UNITARY DEVELOPMENT PLAN
JUNE 1999

Rotherham

Written Statement

ADOPTED VERSION
The Unitary Development Plan was formally adopted as the statutory development plan for Rotherham Borough on the 14th June 1999.
Contents

Message from the Cabinet ............................................................. 1

Acknowledgements ........................................................................ 3

1. Summary ............................................................................... 5

2. How to use the Plan .......................................................... 13

3. Introduction ...................................................................... 15

4. The Plan’s Strategy ............................................................ 19

Part I:
5. General Policies
5.1 Housing ............................................................................. 27
5.2 Economic Development ..................................................... 28
5.3 Environment ..................................................................... 29
5.4 Transportation ................................................................ 31
5.5 Retailing .......................................................................... 35
5.6 Community and Recreation ............................................. 37
5.7 Minerals .......................................................................... 38
5.8 Waste Management ......................................................... 41
5.9 Utilities ............................................................................ 42

Part II:
6. General Policies: Justification
6.0 Introduction ...................................................................... 45
6.1 Population ......................................................................... 47
6.2 Housing ............................................................................. 49
6.3 Economic Development ..................................................... 61
6.4 Environment ................................................................ 105
6.5 Transportation ................................................................ 125
6.6 Retailing .......................................................................... 149
6.7 Community and Recreation ............................................. 157
6.8 Minerals .......................................................................... 169
6.9 Waste Management ......................................................... 181
6.10 Utilities ............................................................................ 189
7. Area Policy Application and Proposals

7.0 Introduction ................................................................. 175
7.1 Swinton - Wath - Brampton Bierlow ............................ 177
7.2 Rawmarsh - Parkgate ..................................................... 185
7.3 North Rotherham ........................................................... 193
7.4 Central Rotherham ......................................................... 199
7.5 East Rotherham ............................................................. 209
7.6 Rother Valley ................................................................. 217
7.7 Bramley - Wickersley - Thurcroft ................................. 223
7.8 Maltby ................................................................. 231
7.9 Rural Rotherham ............................................................. 239
7.10 Dinnington - Anston .................................................... 245
7.11 Aston - Wales - Kiveton Park ....................................... 251
7.12 Harthill - Woodsetts .................................................... 259

8. Glossary ................................................................. 265

9. Appendices

Appendix 1: Policy Guidance Notes .................................... 281
Appendix 2: Environmental appraisal of Plan policies ............. 283
Figures
Figure 1: Rotherham and surrounding local authorities .......... 16
Figure 2: Location of new housing development ..................... 53
Figure 3: Location of new industrial and business development .............................................. 67
Figure 4: Major Road Network ................................................. 108
Figure 5: Major highway schemes ......................................... 110
Figure 6: Main public transport corridors and interchanges .. 112
Figure 7: Rotherham Integrated Transport Study: Concept Plan .............................................. 114
Figure 8: Potential Long Distance Footpaths Network .......... 118
Figure 9: Retailing .................................................................. 126
Figure 10: Geology ................................................................ 150
Figure 11: UDP Part II areas ................................................. 176
Figure 12: Central Rotherham: Planning Framework ............ 201
Figure 13: Central Rotherham: Transportation Network ....... 205

Tables
Table 1: Land for new housebuilding ...................................... 54
Table 2: Comparative unemployment levels, November, 1994 .................................................. 61
Table 3: Rotherham employment structure, 1989-91 ............ 63

Maps
Map 1: Wath Prime Shopping Streets ..................................... 182
Map 2: Swinton Prime Shopping Streets ................................. 183
Map 3: Rawmarsh (south) Prime Shopping Streets .............. 190
Map 4: Rawmarsh (north) Prime Shopping Streets ............... 190
Map 5: Central Rotherham Prime Shopping Streets ............ 203
Map 6: Wickersley Prime Shopping Streets ......................... 226
Map 7: Bramley Prime Shopping Streets ................................ 227
Map 8: Thurcroft Prime Shopping Streets ............................. 227
Map 9: Maltby Prime Shopping Streets ................................. 236
Map 10: Dinnington Prime Shopping Streets ......................... 248
Map 11: Swallownest Prime Shopping Streets ...................... 255
Map 12: Kiveton Park Prime Shopping Streets ....................... 255
Message from the Cabinet

The Unitary Development Plan will play a major role in fulfilling the Council’s mission of seeking to enrich the lives of all its citizens by addressing social and economic disadvantage, by safeguarding and improving the physical environment and by promoting the diverse cultural heritage of the Borough.

In simple terms, the Plan is about people, their homes, where they work, how they move about, their leisure time and the quality of their lives. It is a Plan about their futures, providing the framework for new jobs, homes, schools, shops, roads, reclaiming derelict land and, at the same time, protecting the environment. It is important that the Plan strikes the right balance between providing for growth - the new development that is so badly needed - and protecting the environment, for all our sakes and, most importantly, for future generations.

The Plan represents a landmark in the history of town and country planning in the Rotherham Metropolitan Borough. For the first time, the Borough will have up-to-date and complete coverage of planning policies and proposals to guide development into the next century.

The Plan has been influenced, and rightly so, by you - the residents of Rotherham - by direct representation and also through the many formal and informal contacts with Council Members and Officers. I am grateful to all of you who have contributed in whatever way. The Plan has been significantly improved as a result of these valuable contributions.

The process does not stop here, however, the Plan must be regularly reviewed and updated to ensure it remains current and relevant. Remember this is YOUR Plan so please do not hesitate to tell us what is wrong with the Plan, what is right about it and what you think is missing from it. I can assure you that your views are welcomed and will be very carefully considered in future reviews of the Plan.
Acknowledgements

The Unitary Development Plan is the most far reaching planning document that has been prepared by the Council, providing, as it does, a framework for the future land-use and development pattern for the whole Borough, as a basis for its physical, economic and social regeneration into the 21st Century. The preparation of such an important Plan, influencing every economic, social and environmental aspect of life in the Borough is, by its very nature, a lengthy process. From its inception in 1990, through to this Adopted version, it has involved my dedicated Forward Plan team in years of formulation and consultation on objectives, policies and proposals.

However, I do also have to acknowledge that the Plan would not be in its present form without the very important contributions made by a variety of local groups and societies, Borough and Parish Councillors, statutory bodies and organisations, community representatives and not least, many individual local residents, too numerous to mention.

