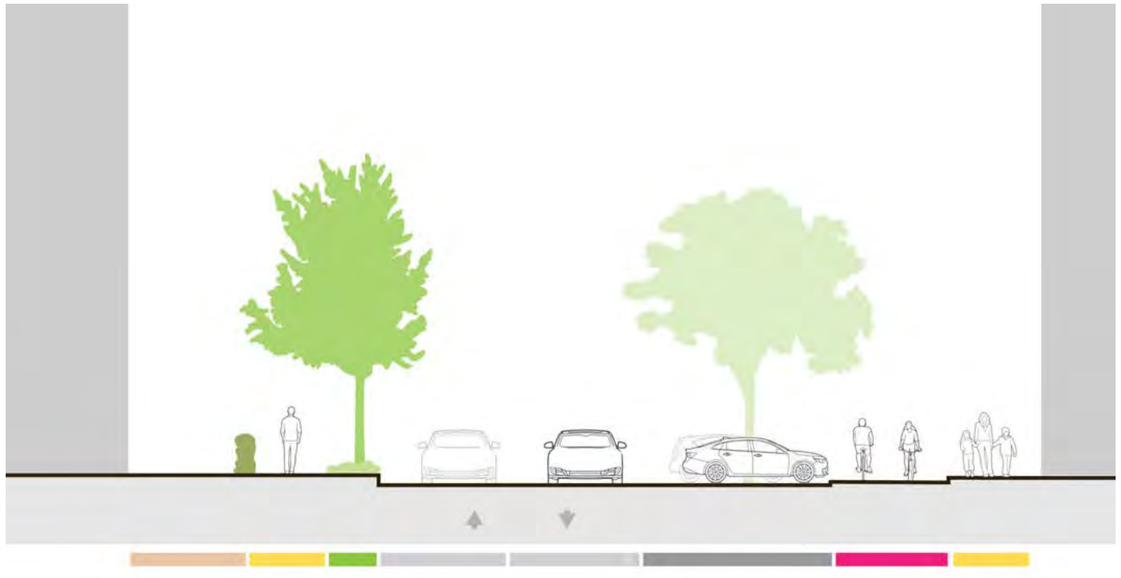
The Innovation Campus will renew the existing industrial character, turning its focus towards high-quality employment in the advanced manufacturing sector or commercial use.

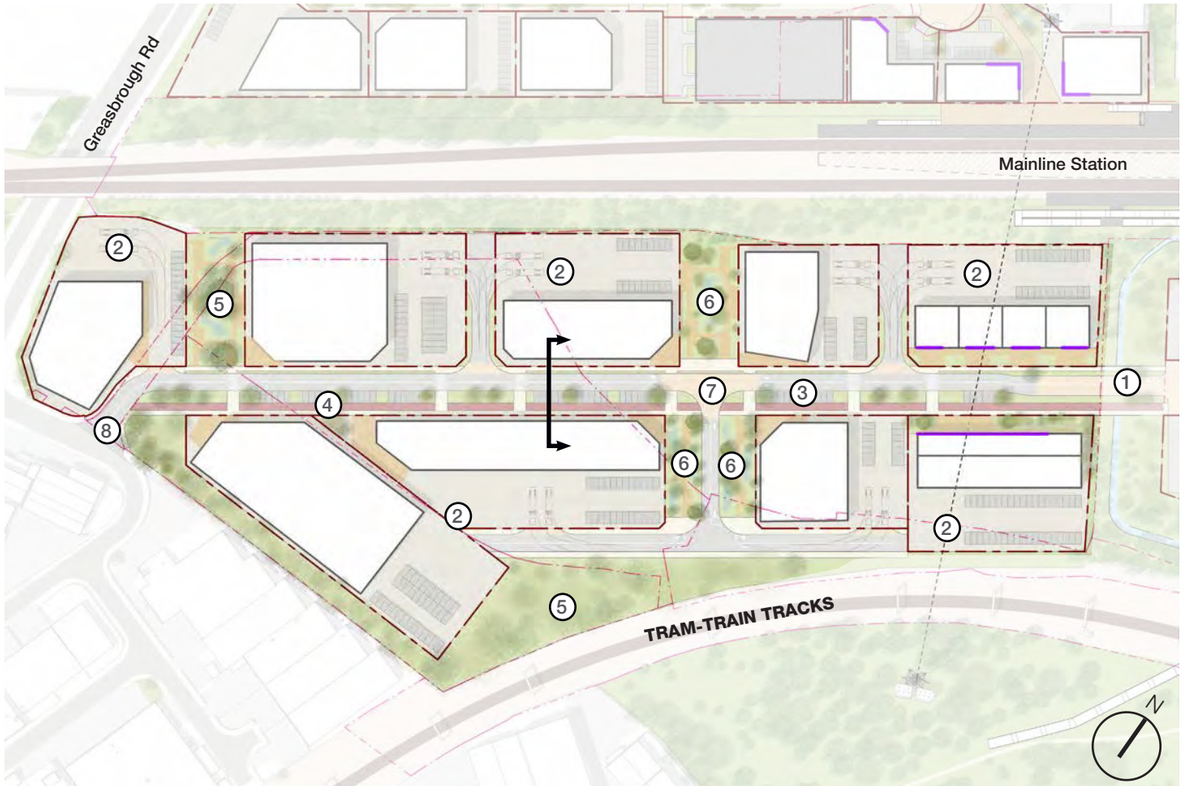
The Innovation Campus is well connected via the spine road between Greasbrough Road and the Station Quarter through to Rotherham Road, providing an opportunity for activation of the plot frontages. The spine road is the connector to the individual plots and consists of green swales and edges, a segregated cycle lane and visitor on-street parking. Yards are accessed from the back of the plots along with staff parking.

The area will provide green pocket parks and outdoor gathering spaces in front of building setbacks to allow opportunities for socialising and public amenities. The two plots closest to the Station Quarter are proposed to have active frontage with F&B or retail use to extend the experience of the Station Quarter and natural surveillance for the users and visitors. As a part of the green infrastructure strategy, large areas have also been selected as biodiversity mitigation sites to support the 10% biodiversity net gain requirement.

For the purpose of this study, all plots have buildings that are 9m tall with most providing single-storey double height space to accommodate for large manufacturing or tech equipment. However, there is flexibility based on respective needs for the tall volume space to be converted into a double-storey building or even have additional floors, so long as the maximum building height does not exceed 19m.

**Proposed Street Character**




**Innovation Campus Plan**

1. New road bridge
2. Yard and staff parking
3. Visitor parking
4. Segregated cycle lane
5. Biodiversity mitigation area
6. Pocket parks
7. Raised highway
8. Spine road

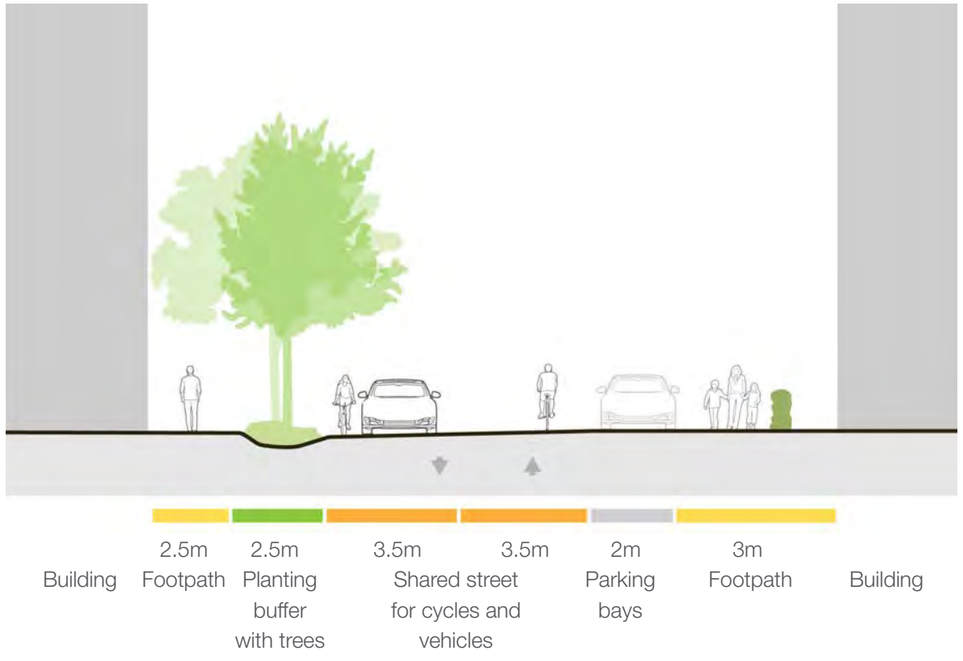
## 4.8 Living Quarter

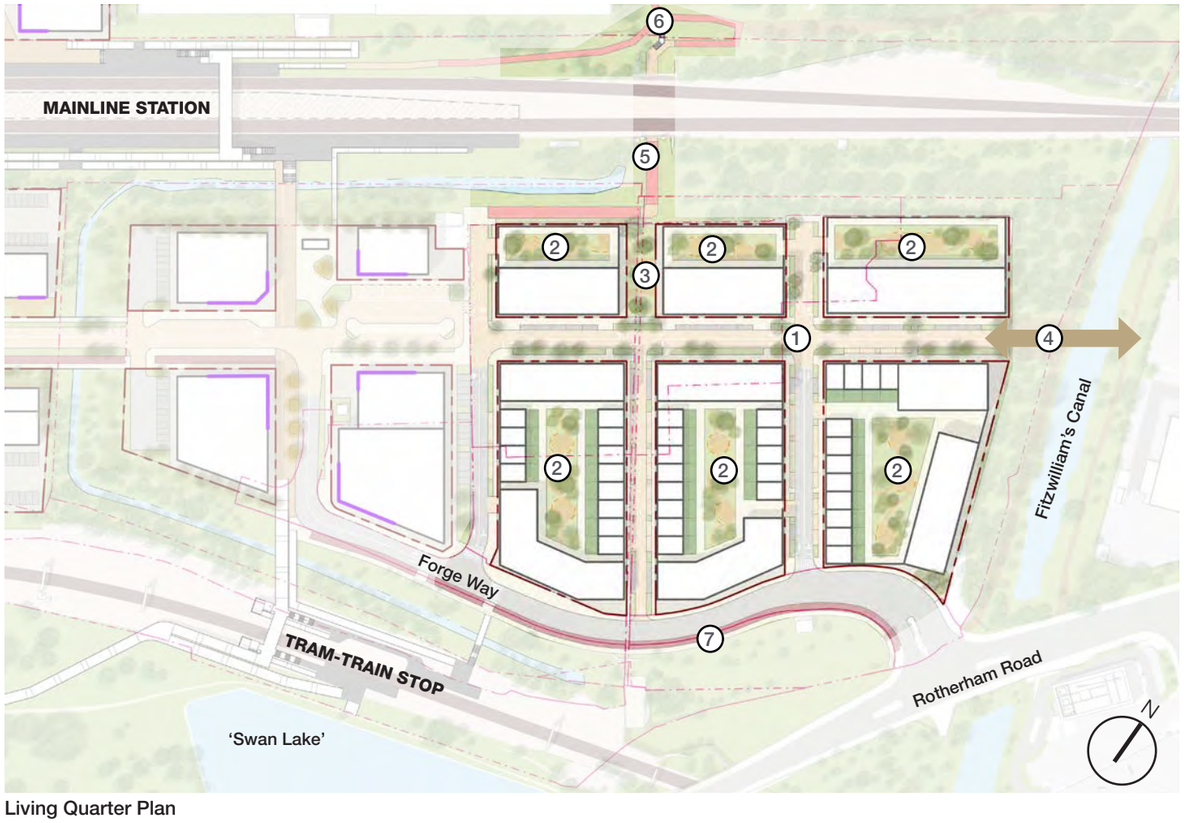
To the east of the Station Quarter, the masterplan encourages residential use and the development of a Living Quarter. This will encourage natural surveillance for the Station Quarter and could function as an extension of the Eastwood community.

Characterised by traffic-calmed streets and community courtyards, the residential developments will encourage active use of the green common areas as well as the canal side with improved public rights of way (PROW). Reduced parking provision is encouraged in the area due to good transport links. Parking is facilitated below the courtyards of residential blocks, whilst townhouses each have one on-street parking bay.

To initiate the Living Quarter it is necessary to revisit the current use class to allow for residential. All service facilities will need to be provided and aligned with existing connections.

**Proposed Street Character**




**Living Quarter Plan**

1. Shared surface street
2. Raised courtyards
3. Community garden
4. Potential future bridge link
5. Underpass active travel link
6. Improved PROW
7. Segregated Cycle lane

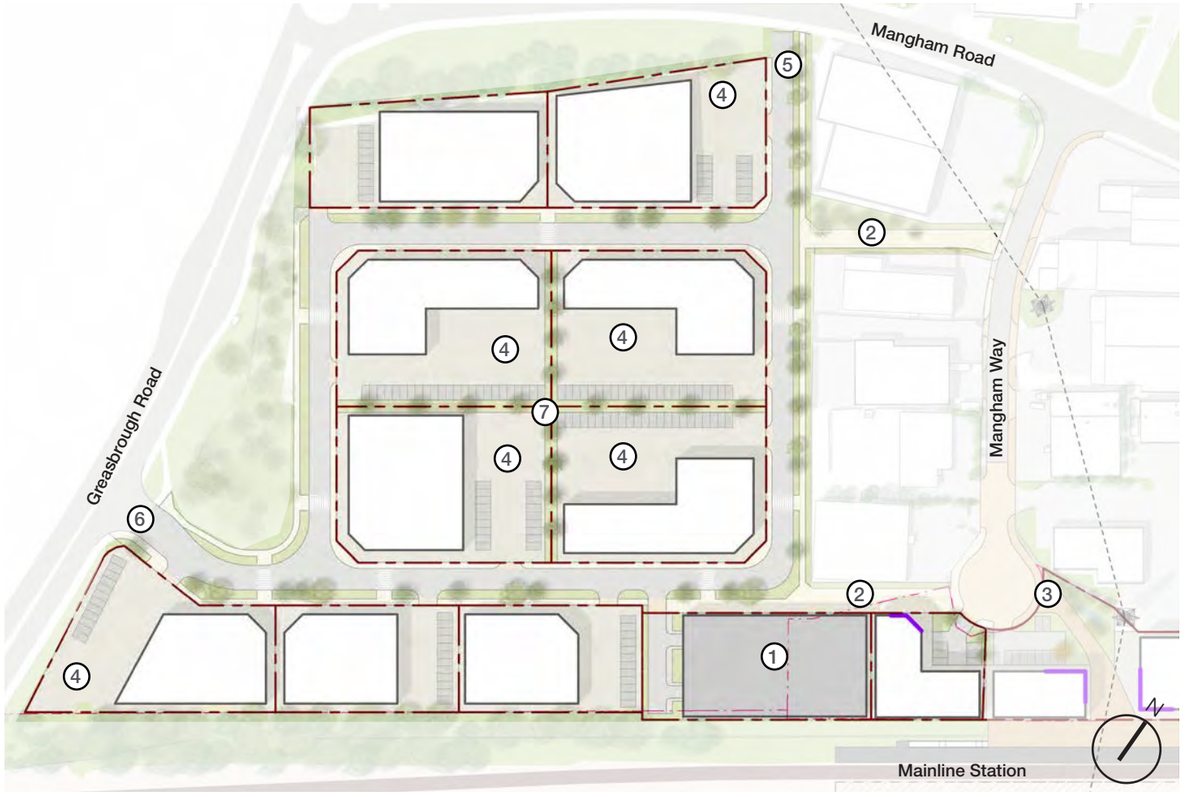
## 4.9 Northwest Quarter

The potential implementation of the multi-storey car park (MSCP) to the north of the mainline station will give rise to the opportunity to regenerate the Northwest (NW) Quarter. The MSCP is proposed as a typical 30m wide 2-storey facility that is still within close proximity to the mainline station. This location requires more complex land acquisition and will need to accommodate the station car park provision to allow for the plots in the Station Quarter to undergo potential development.

The large area which is currently under a single freehold of Taylor Woodhouse Holdings, presents a less complicated acquisition scenario. The interest in, and connectivity for new industrial development within this zone could be enhanced with the development of direct pedestrian access to the mainline station from the Northwest Quarter. The Northwest Quarter could be seen as part of an extension of the Innovation Campus in the long term.

The development of Northwest Quarter however would need to be further detailed and investigated with regards (but not limited) to the:

- Market appetite
- Land ownership and land acquisition
- Existing services and development restrictions
- Vehicular Access and Car park provision
- Plot layout




**Station Quarter Plan**

1. MSCP
2. Enhanced pedestrian access
3. Northern access to mainline station
4. Yard with staff parking
5. New pedestrian access and restricted vehicular access
6. Existing road entrance
7. New industrial plot layout


## 4.10 Recommendations for Mainline Overbridge and Tram-train Overbridge

This section provides recommendations for the alignment of overbridges for the mainline station and the tram-train stop that align with the layout of the proposed masterplan.

Network Rail has been involved in confirming the final location of the bridges and access to align with requirements for the mainline station and the tram-train stop. Network Rail will further develop the design for both stations at the next stage of the project.

The images below are precedents for the materiality and design of the overbridges. Both are designs set in rural industrial settings that blend well with their context.



**Pedestrian Connection between Barcelona & Montcada, Spain**
Architect: Batlleiroig



**Bow Riverside, London, UK**

Architect: Adams & Sutherland

## 4.11 Summary

Following the current and proposed site conditions, design principles and character, and viability assessment, the masterplan has been developed to meet the below stated requirements. Through this process, it is crucial to further mitigate certain risks, for future development.

### Placemaking
- Small commercial activities to activate day/night economy
- Green framework to encourage outdoor use
- Indoor / Outdoor relationship
- Challenge in combining industrial use with station environs

### Planning Policy
- Current policy supports industrial development
- Class use change and an amendment to the local plan are needed for residential development to progress

### Development Quantum
- Refer to the tables on the right showing details of the development quantum

### Deliverability
- Developing a strategy for realising comprehensive and coherent development over time
- Market making strategy
- Land assembly required
- Need for a 'patient capital' approach
- Understanding the roles of the public and private sector

### Wider Benefits
- Tie in with the existing industrial character
- Celebration of Rotherham's Industry
- Employment and start-up opportunities

### Key Risks
- Viability and funding challenges
- Land assembly
- Market appetite
- Activation and commercial use can be a challenge
- Local procurement processing times

| WESTERN QUARTER (Stobart Site + NR site + Kniveton Site) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Plot ID** | **Plot Area (sqm)** | **Built footprint (sqm)** | **No. floors** | **Industrial GEA (sqm)** | **Commercial GEA (sqm)** | **F&B GEA (sqm)** | **Car Park Space*** | **Car Park Area required (sqm)*** | **Yard Area Estimation (sqm)** |
| W1 | 3,853 | 1,207 | 2 | 2414 | 0 | 0 | 24 | 845 | 1,801 |
| W2 | 4,088 | 1,084 | 2 | 1517 | 0 | 650 | 37 | 1,290 | 1,714 |
| W3 | 2,814 | 1,223 | 1 | 1234 | 0 | 0 | 12 | 432 | 1,159 |
| W4 | 2,847 | 1,381 | 1 | 1381 | 0 | 0 | 14 | 483 | 984 |
| W5 | 4,044 | 1,575 | 1 | 1575 | 0 | 0 | 16 | 551 | 1,918 |
| W6 | 5,253 | 2,186 | 1 | 2186 | 0 | 0 | 22 | 765 | 2,303 |
| W7 | 4,852 | 2,576 | 1 | 2576 | 0 | 0 | 26 | 902 | 1,375 |
| W8 | 5,974 | 3,358 | 1 | 3358 | 0 | 0 | 34 | 1,175 | 1,441 |
| W9 | 4,001 | 1,733 | 1 | 1733 | 0 | 0 | 17 | 607 | 1,661 |
| **TOTAL (sqm)** | **37,725** | | | **16,240** | **0** | **650** | | | |
| **GRAND TOTAL (sqm)** | | | | **16,890** | | | | | |

* All plots have buildings that are the same height. Apart from Plot W1 and W2, all other plots are assumed to be single-storey double height space for the purpose of this study.
* Car parking is provided within plots as surface car park with additional visitor bays provided along spine road.
* Surface car park area required is calculated based on assumption of 35sqm per parking space.

| STATION FLOORMAT (Shaws for Sheds + Northfield B.P. site) | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Plot ID** | **Plot Area (sqm)** | **Building footprint (sqm)** | **No. floors** | **Station GEA (sqm)*** | **Commercial GEA (sqm)** | **F&B GEA (sqm)** | **Car Park Space*** |
| F1 | 2,910 | 1,195 | 3 | 0 | 3,584 | 0 | 10 |
| F2 | 924 | 489 | 3 | 0 | 0 | 1,466 | 0 |
| F3 (Station Plot) | 1,876 | 934 | 3 | 467 | 2,336 | 0 | 10 |
| F4 | 2,466 | 1,355 | 3 | 0 | 4,066 | 0 | 10 |
| F5 | 2,988 | 2,195 | 2 to 3 | 0 | 5,865 | 0 | 0 |
| **TOTAL (sqm)** | **11,164** | | | **467** | **15,852** | **1,466** | |
| **GRAND TOTAL (sqm)** | | | | **17,784** | | | |

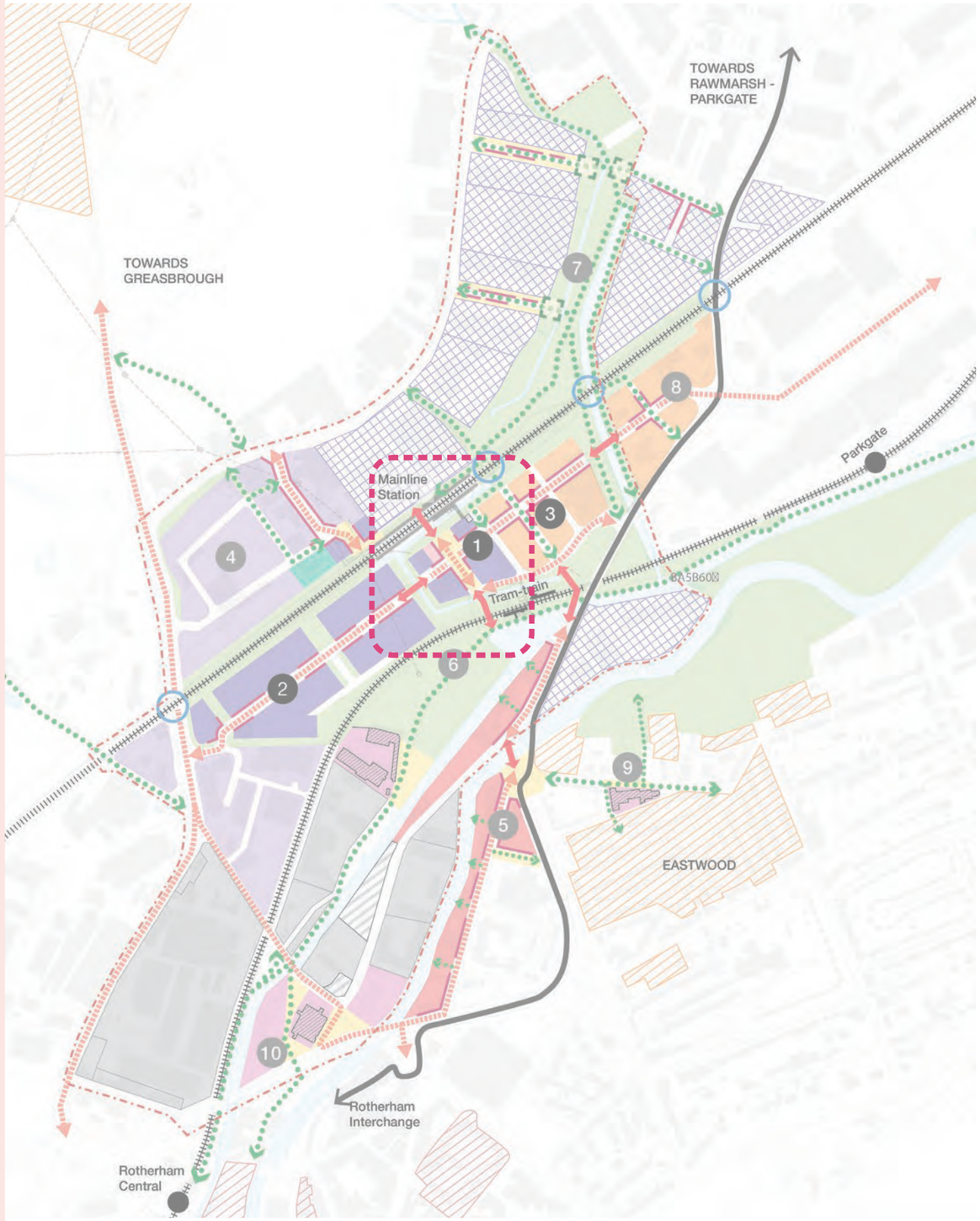
*Assume half of the area on ground floor of Plot F3 to be for station use.
*Car parking is provided within each plot with minimal numbers in this area due to close proximity to station.
*Plot F2 & F5 assume to share the 15 on-street bays.

| EASTERN QUARTER (Car Supermarket Site) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Plot ID** | **Plot Area (sqm)** | **Plot area (ha)** | **Total built footprint* (sqm)** | **Flat Block no. of floors** | **Total Flat GEA (sqm)** | **Total Flat GIA (sqm)** | **Total Flat NIA (sqm)** | **No. of flats*** | **No. of townhouses*** | **Dwellings per hectare** | **Car park area required for flats (sqm) *** | **Car park number required for flats** |
| E1 | 1,820 | 0.18 | 1,586 | 4 | 3,358 | 3,022 | 2,297 | 24 | 0 | 133 | 1,269 | 36 |
| E2 | 1,819 | 0.18 | 1,586 | 4 | 3,358 | 3,022 | 2,297 | 24 | 0 | 133 | 1,269 | 36 |
| E3 | 2,798 | 0.28 | 2,553 | 4 | 4,831 | 4,348 | 3,304 | 35 | 0 | 124 | 1,826 | 52 |
| E4 | 4,534 | 0.45 | 4,178 | 3 or 4 | 5,718 | 5,146 | 3,911 | 41 | 12 | 117 | 2,161 | 62 |
| E5 | 4,580 | 0.46 | 4,218 | 3 or 4 | 5,297 | 4,767 | 3,623 | 38 | 13 | 112 | 2,002 | 57 |
| E6 | 4,995 | 0.50 | 4,410 | 4 | 5,860 | 5,274 | 4,008 | 42 | 12 | 108 | 2,215 | 63 |
| **TOTAL (sqm)** | **20,545** | **2.05** | | | **28,422** | **25,580** | **19,441** | **205** | **37** | **118** | **10,743** | **307** |

*Built footprint includes raised courtyard, townhouses and flat blocks within the plot.
*Calculated based on average NIA per unit for flats assumed to be 95 sqm
*Townhouse is assumed to be 2 storeys. GEA for each townhouse is 140sqm.
*Car parking is provided either on-street bays or on ground floor of building footprint. Car park area required is calculated based on assumption of 35sqm per parking space.