Graham Jeffery, Head of Planning & Transportation Services

Front Cover Drawing:
Courtesy of Anthony Mackay Associates.
Introduction
1.1 The Plan is about the future of Rotherham and its people. It will be an important factor in determining how much new investment is attracted to the area, and how many people have jobs and enjoy prosperity. Equally important will be whether people enjoy an attractive and healthy environment; whether they have good housing; whether there will be the schools, shops, and other facilities that all sections of the community require; and whether people and goods can be easily moved around the area by road, rail, canal and other forms of transportation.

1.2 The Plan provides a framework for partnerships. Partnerships between national and local government, the private sector, the voluntary sector and, most importantly, the local community. These are essential for the regeneration of the Borough in economic, physical, environmental and social terms.

1.3 This Summary offers a glimpse of the breadth of the policies and proposals which make up the Plan, described by topic and by community area. (For full and comprehensive details of all these proposals, it is essential to refer to the remainder of the Plan, especially Chapters 5, 6, and 7 of this Written Statement and the accompanying Proposals Map.)

Population and Housing
1.4 During the period 1991-2001, the population of Rotherham is expected to grow by 2,900 people, to 257,800 persons. The greatest percentage increase will be in the oldest age-groups, although the numbers of school-children are also increasing. Both of these changes have important implications for the way services are provided, for health and social care, specialised housing, education and child-care facilities, as each group, the old and the young, make disproportionate demands on such services.

1.5 Many of the Plan’s policies have been drawn up with the needs of the disadvantaged sections of the community in mind. It is hoped that those without jobs or adequate and suitable homes, those without access to personal transport and those with a mental or physical disability or impairment, will benefit from the provisions of the Plan.

1.6 Although the population of the Borough is growing only slowly, by 1.1% over 10 years, the number of households is forecast to increase by 6.3% over the same period, due to a decrease in household size and increased longevity. Around 7,000 new houses will need to be built between 1991 and 2001 to cater for this growth. Sites for new houses have been identified on the Proposals Map which will provide a variety of homes in those parts of the Borough where people want to live. Special attention is given to the housing needs of groups such as the elderly, people with disabilities, those on low or limited incomes, single people, etc., who do not find their needs met by the normal market provision. As well as providing for new housing, the Plan contains policies which will protect, enhance and support established housing areas.

Economic Development
1.7 Over the past ten years, creating new jobs (and protecting existing jobs) has been the Council’s first priority. Economic development policies, aimed at bringing jobs and prosperity to the area, will be the key to achieving other principal objectives of the Plan and thereby implementing the Plan’s Regeneration Strategy.

1.8 The Plan protects and supports existing industrial and business areas and caters for future needs, by allocating 430 hectares of land for new development, concentrated mainly in five strategic Regeneration Areas at Manvers-Cortonwood.
1.9 Attractive sites will be made available throughout the Plan period, suitable for all forms of enterprise, from a person starting up in business for the first time, to a multi-national corporation seeking a major investment site. The Plan’s land allocations and development policies will help to achieve a broader diversification in the local economy. The identification of Mixed Use Areas will encourage attractive and imaginative regeneration schemes. Sectors of the economy with potential for growth, for example, ‘service employment’, tourist and visitor provision, will be strongly supported.

Environment
1.10 The important work that the Council has carried out in improving the environment e.g. land reclamation, is continued in the Plan. Concern for the environment underpins every aspect of the document, embracing topics as diverse as ‘greenhouse gases’ and the protection of badger setts. The Plan seeks to guide and accommodate development, recreation and transport in all their forms, whilst minimising any harm to the environment.

1.11 In the Plan, equal importance is given to the improvement of the local economy and the health and the quality of life enjoyed by the Borough’s residents and workforce. The Plan seeks to meet present day needs without compromising the ability of future generations to meet theirs, i.e. a sustainable future.

1.12 Environmental considerations are central to the Plan’s Regeneration Strategy. Matters such as the re-use of derelict urban land, waste minimisation and the provisions for a changing rural economy, are key elements of the Plan. It is not simply a case of looking at how new development and investment affect the environment, but how environmental action can stimulate and, in turn, support them.

1.13 The Plan also includes a modest review of the Green Belt. ‘Modest’ because the Green Belt was defined as recently as 1990 and there has been little need for changes to its boundary and policies. The Green Belt remains a cornerstone for everything else in the Plan. In particular, the Plan’s Strategy hinges on the regeneration and optimum use of existing ‘brownfield’ urban land, in line with national policy, rather than on extensive use of ‘greenfield’ sites.

1.14 The planning and disposition of land-uses helps to minimise pollution and protect agriculture. There is a clear framework aimed at protecting and managing the Borough’s vast environmental resources, ranging from policies covering the habitats of fauna, flora, archaeology, Listed Buildings, Conservation Areas, historic areas and Urban Greenspaces, to policies concerned with safeguarding the best landscape of town and country, enhancing the less attractive through ‘greening’, reclamation and initiatives such as the South Yorkshire Forest and conversion of rural buildings to more beneficial uses.

1.15 The result of this emphasis is a Plan which the Council believes contributes to key environmental ideals and welfare in a significant way (this is illustrated in Appendix 2: Environmental Appraisal of Plan Policies).

Transportation
1.16 As well as emphasising the importance of transport infrastructure to economic regeneration, the Plan recognises the growing demand for personal mobility. It equally recognises that concerns about congestion, vehicle emissions and the environment, will increasingly require traffic restraint measures and land-use patterns which reduce the need to travel in a less car-oriented society.

1.17 The Plan seeks to pave the way towards a more sustainable and closely-integrated Transportation Strategy. This will enhance the economic and social benefits of all forms of transport, whilst reducing their impact on the environment. Emphasis is placed on promoting high quality public transport to compete more effectively with the private car. Traffic management measures and encouraging development on accessible sites, will assist the effectiveness of existing road and public transport networks. Policies aimed at improved safety and design within the pedestrian environment, will help to encourage walking and cycling, and create better access for people with disabilities.

Retailing
1.18 Future retail development in the Borough will be directed in the first instance to the ten established town centres to act as a catalyst to further investment and regeneration, to contribute to their vitality and viability, to be accessible by a choice of means of transport and to encourage economy in fuel consumption. Shopping policies
in the Plan, reflect the Council’s belief that the existing shopping centres, so important to local people and particularly those of restricted mobility, will remain the principal focus of retail activity over the next decade.

1.19 The Council as part of its Retailing Strategy, has adopted the following three key objectives. Firstly, to ensure the continued vitality and viability of the ten established town centres, by recognising the important contribution that they make to retailing activity in the Borough. Secondly, to adopt a sequential approach to selecting sites for new retail development. First preference should be for town centre sites, where suitable sites are available, followed by edge-of-centre sites and only then by out-of-centre sites in locations that are, or can be made, accessible by a choice of means of transport. Thirdly, to support and enhance local shopping centres, including village shops, ‘corner’ shops and parades, because of their importance to local residents, particularly for those people who are less mobile, especially the elderly and people with disabilities, families with small children, low income households and those without access to a car.

Community and Recreation
1.20 The Plan seeks to promote the provision of as wide a range as possible of social, community and recreational facilities, in order to meet the changing needs and aspirations of the Borough’s residents, accessible to all, irrespective of age, sex, cultural background or disability. This will be achieved by retaining and enhancing existing facilities wherever practicable, promoting new facilities wherever opportunities arise, and supporting the initiatives of the private sector and voluntary organisations, wherever appropriate.

Minerals
1.21 The Plan recognises the valuable contribution that minerals make to the economy and to local employment. It seeks to strike a balance between meeting the reasonable needs of the minerals industry and minimising the environmental impact of such development on local amenity, recognised heritage interests, and the valuable landscape of the Borough.

1.22 Provision is made for Rotherham to continue to meet its share of identified regional requirements for minerals in appropriate locations and in a manner which takes into account these concerns. Priority is given to ensuring satisfactory restoration of mineral workings within a reasonable timescale and, progressively with extraction, wherever possible.

1.23 For non-energy minerals, the extension of existing workings is preferred to the opening up of new sites, although other circumstances may be viewed favourably where mineral extraction would assist the reclamation of derelict land, or where minerals can be recovered in advance of planned surface development. Continuity of limestone production at the Harry Crofts site near South Anston, is provided for in the Plan through a combination of existing commitments and by the identification of a new Area of Search for minerals. At the Maltby brick clay site, existing commitments are confirmed as being sufficient for the Plan period.

1.24 In order to conserve finite resources and to reduce the uptake of greenfield sites, the Plan favours the greater use of secondary and recycled materials such as colliery spoil, steel slag and demolition rubble, in substitution for naturally occurring mineral products, wherever possible. Schemes which promote the exploitation of such resources will be encouraged, subject to appropriate environmental safeguards being met.

1.25 In the case of energy minerals, and particularly opencast coal, proposals will be judged on their individual merits against current Central Government advice and the potential impact of such schemes on the environment of the Borough. Policies in the Plan favour such development where this would result in significant environmental benefit within a reasonable timescale, as for example, through the clearance of derelict or despoiled land; or where extraction can take place in advance of planned surface development and subject to appropriate environmental safeguards. Generally, such development on greenfield locations, where no economic, regeneration or environmental benefit can be demonstrated, will be resisted. The Plan supports the continuation of testing for oil and natural gas reserves within the Borough, subject to appropriate environmental safeguards.

Waste Management
1.26 The Plan acknowledges that, over the next decade, landfill is likely to remain the principal treatment method for domestic and commercial waste, as well as for colliery spoil. Where such development is permitted, appropriate controls will be imposed to protect local amenity and the environment in both the short and longer-term,
and to secure the beneficial restoration of the landforms created, within a reasonable timescale. As a shortfall of landfill capacity has been identified, the Plan identifies a Waste Disposal Area of Interest at the site of the former Thurcroft Colliery.

1.27 Increasing concerns about the potential long-term environmental difficulties, as well as the wastage of resources, arising from such methods, are also recognised. Policies in the Plan seek to promote a reduction in the reliance on tipping, by encouraging waste minimisation, together with alternative waste disposal options such as waste recycling, composting and incineration. The Plan encourages the provision of a Borough-wide network of facilities and sites in accessible and convenient locations for the collection of waste materials for recycling.

1.28 Whilst striving in the short-term towards self-sufficiency in terms of accommodating waste arising within the Borough, the advantage of a strategic approach to the management of waste is recognised. The Council will continue to co-operate with neighbouring authorities to promote such initiatives over the longer-term.

Utilities

1.29 The provision of utility services and infrastructure for such essentials as electricity, gas, water, etc., is central to the successful implementation of the Plan’s policies.

1.30 The Council will promote new development through the efficient use of land and service infrastructure, protect existing resources and co-ordinate the demands from new development within the existing and future capabilities of the utility services.

1.31 The form and scale of some service installations and equipment can be visually obtrusive and may also be a potential source of danger. The Council will expect the utility providers to have regard to this in their future developments, in order to minimise their impact, wherever possible. The Council will look favourably upon proposals for new forms of renewable energy generation provided that they do not cause unacceptable environmental costs.

Area Dimension

Swinton - Wath - Brampton Bierlow

1.32 The collapse of coal mining and its associated industries has left large-scale dereliction, unemployment and social problems, including Manvers, reputedly the largest single area of dereliction in the United Kingdom.

1.33 The Plan’s Regeneration Strategy will be achieved in this area by a massive physical transformation of disused and derelict land to create attractive and exciting opportunities for a wide range of new developments. This area is one of the Borough’s five Regeneration Areas, and benefits from City Challenge funding. An Enterprise Zone, including land at Manvers and Cortonwood, was designated in 1995.

1.34 Although there is a strong emphasis on allocating land for industry and business, the Plan also provides for new homes, recreation and leisure uses, and a site for the Dearne Valley College. A number of attractive sites are allocated to meet the local demand for new housing, including substantial areas directly associated with the major regeneration projects. Wath town centre has been identified in the Plan as an area for improvement by environmental works, traffic management and pedestrian priority measures. Whilst the Plan provides many opportunities for new investment, it also includes policies to protect and enhance the area’s attractive countryside and valuable urban heritage.

1.35 These proposals present an opportunity to benefit the community on two counts. Not only does it mean regeneration but it will also transform the perception of area from one of dereliction to one of desirability and attractiveness.

Rawmarsh - Parkgate

1.36 The Rawmarsh-Parkgate area has suffered from major job losses in both the coal-mining, steel and steel-related industries over the past two decades. However, it offers a great deal of potential for economic growth, much of which has been realised in the former Enterprise Zone, Aldwarke and Roundwood Steelworks, Retail World and Northfield, providing jobs for thousands of the Borough’s residents.

1.37 The Plan will continue to exploit the area’s economic potential as one of the Borough’s five Regeneration Areas, by allocating large sites for future economic activity at Aldwarke, taking
advantage of the area’s improved road, rail and canal infrastructure.

1.38 On the housing side, the area contains one of the Borough’s greatest concentrations of older housing, requiring massive public and private sector investment in both house and area improvements. The Plan reflects the local demand for new housing by allocating major sites at Rectory Fields, Barbers Avenue, Wentworth Road and Harding Avenue.