Rotherham
Rotherham Station

# 5. Station Quarter Delivery



## 5.1 New Station Quarter Brief

A new brief was developed during Task B for the integrated station to be active travel focused and optimised for future development potential. The new brief provides minimum car park provision with room for expansion and considers the use of existing nearby provisions. The new car park requirement is determined based on case studies and comparable railway stations in terms of footfall undertaken during Task B. Car park options have been explored as part of the final task.

**Assumptions for annual footfall*:** 0.609 million (access)
0.584 million (egress)

*Above is based on *Rotherham Mainline Station: Strategic Outline Case* (2022) by Fore Consulting (does not include footfall for Tram-train).

The new brief for the station quarter will focus on delivering a public realm with a green environment and encouraging the use of sustainable modes of transport: micro-mobility, cycling, public transport (bus and tram) and walking.

**Proposed New Requirements:**

- **Car park provision:** 150 spaces as a minimum of which:
  10 accessible bays
  10 short stay bays
- **Taxi ranks:** 5 bays
- **PUDO provision:** 5 bays
- **Cycle parking provision:** Storage for minimum 20 bicycles
- **Bus provision:**
  2 bus bays for rail replacement in Phase 1
  Additional 2 bus bays for the potential use of local bus services in a later phase

## 5.2 Land Acquisition Scenarios

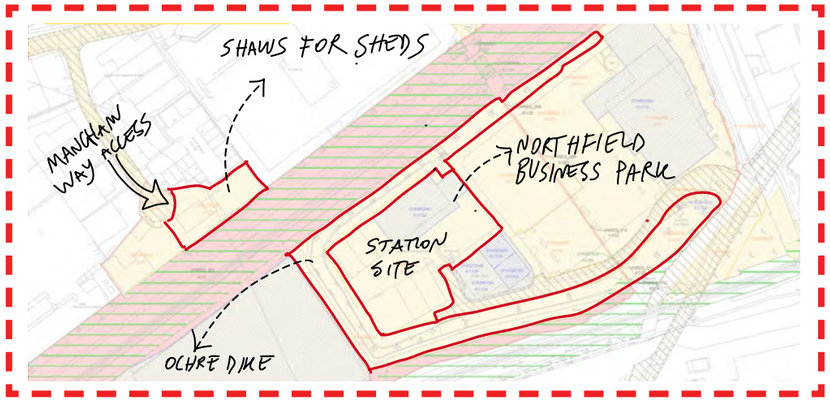
Different land acquisition scenarios were explored to identify the optimum extent of land parcels that would need to be acquired in Phase 1 to be able to deliver the requirement for the Station Quarter, as well as allowing for development plots to activate the space and the station forecourt.

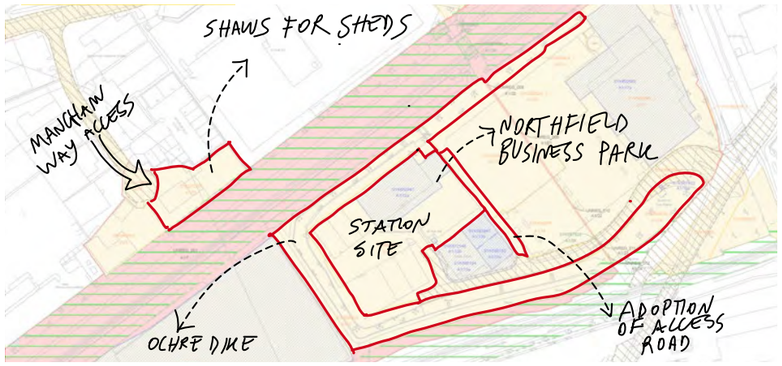
Northfield Business Park has been chosen as the preferred location for the mainline station. It is also necessary to acquire Shaws for Sheds to provide compliant access from Mangham Way.

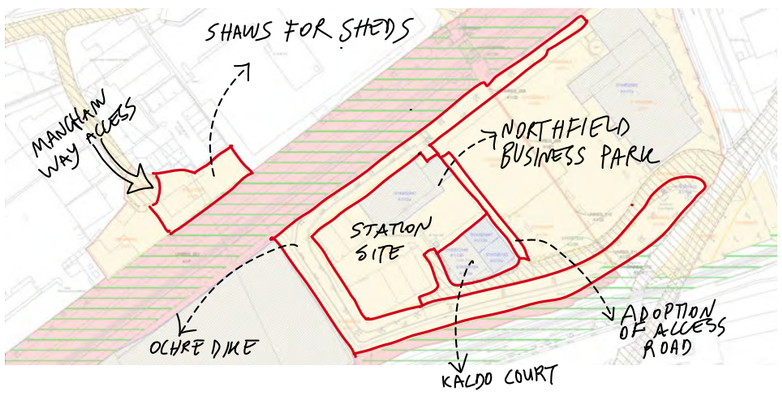
Part of the land of the Ochre Dike will be necessary to provide bridge access to the mainline station and tram-train stop as well as western access to Greasbrough Road. It is also important for active travel links to the underpass to encourage and enhance the pedestrian and cycle network around the new station.

The access road adjacent to Northfield Business Park land is optional however acquisition is recommended for better vehicle movement around the site.
The Kaldo Court site is also optional but has the benefit of creating a better gateway into the Station Quarter.

The decision was made that the station floormat layout would go forward with the ‘minimum’ land acquisition scenario. The layout for the Station Quarter will be explained further in the following section.



### 5.2.1 Final Phase Layout

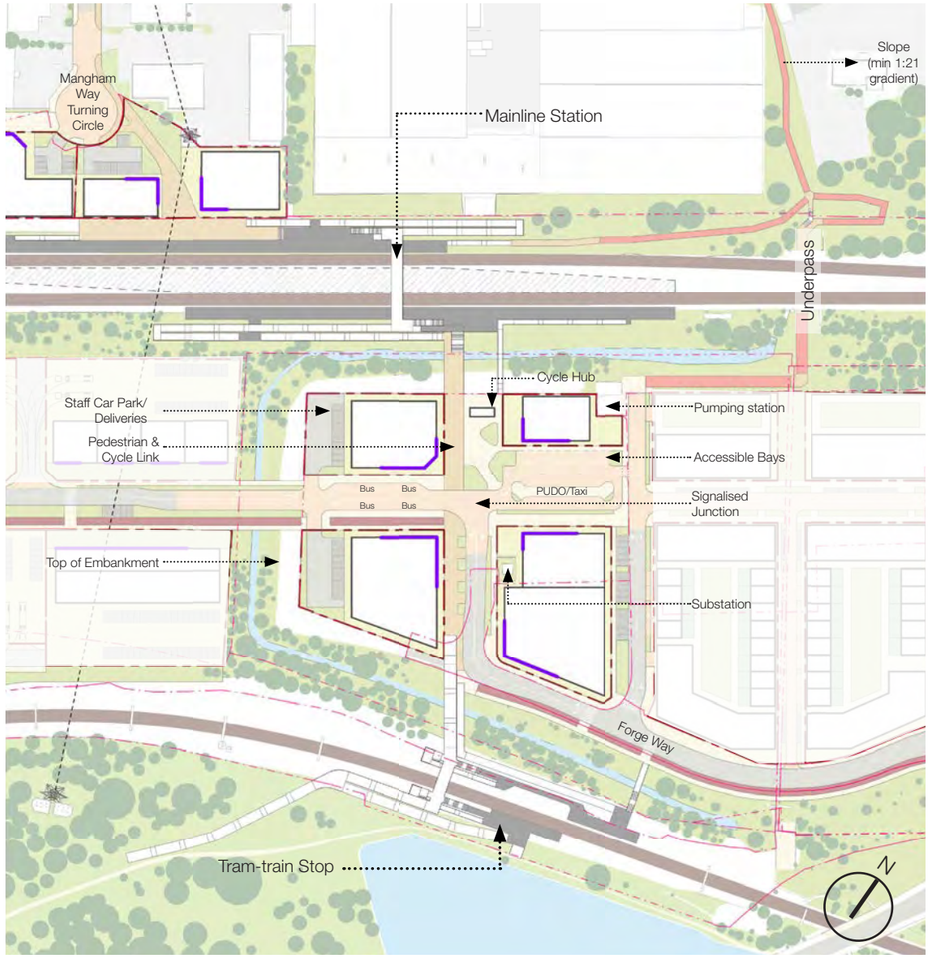
Refer to Chapter 6: Project Sequence for detailed breakdown

Car Park : 10 accessible bays (140 car park spaces to be relocated new MSCP or integrated into development)

PUDO/Taxi: 10 spaces

Bus : 4 ( 2 spaces on each side of the road for bus services through the site)

Total plot area for development: 11,164 sqm



## 5.3 Design Principles

As per Network Rail Guidance, some basic facilities like pods for shelter or toilets should be provided on the platform, but this is dependent on Network Rail. There are 3 ways to approach the design of the station building but they should follow the principles below:

### Clear Wayfinding

Station building should have visible and clear access. Its design should also aid the passengers with intuitive wayfinding to and from the Mainline station and Tram-train stop, as well as access to other facilities, i.e. PUDO, accessible parking, etc.

### Strong Visual Identity

Station building should provide strong visual identity that responds to the industrial context of the site and characteristics unique to Rotherham.

### Active Fronts

Station building should be designed with active fronts that help activate the public realm to create a safe environment for the users.

### Green Landscape

Station building should include green landscape as part of its public realm design to enhance the station environment and contribute to the biodiversity net gain of the masterplan.

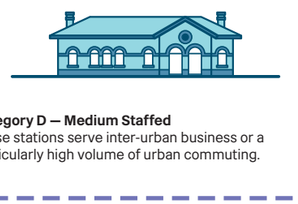
## 5.4 Network Rail C/D Station Requirements

Station building brief is developed for guidance only.

**Station Assumptions:**

**Category A — National Hub**
The largest stations, these are major termini or interchanges. Examples include Birmingham New Street, London King's Cross and Cardiff Central.

**Category B — Regional Interchange**
These stations are key hubs on the network, serving cities and major towns, or acting as interchanges. Examples include Cambridge, Derby and Clapham Junction.



**Category D — Medium Staffed**
These stations serve inter-urban business or a particularly high volume of urban commuting.

**Category F — Small Unstaffed**
These amount to almost half of the stations on the network. These stations serve local communities and can vary widely in terms of size and facilities provided. They often have a surprisingly large station building as part of a historic legacy, with a civic presence that defines the character of the immediate area.

- Category C/D Station
- Station footprint: approx. 15m x 20m.
- Station building to be managed by the SFO / NR (Network Rail).
- Part-time staffed station.
- Distance to accessible bays and cycle parking max. 50m.
- Station to incorporate accessible facilities, public seating and waiting areas.
- Incorporate F&B retail units and welfare facilities for staff.

**Strategic Objective:**

- Provide obstacle free fire exits/routes
- Provide a fully accessible and inclusive station for PRM (Person with Reduced Mobility)
- Constructed in parallel with the new station to minimise disruption to the operational railway*

** If constructed as per the station build programme the design will need to be outside of the rail corridor*

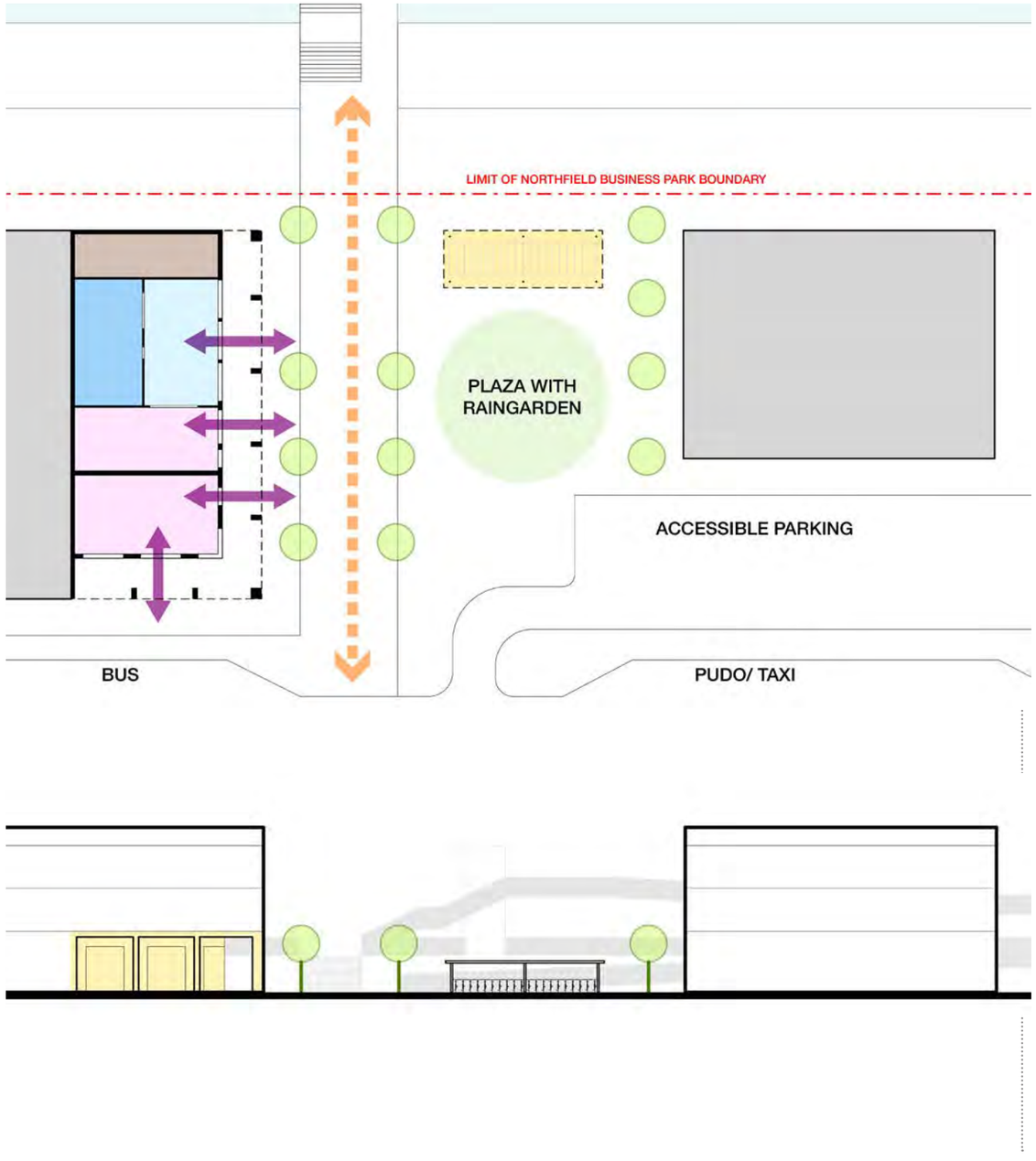
**Asset requirements:**

- Operation strategy
- Fire strategy
- Security assessment – safe access to stations strategy CCTV, lighting, low level landscaping etc
- Provide environmental and sustainability high level strategy.

## 5.5 Preferred Building Design

There is an opportunity for the development of a new Council-owned and operated business centre, at the heart of the proposed Integrated Mainline Rail Station. A separate study will test options and whether a multi-functional building incorporating the station facilities into the business centre's ground floor is feasible and operationally desirable to key stakeholders.

| | Integrated Station Building |
|---|---|
| **Building footprint** | Approx. 465 sqm on ground floor only with approx 60 sqm in public realm for cycle parking |
| **Cost comparison** | Medium (included with the cost of RIDO building) |
| **Station facilities** | Full list of required facilities can be accommodate within building |
| **Staff facilities** | Able to be provided (assume to be part-time staffed) |
| **Interdependencies** | Dependent on delivering RIDO building together in Phase 1 |
| **Flexibility for change** | Less flexible to change Permanent structure built with development |
| **Lettable retail/ commercial space** | Yes, opportunity for F&B or retail on ground level as well as commercial use on upper levels |
| **Landscape & Public Realm** | Generous space for landscaped public realm |



# 6. Delivery Strategy

## 6.1 Delivering the Vision

Rotherham is uniquely positioned to capitalise on its existing specialism in advanced manufacturing and technologies and its strategic location between other specialist manufacturing cities. The delivery of a new mainline station is an opportunity for an innovation campus of national significance with public-facing uses and exemplary placemaking.

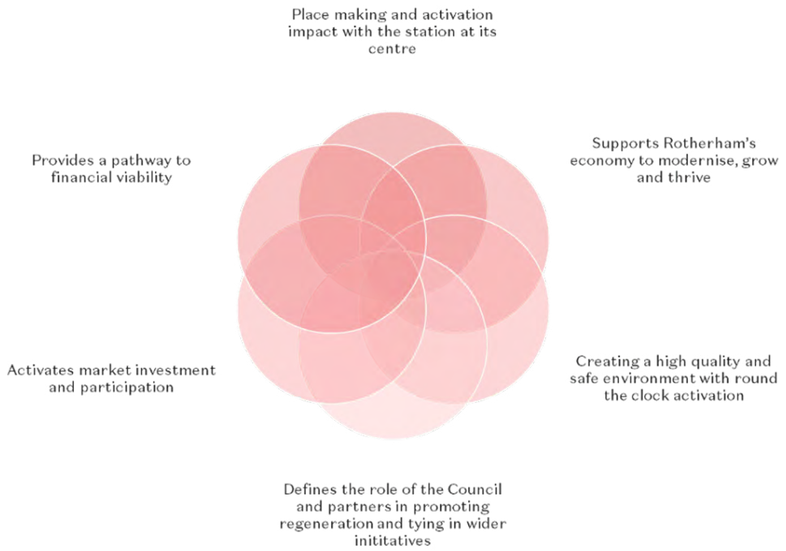
The mainline station could serve the town in a number of ways:

- The station is strategically located.
- Stitching the station back into Rotherham to deliver something for everyone.
- Long-term, it can be the catalyst for strengthening Rotherham's economic identity.
- Long-term development opportunities

### 6.1.1 Socio-Economic Benefits: an innovation campus for Rotherham

An employment and transport-led approach to regeneration maximises the impact of investment the Council can have through direct investment and partnering. The aim of development surrounding the station will be to:

- Create high pay jobs
- Upskill residents
- Unlocking economic activity in the town centre
- Increased housing supply




## 6.2 Conclusions

Early viability appraisal demonstrates that the masterplan is not viable at today's values and costs. Considering additional costs such as Section 106 and finance, the viability of the site will worsen in the short term.

However, in the short to medium term there are a number of conclusions which can be drawn from this exercise if RMBC wish to progress with the masterplan:

- The masterplan will not be delivered without substantial public sector led intervention.

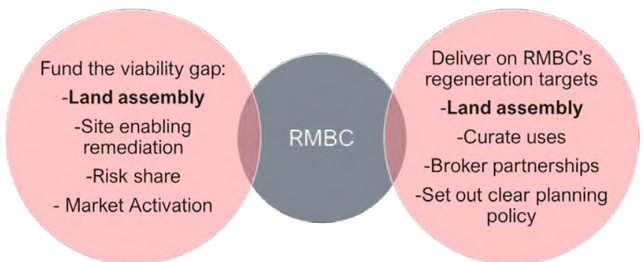
- The value of development is currently not commensurate with infrastructure cost, therefore more work must be done to optimise what is being delivered for high enabling costs.

- Land ownership will be a key component for RMBC to ensure that delivery meets the outcomes of the masterplan vision – without this, it will be challenging to drive private sector partners to deliver the type and quality of development it wants to see.

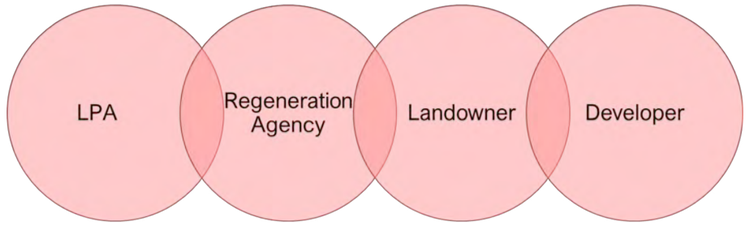
Viability appraisals can be found in the full report.

## 6.3 Delivery and Phasing Plan

The masterplan should fundamentally seek to maximise the opportunity for impact prompted by a potential £100m investment into a new mainline station for Rotherham. As set out in the vision developed to accompany the masterplan, the case for public sector intervention is organised around opportunities for social and economic impact, social mobility, enhanced connectivity and delivering improvement to the quality of life and well-being for residents.




The need for the public sector to market-make to deliver the vision is clear and there are necessary and fundamental roles for RMBC to play to bring forward a holistic, good quality and impactful masterplan.




## 6.4 Summary

In order to bring forward development, there are a number of steps which need to be taken considering the public sector vision and leadership. They are stated below.

- The case for investment must be robust, clear and have full political support.
- Undertake a review of the masterplan through the lens of potential future funders.
- Target the delivery of a single phase, align funding, and refine potential partnership approaches.
- Further developing the land acquisition and consenting strategy.
- Investigate public sector funding sources.
- Aligning Planning Policy to support delivery and integration with wider strategic priorities.

An employment and transport-led approach to regeneration maximises the impact of investment the Council can have through direct investment and partnering. The aim of development surrounding the station will be to:

- Create high pay jobs: boosting local wages and employment opportunities for new and existing residents.
- Upskill residents
- Unlock economic activity in the town centre
- Increase housing supply

Landing a station in Rotherham will bring forward better connectivity to the surrounding areas, activate the town centre, enhance mobility and generate value and placemaking through supported residential developments. A high quality public realm and creation of a greater premium on the quality of public spaces used by people has proven to benefit the built environment and uplift values. Early spending in infrastructure, local amenities and public spaces creates better places.

*Note: This is an extract from the Masterplan Delivery Strategy. Refer for further details.*