1.39 The whole of the Rawmarsh-Parkgate area falls within the South Yorkshire Forest boundary and the Plan encourages tree-planting and woodland management schemes on urban fringe sites. The former New Stubbin Colliery site has potential for a low-key, major recreational area associated with the future reclamation of the Stubbin Incline.

1.40 Regeneration in the Rawmarsh-Parkgate area was envisaged in the 1970s and started in the 1980s. Over the past decade, a great deal has been achieved. The Plan’s proposals for the area continue that vision, building on the potential for economic revival, improvement of its housing stock and established residential areas, environmental improvements and the reduction of social inequalities.

North Rotherham

1.41 The area is to continue as a residential suburb of Rotherham. Major new housing developments, together with ancillary shopping and community facilities at Thorpe Hesley, are proposed in the Plan. Additional new housing is also proposed at Henley and Munsbrough Lane.

1.42 The Plan safeguards existing Urban Greenspaces throughout the area and promotes Grange Park for further informal recreation. New public transport systems and a ‘park and ride’ facility within the A629 corridor will be investigated.

Central Rotherham

1.43 For Rotherham’s Central Area, including the town centre and adjacent commercial and residential areas, the Plan does not mean radical changes but, instead, builds upon and extends earlier measures to make the area attractive, convenient and accessible.

1.44 The Plan’s objective has been to stabilise the centre’s shopping function at a time of profound change and challenge, and to maintain the area’s role as one of the most important job providers in the Borough. To meet this objective, sites are allocated for a wide range of new developments and measures are included in support of existing businesses and small commercial enterprises. Neither is it forgotten that the Central Area also has a residential role. Allocations are made for a modest level of new residential development, particularly of dwelling types aimed at more specialised housing needs and the ‘living above the shop’ (LOTS) initiative.

1.45 The Plan addresses a wide range of factors which will help to maintain the shopping centre’s vitality and ensure its long-term viability. Diversity (i.e. a good range of shops and services) easy access for all, including a choice of how to get to the centre, and a vibrant, safe and quality environment, are all keys to this. Traffic management, much improved public transport facilities, car parking and, above all, a pedestrian-orientated theme, underpin the Plan’s approach to meeting such needs. More pedestrianisation and ‘traffic calming’ measures are proposed. The run-down southern part of the town centre, centred upon High Street, has a number of proposals aimed at revitalising its fortunes. Heritage protection and enhancement, particularly in the designated Conservation Area, is also included.

East Rotherham

1.47 East Rotherham is a well established residential area, and that role will continue throughout the Plan period. Substantial public and private sector investment will be necessary to achieve lasting physical and environmental improvements, particularly in older housing areas. Such improvements will be encouraged, wherever possible, as will measures to reduce vehicular/pedestrian conflicts.

1.48 Important areas of open space will be protected from development pressures, and will be enhanced whenever practicable.

1.49 Improvements to sections of the A630 at Eastwood and the A631 at Whiston, are proposed.
Summary

Rother Valley
1.50 Rother Valley suffered over the past twenty years with the decline of the steel and coal mining industries. The area includes both Templeborough which produced much of the Borough’s steel and Orgreave and Treeton, where the former Collieries and coking plant produced coal and coal products.

1.51 These communities have suffered not only from the job losses in the declining industries but also from the dereliction left behind.

1.52 The vision of the future relies on turning the tide on the closures and regenerating the area for new land-uses. To this end, the Council has identified two of its five Regeneration Areas within the Rother Valley area at Templeborough and Waverley.

1.53 The Plan proposes various initiatives at Templeborough and Waverley, to reclaim land for new industrial and business enterprises, providing a wide range of employment opportunities.

1.54 At Orgreave, the reclamation of the former Colliery and coking works will take place throughout the Plan period and will result in additional land for commercial development and a major new recreational area.

1.55 The former Treeton Colliery is to become a major new residential area providing homes in the Rother Valley, serving the needs of both Rotherham and Sheffield workforces.

1.56 The area is near to the Sheffield/Rotherham Airport which will assist the Regeneration Strategy in building a sound economic future for the Rother Valley.

Bramley - Wickersley - Thurcroft
1.57 Bramley-Wickersley-Thurcroft is to continue as one of the Borough’s most popular residential areas, with provision for major new housing development at Bramley Lings and Sunnyside. New mixed retail and business developments are proposed, south-west of Junction 1 of the M18 motorway adjacent to Morrison’s superstore. New public transport systems and a ‘park and ride’ facility within the A631 Bawtry Road corridor, will be investigated.

1.58 Thurcroft is to be the subject of a programme of environmental improvements, including the comprehensive restoration, following landfill operations, of the former Colliery complex to forestry and informal leisure use, and enhancement of the local shopping facilities on Green Arbour Road. The Plan proposes new housing developments off Sawnmoor Road.

Maltby
1.59 Maltby, with its Civic Centre, spacious housing estates, extensive community facilities, the strategic industrial estate at Hellaby and surrounding, attractive countryside, has the feel of a planned, self-contained community about it. Its free-standing position on the magnesian limestone ridge reinforces its independence and Civic Pride.

1.60 The planning vision for Maltby was established in the 1960s, with the adjacent M18, the strategic industrial estate at Hellaby in the west and a long-life Colliery, providing local employment, in the east. The future of Maltby Colliery and the success of the Hellaby industrial estate, may lead to an early review of the Plan’s economic aspirations for the area. Because of the tightly drawn, encircling Green Belt, very few options for ‘greenfield’ development present themselves.

1.61 Maltby continues to be attractive to home-buyers and major sites for new housing development have been identified at Lilly Hall and Greenland Plantation. Maltby contains one of the greatest concentrations of older housing in the Borough, requiring massive public and private sector investment in both house and area improvement.

1.62 The A631 (Bawtry Road/Rotherham Road) between Junction 1 of the M18 motorway and Addison Road, will be upgraded and a traffic management scheme in the town centre will be investigated during the Plan period.

1.63 The Plan’s vision for Maltby is to protect its valuable urban heritage and attractive countryside, to underpin and broaden its economic base, to improve its housing stock and residential areas, to facilitate environmental improvements and to reduce social inequalities.

Rural Rotherham
1.64 The prime concern of the Plan as it affects Rural Rotherham is to strike a balance between many competing pressures, namely, the need to protect and enhance the area’s high quality environment, to maintain the viability of rural communities and to respond to pressures for rural
diversification, whilst conserving the best and most versatile agricultural land. The Plan maintains an extensive Green Belt and identifies Areas of High Landscape Value. These policy measures will conserve the open character and landscape of Rural Rotherham and protect it against inappropriate forms of development.