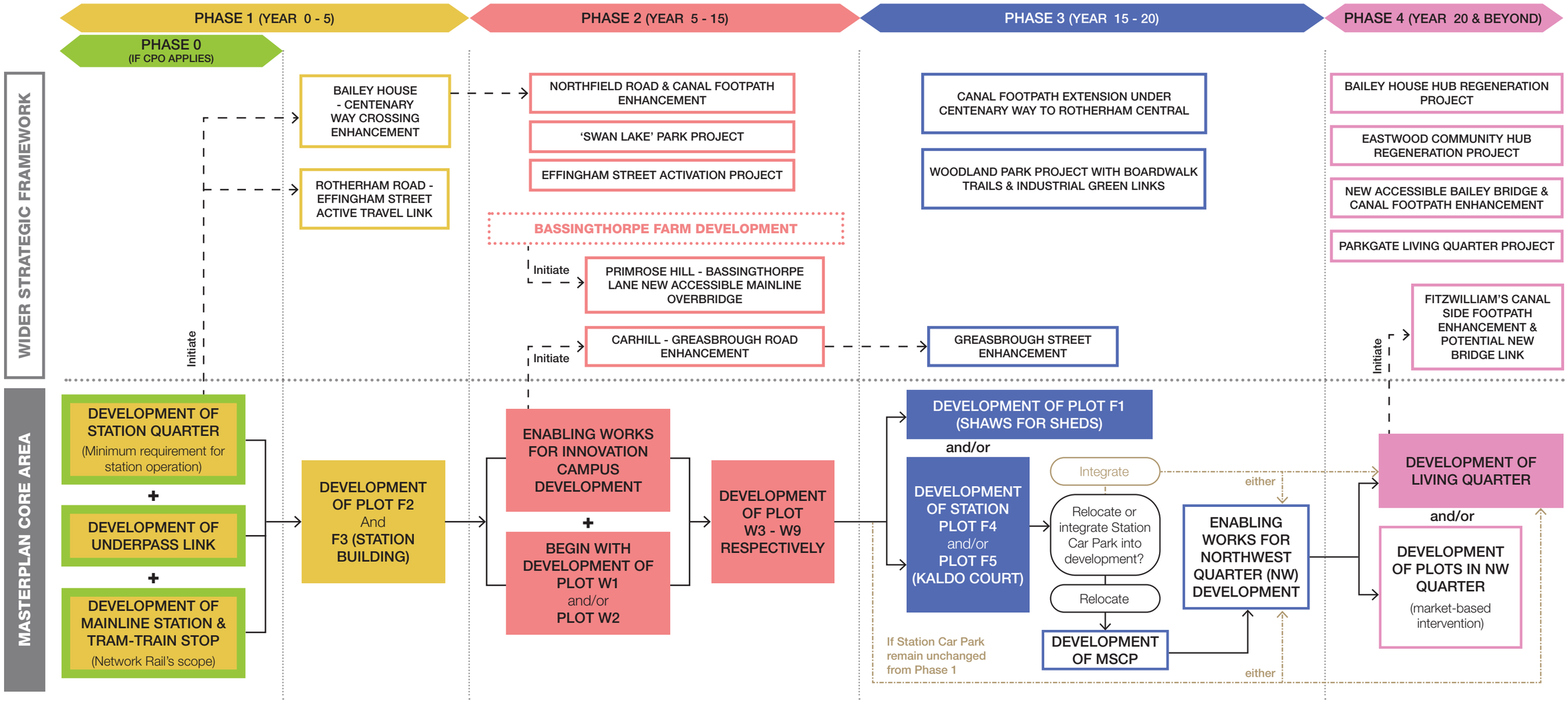
# 7. Project Sequence

## 7.1 Overview of Project Sequence & Interdependencies

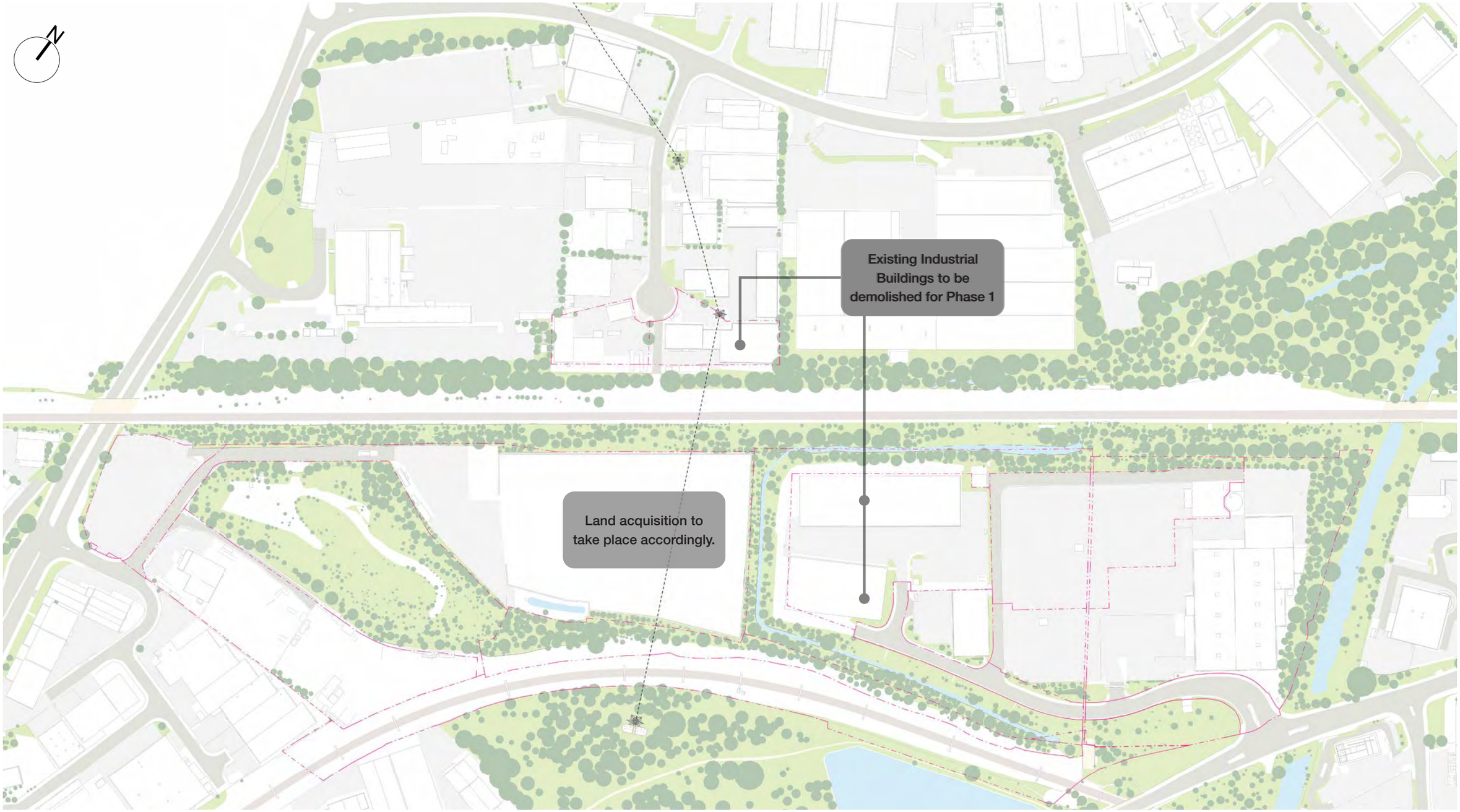
The diagram below shows the proposed sequence and interdependencies of the different components of the Masterplan Core Area. It also shows the components identified in the strategy for the wider area of the masterplan which includes potential street enhancement projects and potential long-term regeneration projects.

The masterplan should be seen as a dynamic and flexible framework that will evolve as new opportunities come forward and is dependent on funding opportunities and site considerations. Key to this will be ongoing conversations between project partners, the local community and wider stakeholders.


Key plan for Plot ID



## EXISTING



## PHASE 0

### 1 Development of Station Quarter

- Station Quarter and northern access via Mangham Way provide pedestrian and cycle links to the mainline station and tram-train stop.
- New quiet-way connections on Mangham Way linking to the railway stations. Interventions include resurfacing existing carriageway signage and cycle markings.
- Refer to Masterplan Core Area for details.

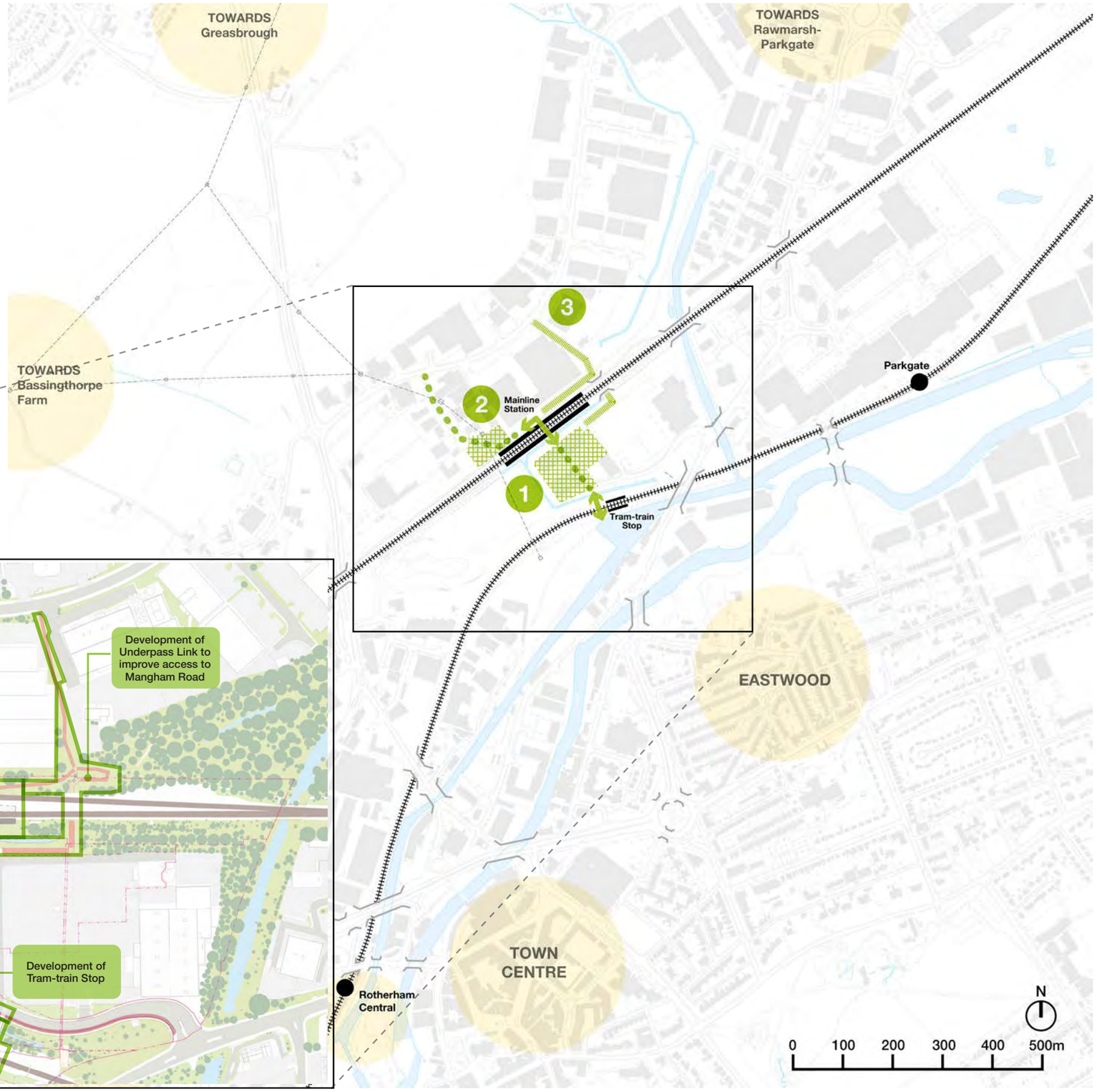
### 2 Development of Mainline Station & Tram-train Stop

- Development of station platforms and other technical elements for rail operations is under Network Rail's responsibility.
- Coordination on the alignment of the two overbridges that forms a key element for north-south connectivity of the site.

### 3 Development of Underpass Link

- Existing PROW that acts as a secondary link to Mangham Road.
- Flooding issue will need to be reviewed by the Council.



## **PHASE 1** (YEAR 0-5)

**1 Development of Plot F2 and F3 (Station Building)**

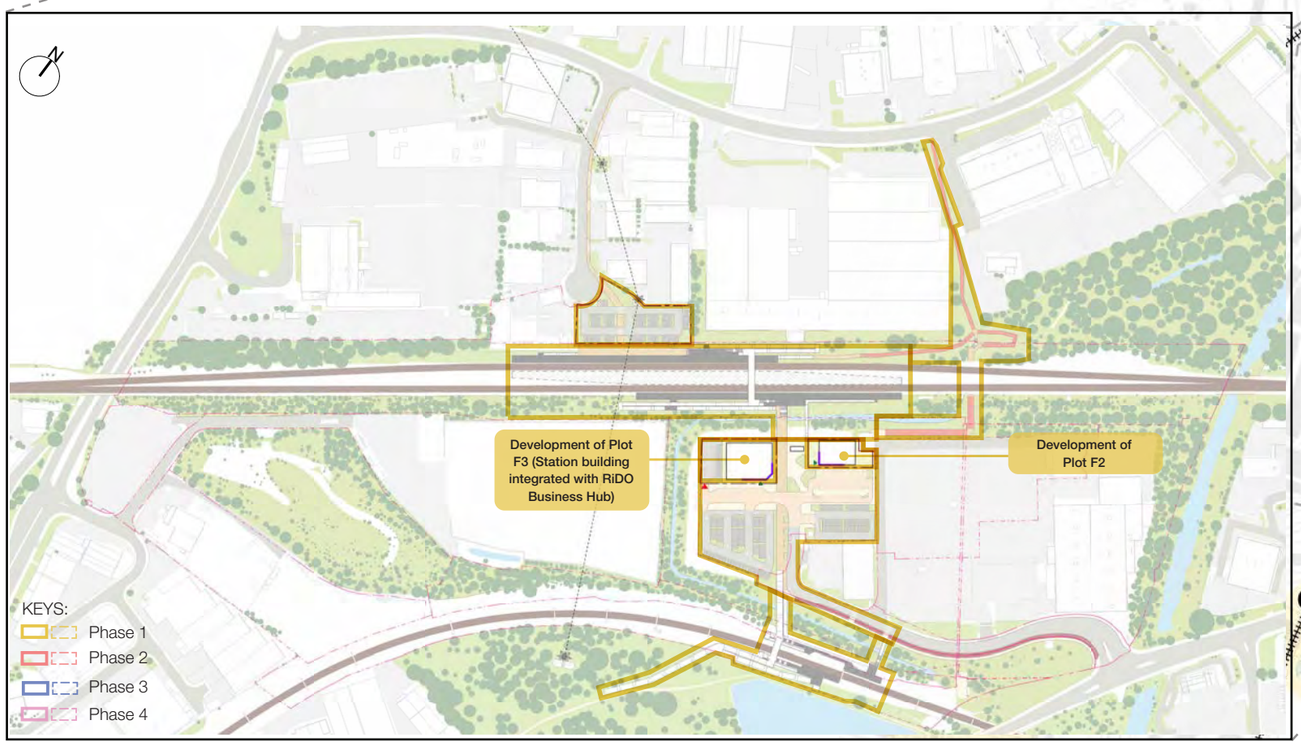
- Provide activation for station floormat.
- Act as accelerator hub to the development of Innovation Campus.

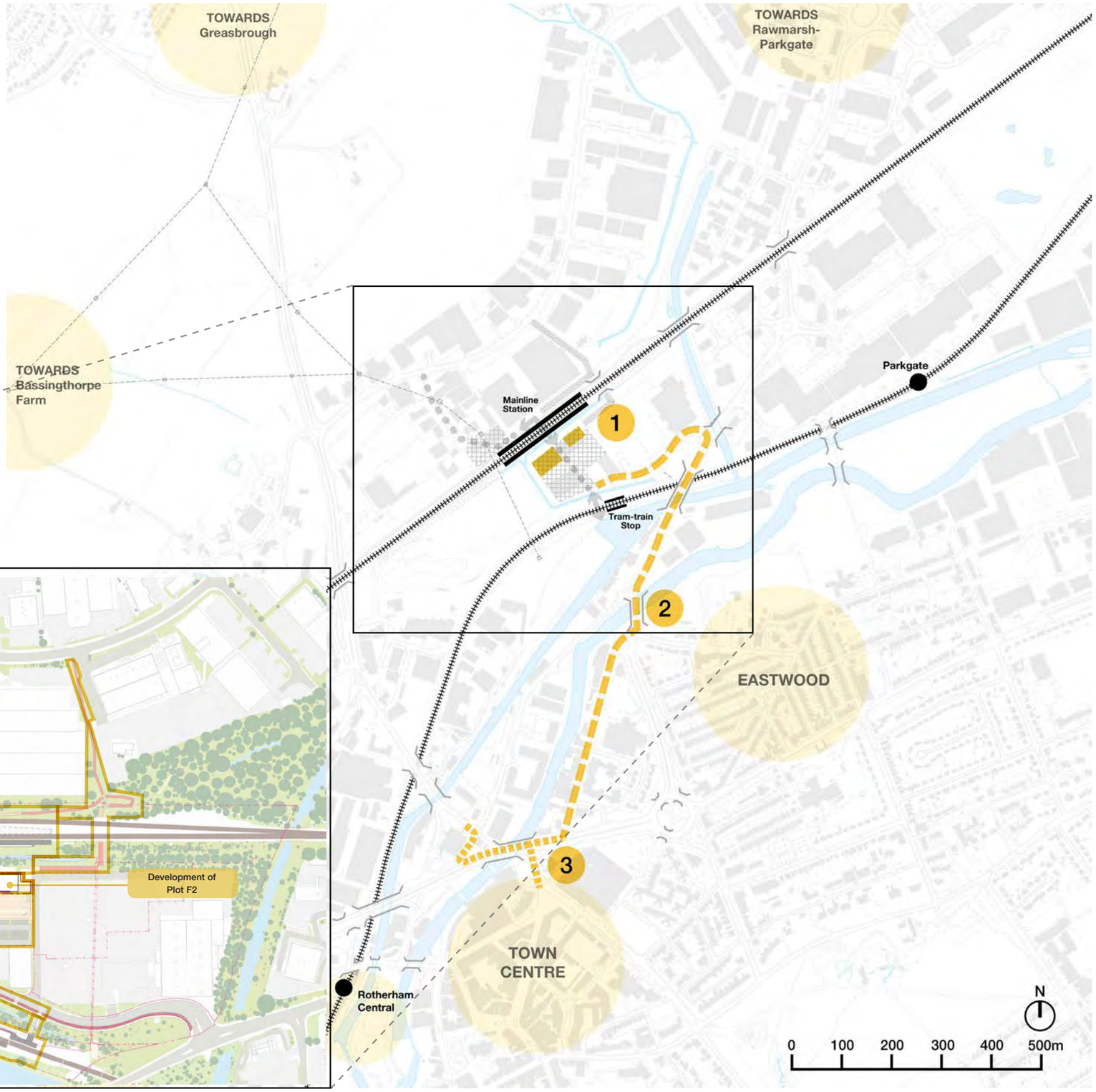
**2 Rotherham Rd-Effingham St Enhancement**

- Enhance routes for pedestrians and cyclists.
- Cyclists should be segregated from traffic on Rotherham Rd. Consider shared footways on certain sections due to limited space to create a compliant formal cycleway.
- Refer to Street Typologies for further details.

**3 Bailey House-Centenary Way Crossing Enhancement**

- Explore low traffic routes, including 20mph speed limit and area wide measures/filtering to reduce traffic flow.
- Provide enhanced active travel links and prioritise cycles and pedestrians at the crossing.



## **PHASE 2** (YEAR 5-15)

### 1 Development of Innovation Campus

- Provide access to Greasbrough Road to create circulation and flow via the western link.
- New quiet-way connections linking to the railway stations. Street trees and planting to separate vehicles from pedestrians and cyclists.
- Refer to Masterplan Core Area for details.

### 2 Northfield Road & Canal Footpath Enhancement

- Focus on providing a pedestrian and cycle link along the canal (widen and resurface), as a green alternative.
- Implement a speed limit of 20mph, predicted traffic volume would provide a suitable route for cyclists as well.
- Refer to Street Typologies for further details.

### 3 Carhill-Greasbrough Road Enhancement

- Potential to introduce a separate two-way cycle lane, green buffers and enhanced pedestrian route.
- Refer to Street Typologies for further details.

### 4 'Swan Lake' Park Project

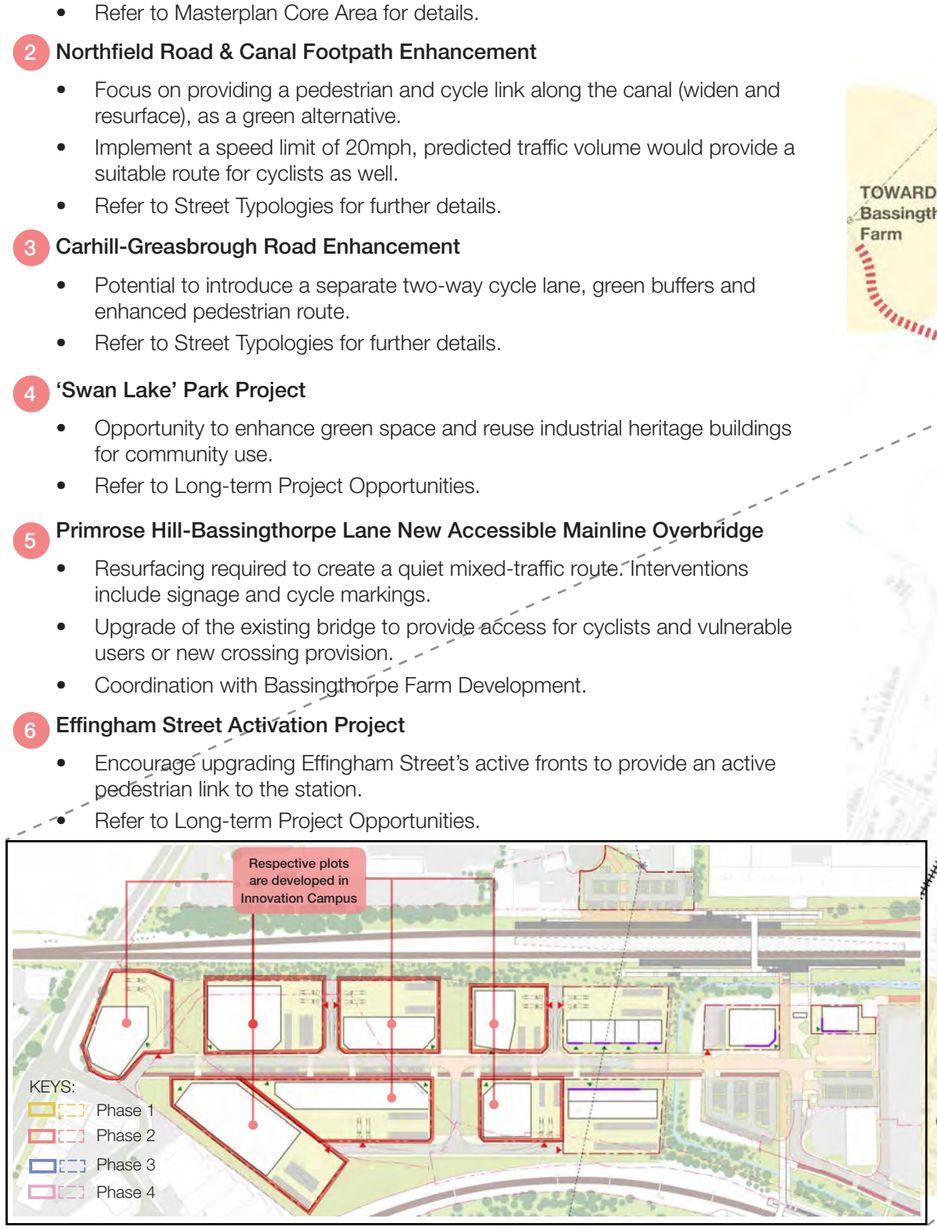
- Opportunity to enhance green space and reuse industrial heritage buildings for community use.
- Refer to Long-term Project Opportunities.

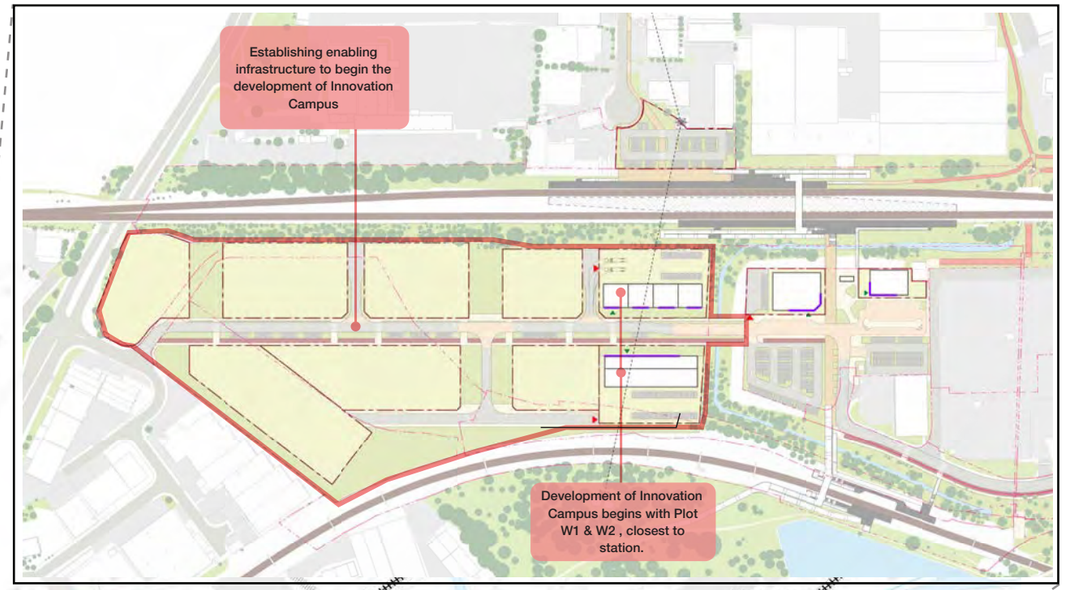
### 5 Primrose Hill-Bassingthorpe Lane New Accessible Mainline Overbridge

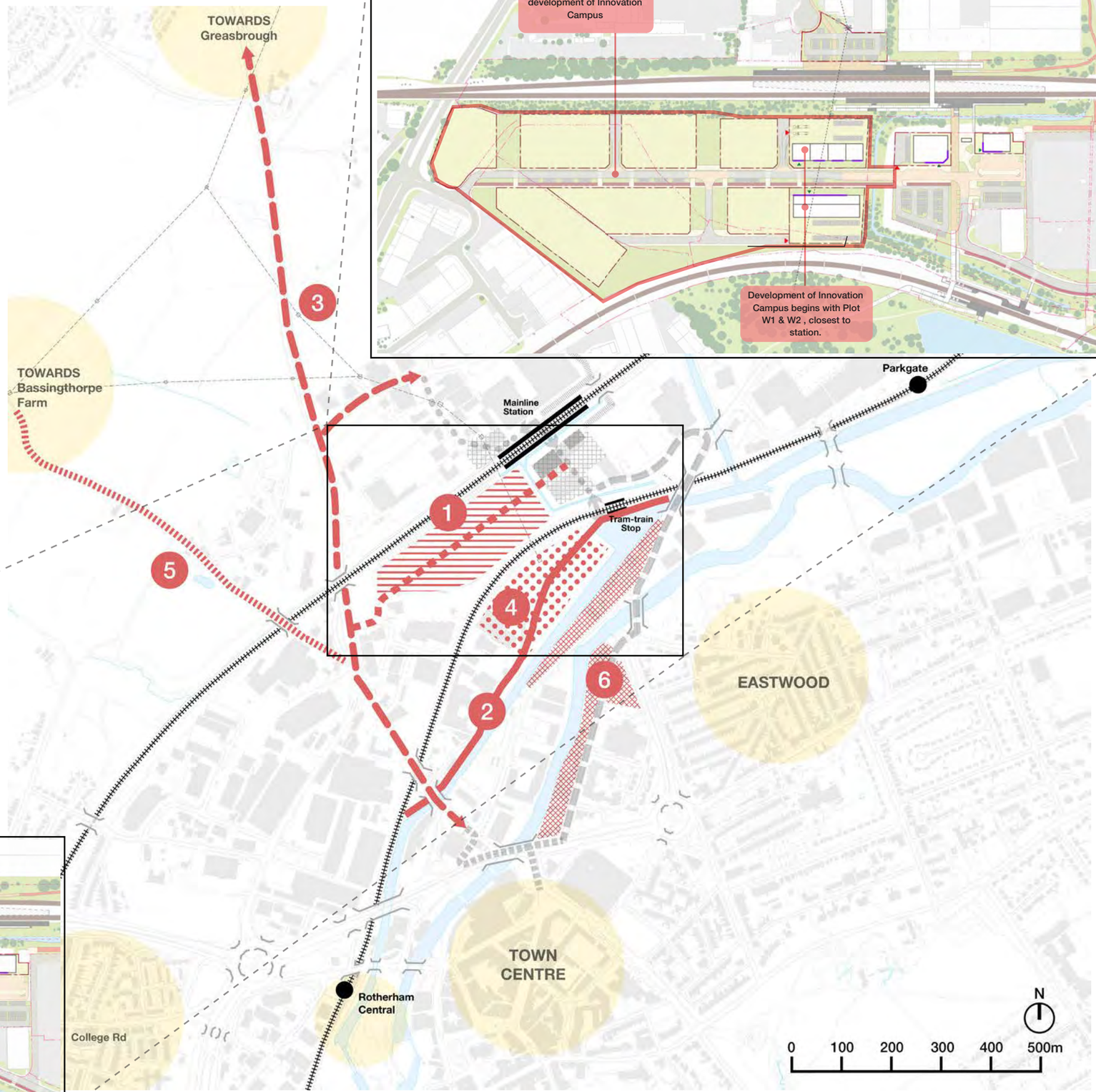
- Resurfacing required to create a quiet mixed-traffic route. Interventions include signage and cycle markings.
- Upgrade of the existing bridge to provide access for cyclists and vulnerable users or new crossing provision.
- Coordination with Bassingthorpe Farm Development.

### 6 Effingham Street Activation Project

- Encourage upgrading Effingham Street's active fronts to provide an active pedestrian link to the station.
- Refer to Long-term Project Opportunities.



## PHASE 3 (YEAR 15-20)

**1 Development of Plot F1 (Shaws for Sheds)**

- Could remain as car park or develop whenever market conditions are favourable.

**2 Development of Plot F4 and/or F5 (Kaldo Court)**

- Station car park would need to be relocated or integrated into the development before any development can proceed.
- Discussion with Station Operator will be needed.

**3 Greasbrough Street Enhancement**

- Extend cycle link from Greasbrough Road towards Rotherham Central Station.
- Refer to Street Typologies for further details.