1.65 The countryside in Rural Rotherham provides a valuable recreational resource and the Plan encourages the further development of appropriate forms of countryside sport and informal recreation, such as water sports at Thrybergh Country Park and the Ricknield Street Long Distance Footpath.

1.66 The South Yorkshire Forest is supported by the Plan. This initiative will not only enhance the landscape with new trees and woodland planting but will also extend public access and create further opportunities for informal recreation, leisure facilities and environmental education.

1.67 The many attractive villages set within Rural Rotherham contribute to its overall character. The Plan will control development in order to protect their established character and appearance. A number of these villages have special architectural or historic character and consideration will be given to extending Conservation Area status to Firbeck, Hooton Roberts, Letwell, Morthen, Stone, Ulley and Upper Whiston. The boundaries of existing Conservation Areas at Ravenfield, Wentworth and Dalton Parva will be periodically reviewed.

Dinnington - Anston
1.68 With its major employment source, the former Dinnington Colliery, now closed, the area has been highlighted as one of the Borough’s five Regeneration Areas. Based on the former Colliery complex and the adjoining industrial estates, the Regeneration Area will provide a wide variety of employment opportunities with industrial, business and Mixed Use Areas being allocated to the west of the main settlement of Dinnington.

1.69 Dinnington acts as a shopping and market centre for both the settlement and a number of outlying villages and hamlets. Dinnington Town Centre has been identified in the Plan as an area for both new shopping development and environmental improvements. Significant areas to the west of the main shopping street are proposed for future retail development, together with improvements to the existing shopping environment.

1.70 Dinnington-Anston has been a popular place to live for both Rotherham and Sheffield workforces. Since the 1960s, the area, particularly around Anston, has seen major new housing growth. During the Plan period, further land is allocated for new residential development to the west and north of Dinnington, particularly around Laughton Common, to improve its vitality and further support the Regeneration Area.

Aston - Wales - Kiveton Park
1.71 As the traditional industries have declined over the last decade, this area has become much more of a housing development area. Improvements to the road network, a good supply of new housing sites and attractive countryside, have all helped to project this image.

1.72 The Plan proposes the allocation of substantial areas of land at Swallownest, Fence and Kiveton Park for new housing, whilst still maintaining a strong Green Belt to protect the attractive countryside around and between these settlements. Further expansion of the industrial areas at Wales Common is proposed, while the existing industrial areas at Fence and Kiveton Park Station will remain.

1.73 Rother Valley Country Park will be extended northwards towards Swallownest and access to the Park will be improved during the Plan period. Facilities in the Park will be improved with the provision of a new golf course, a camping and caravanning site, outdoor events space and nature conservation areas. There is potential for a new rail Station at Swallownest to serve both the Park and new residential development.

1.74 The Chesterfield Canal is another feature that has the potential to become a major tourist attraction and the Plan will protect the line of the Canal to enable its future restoration.

Harthill - Woodsetts
1.75 All of this area, with the exception of the settlements of Harthill and Woodsetts, is afforded Green Belt status.

1.76 A relatively small amount of new housing is proposed on five, small development sites within the existing villages of Harthill and Woodsetts.

1.77 Because of the need to protect the rural nature of Harthill-Woodsetts, it is recognised that the area will continue to rely principally upon
employment opportunities outside the area, although the existing local employment sources will be safeguarded.

1.78 The existing social, community and recreational facilities will be safeguarded. Restoration of the Chesterfield Canal to full navigable status and the establishment of long distance footpath routes which enhance leisure facilities, will be supported.

1.79 Production of primary aggregates within the Borough is limited to a single crushed rock (magnesian limestone) quarry at the Harry Crofts site. Limestone reserves at this quarry are dwindling rapidly and new reserves will be needed within the Plan period and beyond, to maintain existing employment and Rotherham’s contribution to the regional aggregate supply. Provision is made in the Plan for continuing mineral excavation at the Harry Crofts site and possible future expansion immediately to the west of the existing quarry in order to provide, at current rates, a ten year minerals supply.
How to use the Plan

The Rotherham Unitary Development Plan (the Plan) comprises a Written Statement and a Proposals Map (on 3 Ordnance Survey sheets). It is not a complicated document to use, you can access the relevant Chapter, or go directly to the Proposals Map, as your interests dictate.

Chapter 1 provides a Summary of the Plan by subject (e.g. Economic Development, Environment and Transportation) and by community area (e.g. North Rotherham, Rother Valley and Maltby).

Chapter 2 provides a user’s guide to the Plan.

Chapter 3 explains why the Plan is needed, its statutory background, the purpose of the Plan, its form and content.

Chapter 4 sets out the Borough-wide vision of the Plan’s Regeneration Strategy, its main aims and objectives and the proposed monitoring and review procedures to be adopted.

Chapter 5 lists the Borough-wide, general Policies, by topic heading that will govern future development in Rotherham.

Chapter 6 restates and justifies the general Policies in Chapter 5 and also contains more detailed Policies which refine, and help to achieve these general Policies. At the end of most Policies, there are cross-references to other complementary Policies, which should provide for a fuller, more complete understanding of the links between them. The cross-referencing is simply a guide to complementary Policies and should not be seen as an exhaustive list.

Where appropriate, reference is made to separately published Supplementary Planning Guidance (SPG) containing relevant detailed planning guidance.

Chapter 7 gives the ‘local’ area dimension. It explains what type of development will, or will not, be permitted in specific locations, as shown on the accompanying Proposals Map and refers back to the relevant Policies contained in Chapter 6. Figure 11 at the beginning of this Chapter shows the division of the Borough into 12 community-based areas.

Chapter 8, the Glossary, gives meaning to the more technical terms and phrases used in the Plan.
The Proposals Map: The Plan is depicted graphically on three Ordnance based maps which together form the Proposals Map, providing full coverage of the Borough. Each Map has a Key to help interpret the colour notations used, but must also be read in conjunction with the Written Statement to obtain a complete picture of what is proposed.
Introduction

Statutory Background
3.1 This new-style Plan for Rotherham, the Unitary Development Plan (UDP) replaces the existing South Yorkshire Structure Plan and adopted Local Plans, with a single statutory Plan for the whole Borough. The Plan covers the 15 year period, April, 1986 to March, 2001.