**4 Woodland Park Project with Boardwalk Trails and Industrial Green Links**

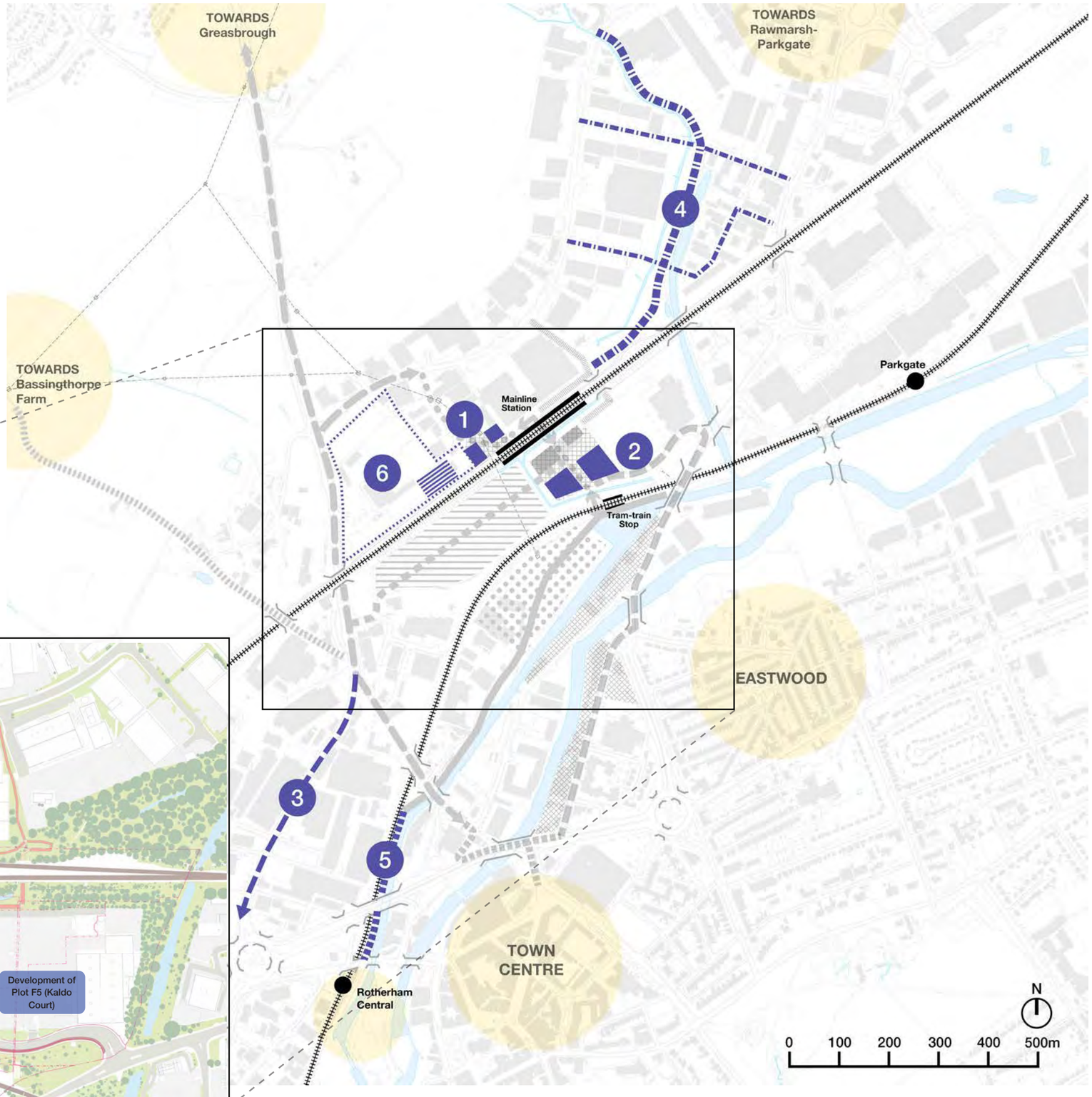
- Creating new recreational pedestrian and cycle links through the woodland (boardwalk) with existing PROW to the northern part of Rotherham.
- Celebrates industrial railway history along the trail.
- Refer to Street Typologies for further details.

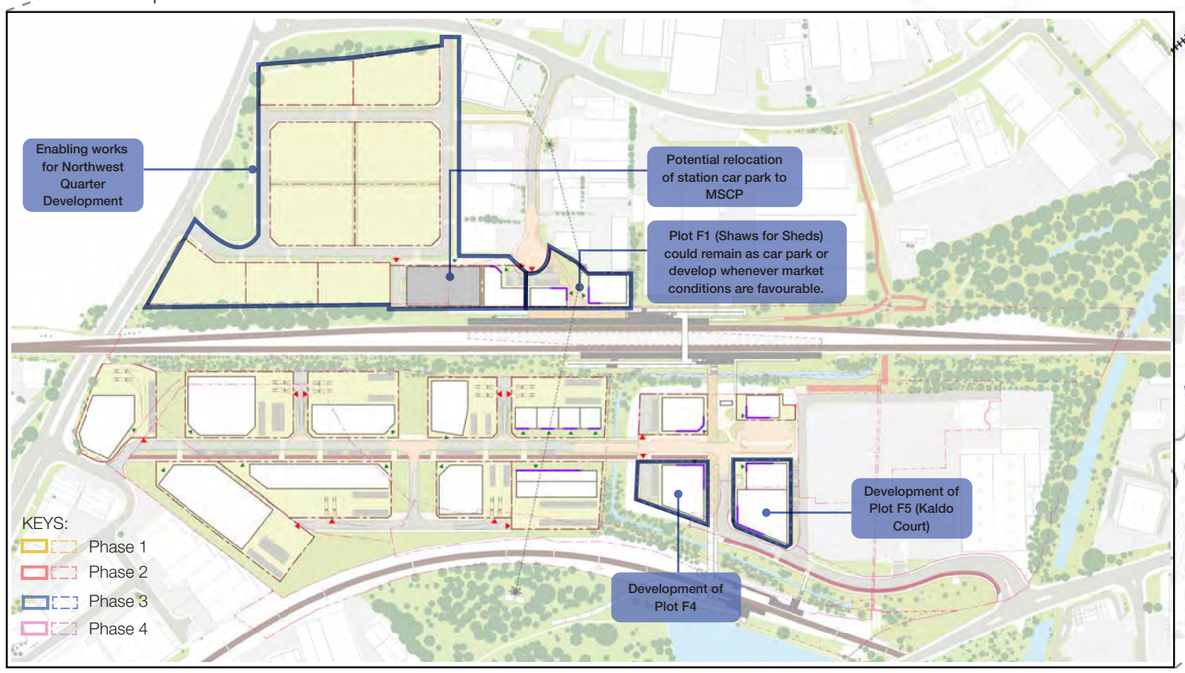
**5 Canal Footpath Extension under Centenary Way to Rotherham Central**

- Extend and complete the canal footpath to the new development of Forge Island.

**6 Development of MSCP & Enabling Works for Northwest Quarter Development**

- Relocating parking facility in the station quarter to free up plots for development.



## **PHASE 4** (YEAR 20 & BEYOND)

**1 Development of Living Quarter**

- Residential development supports the activation of the Station Quarter.
- Reduce standard parking provision for residential development.
- Includes a possibility to reinstate the old bridge across the canal (shortcut to Rotherham Road).
- Refer to Masterplan Core Area for details.

**2 Development of plots in Northwest Quarter**

- Refer to the Masterplan Core Area for details.

**3 Fitzwilliam's Canal side Enhancement & Potential New Bridge Link**

- Active travel links across waterways and green space - minimal intervention to preserve biodiversity (boardwalks).

**4 Parkgate Living Quarter Project**

- Possibility for Living Quarter expansion.
- Refer to Long-term Project Opportunities.

**5 New Accessible Bailey Bridge and Canal Footpath Enhancement**

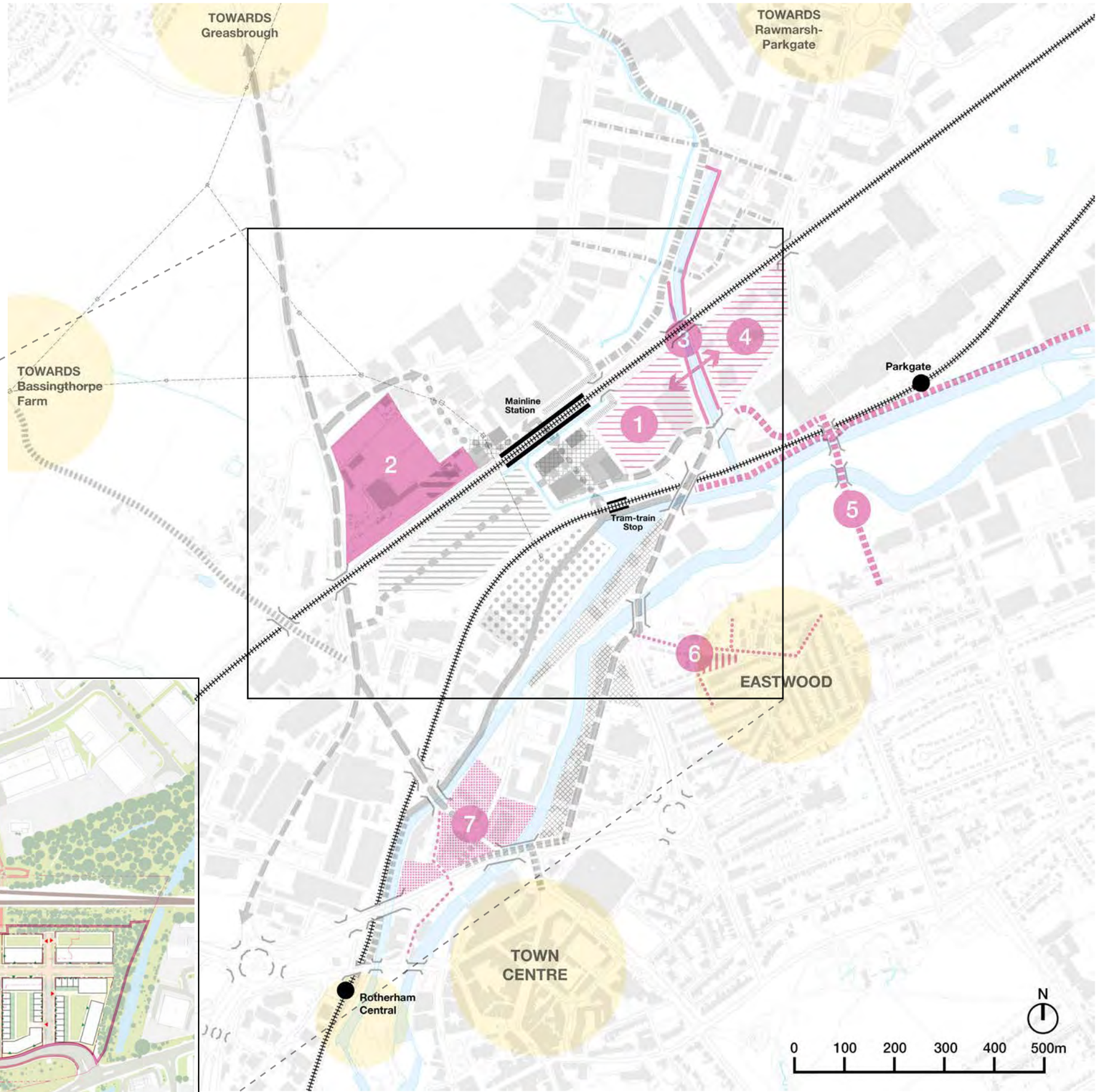
- Extend formal cycle and pedestrian link along the canal to provide an active travel link to Eastwood.
- Upgrade of existing bridges to provide access for cyclists and vulnerable users or new crossing provision.

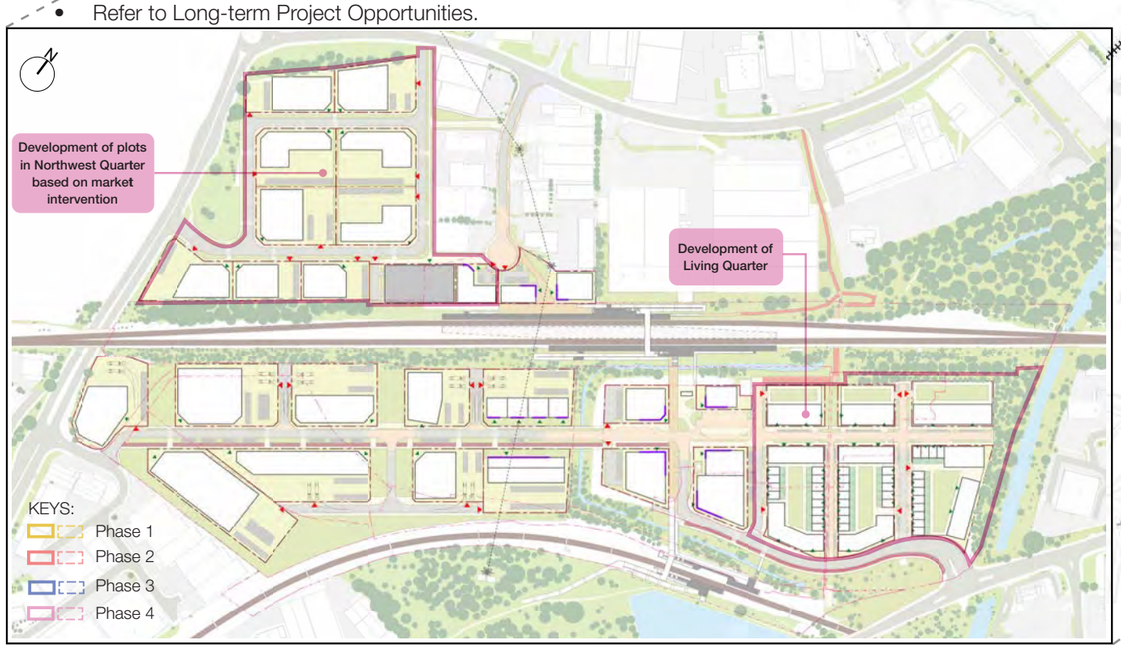
**6 Eastwood Community Hub Project**

- Refer to Long-term Project Opportunities.

**7 Bailey House Hub Project**

- Refer to Long-term Project Opportunities.



## 7.2 Phased Delivery Plan Summary

The phased delivery plan sub-divides the masterplan into key stages and makes recommendations for RMBC to bring development forward.

### PHASE 1 (YEAR 0 - 5)

#### Objective

Activating the station and introducing innovation to the area

A direct role for RMBC

#### Considerations

- The station works will acquire and service the land associated with the development of the first Phase on plot F4.
- The RiDO building contains a zero land and infrastructure cost.