3.2 The origins of this Plan can be found in the Local Government Act, 1985. This Act required the Rotherham M.B.C. and all other Metropolitan District Councils to prepare a Unitary Development Plan for their area. On 11th June, 1990, the Secretary of State for the Environment issued a Commencement Order, formally starting preparation of Rotherham’s Plan.

Purpose
3.3 The Unitary Development Plan, as its name implies, is a single Development Plan prepared in the form of a Written Statement and accompanying Proposals Map, which covers the whole of the Rotherham Borough.

3.4 The main function of the Plan is to provide a statutory planning framework against which the location, type and intensity of all forms of development within the Rotherham Borough can be assessed or promoted, and policies relating to conservation of the Borough’s heritage and environmental protection developed. The Plan acts as a guide for development control, for directing private investment decisions and setting priorities for the Council’s future spending programmes.

3.5 On adoption the Plan, will have the effect of replacing a number of draft and adopted Town Maps, Structure and Local Plans prepared under the Town and Country Planning Acts of 1947, 1962 and 1971. In Rotherham, this includes:

- Rotherham County Borough Development Plan (1955)
- Rotherham County Borough Development Plan, Town Map Amendment No.1 (1969)
- West Riding County Development Plan (1955)
- West Riding County Development Plan, First Review (1966)
- West Riding County Development Plan, Maltby Town Map No.50 (1973)
- West Riding County Development Plan, Don and Dearne Valley Town Map (First Review) (1973)
- West Riding County Development Plan, Rotherham Rural District Town Map No.15 (First Review) (1973)
- Aston-cum-Aughton Draft District Plan (1977)
- Catcliffe-Orgreave-Treeton Draft District Plan (1977)
- Dinnington-Anston Draft District Plan (1978)
- South Yorkshire Structure Plan (1980)
- Swinton-Wath-Brampton Bierlow Local Plan (1984)
- Harthill-Woodsetts Local Plan (1987)
- County Minerals Subject Plan (1989)
- Rotherham Green Belt Local Plan (1990)

Form and Content
3.6 The Plan covers the period from the ‘end’ of the South Yorkshire Structure Plan (April, 1986) to March, 2001. Many of the Plan’s policies and proposals take as their starting point, April, 1991.
Figure 1: Rotherham and adjoining local authorities
In the specific case of the Green Belt policies, these are intended to be longer-term than the Plan period, due to the Council’s adoption of a Green Belt Local Plan as recently as June, 1990.

3.7 The Plan is made up of two elements:

- The Written Statement, and
- A Proposals Map (3 sheets).

3.8 The Written Statement contains two main elements:

- Part I: General policies in respect of the development and other use of land (including measures for the improvement of the physical environment and the management of traffic) taking into account current national and regional policies and the Secretary of State’s Strategic Planning Guidance (Chapter 5).

- Part II: The justification for the general policies and proposals; detailed proposals for the use of land; and, where appropriate, more detailed development control policies (Chapters 6 and 7).

3.9 The Proposals Map covers the Borough on three separate sheets and illustrates the Policies and proposals of the Written Statement on a 1:11,500 Ordnance Survey base.

Consultation and Participation

3.10 Consultation and public participation in the Plan started in November, 1990, with the launch of a leaflet setting out the scope and content of the Plan, its main aims and objectives. In June, 1991, the Council published an ’Issues and Directions’ report, setting out the main issues, problems and opportunities facing Rotherham over the next decade. In November, 1991, a draft of the Part I (strategic) Policies was circulated to stimulate discussion into the broad direction and aspirations of the Plan. In December, 1993, the Council published a Consultation Draft of the Plan, which was the subject of a public consultation exercise in February and March, 1994, resulting in some 2,600 points of representation. At each key stage in the Plan’s preparation, information has been circulated by the Council to statutory bodies, local groups, societies and interested individuals, with copies placed in libraries, offices and public places, supported by the local media.

3.11 The Deposit version of the Plan was drawn up by the Council as a basis for further consultation with local groups and societies, statutory bodies, organisations and local residents described in the “Publicity and Consultation Report”. The Plan was placed “On Deposit” for a period of six weeks and provided a more formal stage of consultation when legal representations for or against elements of the Plan could be made. A Public Local Inquiry into the Plan was held in 1997, headed by an independent Inspector. The Inspector, after due consideration of all the evidence put before him, published his recommendations for the Council’s further consideration. The Council accepted virtually all of these recommendations as set out in the Decisions and Reasons Report and in January, 1999 placed Modifications deposit. During the six weeks consultation period that followed no objections of any significance were received so the Council was able to proceed to the formal adoption stage of the Plan. Notices of Intention to Adopt the Plan were placed in the local press on the 14th and 21st May, 1999, and the Plan was formally adopted on the 14th June, 1999. Notices of Adoption were published on the 25th June and the 3rd July, 1999.

Strategic Planning Guidance

3.12 In October, 1989, the Secretary of State for the Environment issued Strategic Planning Guidance to assist the Council in preparing its Plan. The Strategic Planning Guidance placed Rotherham in its national and regional setting and made explicit Central Government’s views in respect of fostering economic growth and development, urban regeneration and revitalising built-up areas, whilst conserving the Borough’s urban and rural heritage. This was updated in the publication of Regional Planning Guidance for Yorkshire and Humberside (RPG 12) in March, 1996.

Economic Development - To ensure that an adequate supply of land suitable for a range of industrial and commercial enterprises is available. The recycling of vacant and derelict land for industrial and other purposes should be given a high priority. This process of regeneration should focus on the major urban areas and, specifically, on the older Inner Areas, where industry, commerce, utilities and housing are concentrated.

Housing - The Plan should provide for a basic requirement of 12,600 new dwellings between April, 1986 and March, 2001. A wide range of sites will be needed to satisfy the different demand requirements for housing. The Plan should ensure
that residential development takes place where it contributes to the regeneration of urban areas.

**Environment** - The Plan should continue to conserve what is best in both the urban and rural environments, including policies aimed at safeguarding and upgrading the environment.

**Transportation** - Economic growth and urban regeneration will be helped by improvements to the transportation infrastructure which can improve access to the inner parts of the major towns and to areas identified as priorities for regeneration.

**Retailing** - The existing town centres should continue to be the main areas for shopping facilities. Shopping makes a major contribution to the vitality and success of these centres and can assist in urban regeneration.

**Green Belt** - The Green Belt regulates the growth of urban areas, prevents the coalescence of settlements, protects and preserves easy access to the open countryside. It also assists the process of urban regeneration.

**Minerals** - The Plan should ensure that the Borough’s contribution to the local, regional and national demand for minerals is maintained.

**Waste Management** - Landfill is expected to remain the main method of disposal for domestic and commercial waste, as well as for colliery spoil that cannot be accommodated on existing sites.

**Tourism** - Tourism in Rotherham is a relatively untapped source of jobs and revenue.

**Monitoring** - In consultation with neighbouring strategic planning authorities, the Council should monitor strategic trends and developments.

**Note**
The Plan’s Strategy

Introduction

4.1 Rotherham grew into a Metropolitan Borough of a quarter of a million people as its two main industries, steel-making and coal mining, developed. Employment expanded along the Don, Rother and Dearne Valleys; the surrounding countryside provided homes for its own growing population and that from neighbouring areas. The restructuring of its basic industries and reduced levels of economic activity during the last fifteen years have resulted in high levels of unemployment and environmental devastation. Thus urban regeneration, i.e. the need to restore economic activity and recover from the burden imposed by heavy, polluting and declining industries, is the force driving the new Plan for Rotherham. This theme embraces the Government’s own strategic objectives for the area.

4.2 Rotherham’s Plan has taken a Regeneration Strategy as its central theme. Each element of the Plan (aims, objectives, policies and proposals) all contribute to this overall theme. The main thrust of this Regeneration Strategy is to re-create and re-vitalise the established urban areas in economic, physical, environmental and social terms, for the benefit of their residents and workforces, whilst conserving the best of the Borough’s splendid heritage. This is, in essence, a ‘brownfield’ rather than a ‘greenfield’ strategy in harmony with the over-riding principles of sustainability. It depends for its success on the Council, Central Government and private sector investors having confidence, in very practical terms, in this reclamation, refurbishment and renewal approach. This consolidation strategy recognises and reflects the important links between land-use, transportation, environmental sustainability and regeneration, and is preferred to the short-term attractiveness of any greenfield option. Having adopted its Green Belt Local Plan, in June 1990, the Council has already established its attitude and approach to rural planning for some 65% of the Borough’s area.

4.3 The Council’s commitment to regeneration was demonstrated by its decision to create a Community and Economic Regeneration Budget in 1994/95 from its own limited resources. Furthermore, the strenuous efforts of the Council and its partners to achieve regeneration have been rewarded by successes in achieving City Challenge funding for the Dearne Valley area, consistently high allocations of Derelict Land Grant, continuing financial support from the European Union and funding from the Rural Development Commission (for the South Rotherham Rural Development Area). The successful outcome of Rotherham Economic Partnership’s bid for funding from the Single Regeneration Budget for 1995-96 and succeeding years, provides further grounds for optimism that the Plan’s Regeneration Strategy will be realised. Rotherham now has the benefit of Objective 1 Status which will open the door to even greater financial assistance from the European Union.

4.4 A Regeneration Strategy must be able to deliver environmentally sound and sustainable development, land-use management and waste control which are more transport efficient in a future, less car-oriented society. The need to pursue urban regeneration as the way to provide a better future for the people of Rotherham has led to the identification of four main aims of the Plan:

- Foster Economic Growth to protect existing jobs and create new jobs for those who need to work in the Borough. This requires that the problems of the area’s economic base are tackled head on by providing opportunities for the growth of existing businesses and for inward investment, by making available sites and premises for economic development and by developing the area’s human potential through expanded education and training programmes.
- Revitalise Built-Up Areas to create a better urban environment. This involves improving
4.5 In order to make these broad aims applicable to the Plan, they must be translated into more detailed objectives. Objectives are more specific than aims and provide a more detailed framework within which policies are formulated and against which the success of policy implementation can be tested in due course. Objectives perform three main functions:

- they establish the Council’s long-term intentions,
- they provide clear guidance for the development and evaluation of policies, and
- they act as yardsticks against which the success (or otherwise) of policies can be measured.

The Plan’s policies can therefore be judged against the success of the objectives they are trying to achieve.

4.6 A number of Council strategies and plans complementing the Regeneration Strategy have influenced the preparation of this Plan. Of particular relevance are the Economic Development Plan, the Housing Strategy, the Environment Strategy, the Transportation Strategy, Anti-Poverty Strategy, Community Development Strategy, Community Care Plan, and Health For All Strategy. These Strategies and plans provide convenient objectives for the purposes of this Plan. In turn, the Plan incorporates their key developmental and land-use aspects.

4.7 The geographical implication of these different strategies and plans, all of which have regeneration as their main aim, is that development and resources are directed towards the existing centres of population. These coincide with those older industrial areas which have been most affected by job losses, have suffered dereliction on a large scale and house some of the most socially and economically disadvantaged people in the Borough. The reclamation of derelict industrial areas for new economic development schemes not only brings unsightly, vacant land into beneficial use but also takes maximum advantage of the existing infrastructure, especially the road network, provides jobs close to where people live and maintains the viability of existing services to communities.

4.8 A further benefit to be gained from targeting activity in the existing industrial and urban areas is that it should make it easier to withstand and divert pressure for large-scale development away from attractive countryside. Where development on greenfield sites is proposed in the Plan (some such sites are allocated for residential use) it has been located so that it adjoins existing settlements and does not represent incursions into the Green Belt.

Economic Development Plan

4.9 The Council’s Economic Development Plan, as required by the Local Government and Housing Act, 1989, sets out the measures proposed to tackle the problems created by the scale of the industrial decline in the Borough and the high levels of unemployment and has, as its target, reducing the Borough’s unemployment rate to that of the regional average. The three key objectives of the Plan are:

- to create the conditions by which the area’s economic base, can be widened.
• to facilitate the provision of land, buildings and infrastructure necessary for economic development, and

• to encourage the development of human resources which will lead to and benefit from economic recovery and which are closely allied with the area’s Strategic Planning objectives for achieving urban and economic regeneration.

4.10 These objectives are shared by the Council’s partners such as the Rotherham Chamber of Commerce Training and Enterprise Council who are engaged in important complementary activities.

Housing Strategy

4.11 The provision of an adequate supply of suitable housing for all those people who wish to live in Rotherham is the main aim of the Council’s Housing Strategy, which has the following key objectives:

• to ensure an adequate supply of affordable housing to meet both general and special needs,

• to adapt the existing housing stock to meet needs, and

• to continue the elimination of obsolescence.

Particular attention is given to satisfying the demands of those requiring special needs housing so that those groups of people can participate more fully in the life of the community.