#### Land Ownership

1. Network Rail Operation Land
2. Dike area (Northfields Rotherham Management Company Ltd)
3. Northfield Business Park
4. Shaw for Sheds
5. Adopted highway
6. Land which will have been acquired in Phase 1

#### Cash Flow and Appraisal

- Commercial office space on the station floormat with a fixed land value of £zero as the land acquisition is incorporated within the station funding envelope, therefore providing a cost saving for this early development on land.
- Basic finance cost of 5.64% applied over a two-year construction programme.
- A 5% operating void has also been built into the model and an assumed initial 12-month rent free period

**Performance of the RiDO Building**

| Key Performance Indicator | Value |
|---|---|
| Gross Development Value | £3.2m |
| Profit / Loss | -£9.5m |
| Profit on Cost | -76% |
| Profit on GDV | -299% |

**Timescales**

- Pre-construction (including planning): 18mths
- Construction: 18mths

[then capitalised upon PC]

### PHASE 2 (YEAR 5 - 15)

#### Objective

Delivery of Innovation in the Innovation Campus

RMBC as enabler and driver of strategic partnerships

#### Considerations

- The Eddie Stobart and Network rail site are required to progress comprehensive redevelopment aligned with the masterplan. Land should be assembled to enable to the delivery of key servicing infrastructure including a new road which supports the sub-division of serviced plots.
- The MAG Rotherham, European Asian Metal and Kniveton sites are strategically important and therefore must be also considered early in the programme.

#### Land Ownership

1. Eddie Stobart – biomass storage site
2. Network Rail – vacant land
3. Kniveton Ltd – industrial
4. European Asian Metal – industrial
5. MAG Rotherham – car parking

#### Cash Flow and Appraisal

- Indicative appraisal and cashflow against plots W1 and W2 within Phase 2 of the masterplan has been demonstrated to the level of investment required for RMBC to bring forward an early sub-phase of the project.
- The vision of the masterplan for advanced manufacturing and innovation is likely to require high fit-out costs and should also be considered in the evolution and testing of the plots.

| Key Performance Indicator | Value |
|---|---|
| Gross Development Value | £5.8m |
| Profit / Loss | -£1.5m |
| Profit on Cost | -21% |
| Profit on GDV | -25% |

**Timescales**

- Pre-construction (including acquisition, planning): 24mths
- Construction: 48mths
- Letting and holding: 24mths (starting 2yrs after construction starts)

[then capitalised upon PC of whole phase]

| | Objective | Considerations | Land Ownership | Cash Flow and Appraisal |
|---|---|---|---|---|
| **PHASE 3** (YEAR 15 - 20) | Station Quarter Expansion<br><br>Building and diversifying the station as an extension of the innovation campus | • The formerly car parking plots will have already been acquired as part of the station floormat area in the early stages of the masterplan with the exception of parts of Kaldo Court.<br>• Car parking is likely to be long leased to operators and therefore negotiation will be required to surrender leases.<br>• Utility requirements for such later phases should be considered within early works. | 1. Land which will have been acquired in Phase 1<br>2. Kaldo Court and land which will have been acquired in Phase 1<br>3. Taylor Woolhouse Limited (Car Showroom site, DVLA Test Centre, Back of Taylor Woolhouse)<br>4. JRM Commercials Ltd<br>5. Limited area of Vehicle Spares Lift | **Timescales**<br><br>• Pre-construction (including acquisition, planning): 24mths<br>• Construction: 36mths<br>• Letting and holding: 24mths (starting 1yr after construction starts)<br>[then capitalised upon PC of whole phase] |
| **PHASE 4** (YEAR 20 & BEYOND) | The Living Quarter<br><br>Delivering homes for Rotherham | • The eastern plots in the masterplan contain complex leasehold structures, with a large freehold site containing multiple long leaseholds which currently support successful retail uses.<br>• Land assembly in this location will be challenging, and therefore early engagement with landowners is essential to building a long-term relationship with the Council.<br>• Most of the Living Quarter is owned by a Bailey Family Investments PLC, and therefore they are a key stakeholder. | 1. Car Supermarket site<br>2. Land which will have been acquired in Phase 3 | **Timescales**<br><br>• Pre-construction (including acquisition, planning): 24mths<br>• Construction: 30mths<br>• Sale: 22mths (30% initial sales on PC, 5 sales per month absorption rate) |

# 8. Biodiversity Net Gain Considerations

## 8.1 Biodiversity Net Gain Considerations

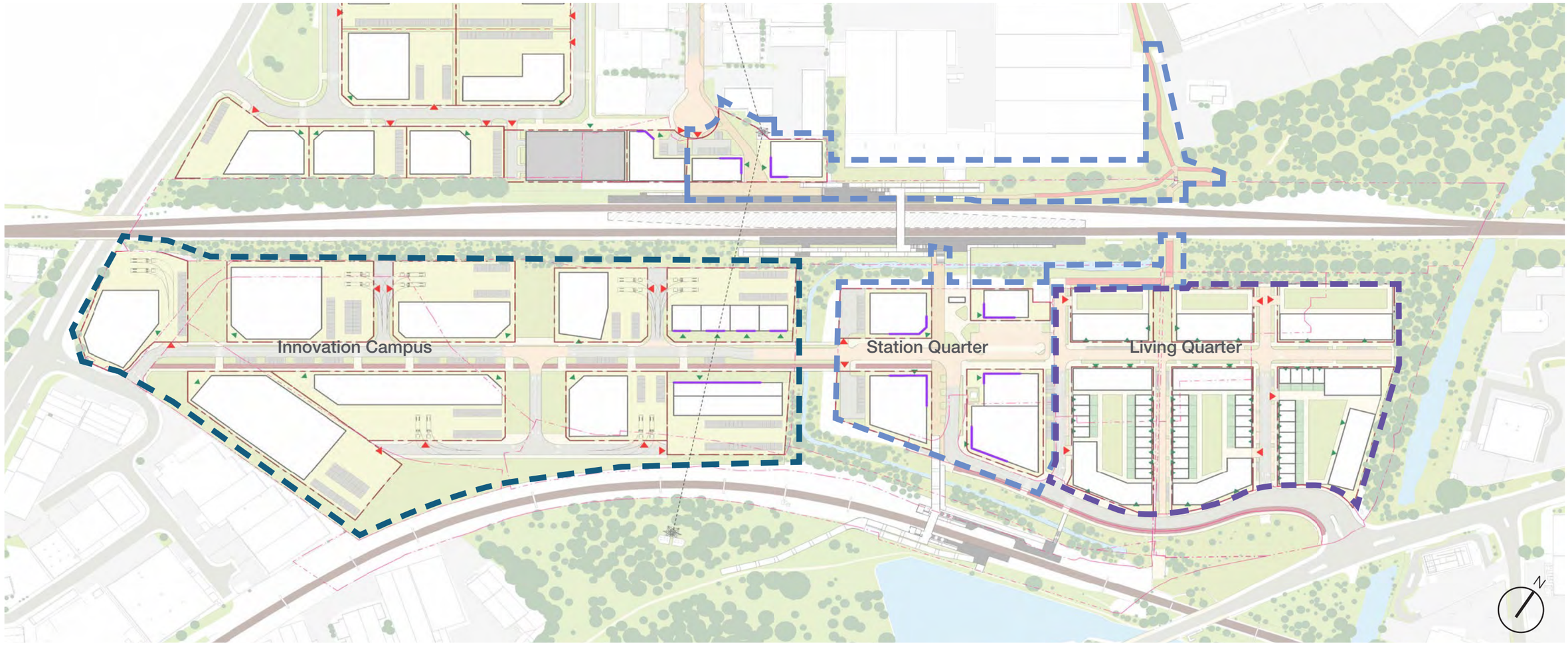
In January 2024,10% Biodiversity Net Gain (BNG) became mandatory and legislative for the majority of new developments in the UK. BNG will ensure that developments consider existing vegetation and biodiversity and prioritise high quality landscape interventions to support local ecosystems.

This will impact on Masterplan opportunities, layout of the development, and the design of public realm.

It is proposed that the site be viewed as three larger plots to be able to accommodate the 10% BNG required.

The following points should be considered throughout the Masterplan development:

- The development will have to provide a 10% gain from existing conditions. If any planting and vegetation is removed or disturbed, similar or higher quality conditions are to be incorporated into the design of the plot.
- Due to limited space for landscape and vegetation interventions, it is recommended consideration is given to elements with high biodiversity gain such as scrub, bramble, biodiverse green roof and SuDS where possible.
- Retaining existing vegetation where possible will reduce the habitat units required.



## 8.2 Existing Conditions - Station Quarter

The Station Quarter is currently defined by large areas of sealed surface which minimises the amount of additional Habitat Units required when new development are to commence on site. The area which will be most affected will be the densely vegetated area around the underpass and existing PROW.


10% BNG should be possible to obtain with careful integration of:

- SuDS,
- biodiverse green roof and street trees
- associated ground planting.

## 8.4 Existing Conditions - Innovation Campus

The Innovation Campus consists of large plots with sealed surfaces but also has the Network Rail owned site that has been left for vegetation to grow wild and for biodiversity to flourish. This area does provide a challenge for new development to reach 10% BNG as it will be difficult to retain large parts of the existing wild-growing vegetation along with the overgrown dike.


To accommodate this large increase in BNG, the following will be required:

- A mitigation site incorporating dense native scrub planting .
- A focus on incorporating landscape elements that provides a high value of Habitat Units to optimise the space used for landscape.
- Integration of SuDS and where possible biodiverse green roof.
- Leftover areas to be given back to native and local scrub and bramble planting.

## 8.3 Existing Conditions - Living Quarter

The Living Quarter has very limited existing planting limited to low-value biodiverse planting such as introduced shrubs and bare ground. Hence obtaining 10% BNG will be less challenging.


10% BNG will be possible on the Living Quarter by incorporating the following:

- green podium gardens,
- permeable paving,
- SuDS
- biodiverse green roof.
- street trees,
- swales,
- permanent in-ground planting.

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# 9. Next Steps

## 9.1 Next Steps

To progress the project in the immediate term, particularly with regards to the Station Quarter, the following next steps (aligned with the RIBA Plan of Works) are proposed:

### OBC CONCLUSION

- Alignment of scope and programme with emerging needs arising from Fore's preparation of Outline Business Case (OBC).
- Establishment of a project organisation and governance arrangements which reconcile both masterplan and station projects (as per proposals reflected within Egis's Project Delivery Strategy).
- Detailed discussion and agreement with Network Rail on the respective operational and maintenance boundaries (and associated responsibilities) in relation to the proposed masterplan (specifically the Station Quarter).

### PROCUREMENT

- Procurement of a RIBA Stage 2 Project Team, designer and/or third-party surveyors.
- Appointment of a town planning consultant to advise on a consenting strategy (TWAO and/or TCPA either outline, full or hybrid)) and align the approach with the land assembly strategy.
- Assessment of the available procurement options including the use of RMBC's existing framework contractors (whilst remaining compliant with the Public Contract Regulations as applicable).
- Agreement on the preferred contract form for the Station Quarter (e.g., NEC4 ECC Option A or similar) which is sensitive to RMBC's position on time, cost, quality and risk and which prompts a positive response from the market.
- Investigation and review of the masterplan for potential public sector funding and meaningful partnerships for phase-wise delivery.

### ENVIRONMENTAL IMPACT

- In accordance with the agreed consenting strategy, seeking an associated Environmental Impact Assessment (EIA) screening and/or scoping opinion to determine the scale and nature of environmental scope.
- (As above) commencement of all relevant environmental surveys (particularly those which are seasonally dependent) within the Station Quarter, including, but not limited to, Preliminary Ecological Appraisal (PEA) and geotechnical.
- Updates to Biodiversity Net Gain (BNG) assessments and development of associated strategy (assessing scale of on-site vs off-site works).
- In liaison with the RMBC flood alleviation programme, development of a site wide drainage strategy and associated drainage model.

### DESIGN DEVELOPMENT

- Validation of project objectives and priorities/programme and agreement of RIBA Stage 1 masterplan as the prevailing design framework for the immediate development of the Station Quarter.
- Delivery of a RIBA Stage 2 design report reflecting the culmination and integration of all design workstreams, delivery strategy and updates to cost estimate, programme and risk register.
- Formal assignment of roles under Construction (Design and Management) Regulations 2015 (CDM 2015), submission of F10 and preparation of a Pre-Construction Information Pack (drawing on all available site information).

### SURVEYS & INVESTIGATIONS

- Preparation of relevant survey specifications to support RIBA Stage 2 design and the refinement of cost estimates including (but not necessarily limited to):
  - Detailed dilapidation survey of existing electrical/mechanical/drainage assets to accurately determine the scale of works .
  - Threat and Vulnerability Risk assessment (TVRA) to assess changes to the security profile of the area through the introduction of the proposed masterplan.
  - Lux level survey (to understand the potential impact of sky glow).
  - Ground investigation including selective window samples/trial pits to determine ground strata substructure design.
  - Selective topographical/measured surveys in the affected areas.
- Updates to all transport modelling/trip generation to understand the impact on existing infrastructure and the need for further intervention.

### ENGAGEMENT & CONSULTATION

- Active stakeholder consultation, potentially regularised under formal paid agreements, with passenger groups, Sustrans, Active Travel England, DNO, Natural England etc.
- In recognition of the Station Quarter's focus on car parking, preliminary consultation with EV Charge Point Operators (CPO) and car park operators to explore the viability of alternative delivery and operational models.
- Presentation of updated proposals to interested developers to explore opportunities for private investment in the Station Quarter (supporting the OBC Financial Case) and other future quarters.
- It is imperative to have a strong and detailed investment case with full political support to accelerate further development, land acquisition and integrate with wider strategic priorities.

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