Environment Strategy

4.12 Many challenges face the Borough’s environment during the Plan period. Pressures are no less strong than in the past and many are increasing. Some are local (e.g. opencast mining), others are national or European (e.g. agricultural policy and the protection of agricultural land) or even global (e.g. greenhouse gases). These pressures affect the heritage of both the urban and rural environments as a whole and their constituent parts, including species, habitats and historic remains. They also affect the very environment in which the Borough’s residents live, work and recreate. Ultimately, the issue is how the regeneration of the local, urban and rural economies and environmental factors, can be merged as a single concern, rather than pursued as separate and often opposing interests. In response, the Council has committed itself to the environment and is following a number of key strands of an environment strategy. The objectives of this strategy are:

• to ensure the welfare of, and high quality of life for, the Borough’s residents and workforce through a healthy, attractive and enjoyable environment,

• to promote environmentally sound and sustainable development, land management and waste control,

• to protect and safeguard the Borough’s natural history, archaeological, historic and architectural resources,

• to conserve and enhance the Borough’s rural and urban landscape.

• to further public awareness, understanding, care and enjoyment of the Borough’s heritage and landscape, and

• to improve the quality and image of the Borough by taking action against derelict land and environmental pollution.

Transportation Strategy

4.13 Transportation and land-use are closely related. New transportation infrastructure is a vital component of economic regeneration in that it assists industry and commerce to gain improved access to raw materials, labour sources and markets. Convenient access to employment, shopping, social and cultural centres are also essential for the development and well-being of individual members of the community. Reconciling economic development and personal mobility with traffic growth forecasts, increased congestion, vehicle emissions and other environmental implications is therefore of prime concern. The Strategy recognises that various forms of traffic restraint will be required in future, and places increasing emphasis on traffic management and safety, the promotion of quality public transport and the need to move to more “transport efficient” development and patterns of land-use.

The Strategy is based on the following key objectives:

• to improve transport provision within Regeneration Areas.
The Plan’s Strategy

Anti-Poverty Strategy

4.14 In response to recent changes in the economy and in society generally, and the hardship which has resulted in certain sections of the local community, the Council has adopted an anti-Poverty Strategy. Several objectives of this Strategy are relevant to the achievement of one of the Plan’s main aims - the alleviation of social disadvantage. They are:

- to encourage the development of specific services or initiatives which aim directly to tackle aspects of poverty, or to improve the quality of life of groups of people experiencing poverty,
- to encourage community development by supporting and resourcing local communities, and
- to ensure that account is taken of the distribution and experience of poverty and the needs of poorer residents, groups and communities of the Borough in the Council’s prioritisation and targeting of resources.

Community Development Strategy

4.15 ‘Community development’ is not new to Rotherham. For many years, by means of a variety of policies, practices and initiatives, the Council has assisted ‘community development’. In January, 1990, the Council formally agreed to adopt a ‘community development’ approach to the planning and delivery of services, and in May, 1993, the following definition was adopted:

“Community development is about the active involvement of people in the issues which affect their lives. It is a process based on the development of an open and equal partnership between all those involved, to enable a sharing of skills, knowledge and experience. It is initially concerned to address issues of powerlessness and disadvantage at a local level.

Community development can take place in both geographical neighbourhoods or communities as well as within communities of interest, such as age, gender, race or disability. The community development process is collective, based on working with and supporting groups of people, but the experiences gained are clearly of benefit to the individual.”

Community Care Plan

4.17 The reform of social and health care services began in 1990 and became fully active in April, 1993. Community Care has been described as a “quiet revolution in care services” involving a range of public, voluntary and private organisations shifting the balance from institutional care towards people retaining as much independence and choice as possible within their own home or community. This important change has a number of planning implications, not least the employment of many people, and the introduction of many forms of supported housing into residential areas. The process of reform is continuing with the publication of two White Papers in 1998 dealing with aspects of the National Health Service and Social Services. These reinforce the need for close working between the health and social care services, and the contribution of community care services towards community regeneration.
Health for All Strategy
4.18 The Council was a signatory to the Rotherham Health for All Charter and this Plan incorporates, wherever appropriate, the principles and aims of the Charter, especially in those areas where the good health of Rotherham’s population is affected by the development process or changes in the environment. The South Yorkshire Coalfield Health Action Zone, launched in 1999, tackles the causes of ill-health and inequality, such as unemployment and poor housing, by supporting regeneration programmes.

Implementation
4.19 The Strategic Planning Guidance for South Yorkshire omitted any reference to future expenditure forecasts and because information from H. M. Treasury is confined solely to aggregate national expenditure, insufficient guidance is available on which to base local expenditure plans.

4.20 The only way to construct a spending profile, therefore, is to analyse the cumulative impact of capital expenditure programmes of the Local Authority, other public sector agencies and the new utility companies. This will provide a limited time horizon, typically of three year’s duration. Beyond this, the feasibility of the Plan’s proposals will need to be reviewed in the light of available expenditure.

4.21 The Plan is essentially concerned with the allocation of land to meet future development needs in the Borough up to and beyond the year 2001, the planning of associated infrastructure and the definition of areas of countryside and open space which are to be protected against development pressures. Regeneration is the Plan’s overriding philosophy, with the reduction of unemployment being its primary target. Complementary action will be needed in terms of economic development, environmental improvement, education, training, housing and social provision, if this is to be achieved.

4.22 Co-ordination between the Plan and other strategic programmes of the Council and those of other bodies such as the Rotherham Chamber of Commerce Training and Enterprise Council, the Rotherham Health Authority, and the gas, water and electricity companies is, therefore, an important concern. Ultimately, however, many of the Plan’s proposals require private sector investment and it is necessary for the Plan to strike a balance between community needs, environmental concerns and the investment criteria of private investors, in determining land allocations.

4.23 Investment on a historically high level will be required if the Plan is to meet its target of reducing unemployment. In Rotherham, as nationally, the last two decades have been characterised by a cycle of boom and bust. This has been exacerbated in Rotherham by rapid technological changes in the steel industry, resulting in heavy job losses and the releasing of large areas of surplus operational land and buildings; and more seriously by the closure of all but one of the eleven coal mines operating in 1984/85. Experience from the short-lived economic boom of the late 1980s is encouraging in terms of the Borough’s capacity to expand indigenous employment and attract inward investment, but more even growth is needed. It is crucial that sufficient variety of attractive industrial and commercial land is allocated, serviced and made available to satisfy this objective.

4.24 Nationally, concern has been expressed at the impact of both the down-turn in retail investment and the corresponding difficulties of the public sector to promote associated improvements. Much of the environmental and traffic management improvements so far undertaken, particularly in Rotherham Town Centre, have been funded by the Council. However, the Council’s ability to continue to take such measures is subject to its other priorities in the face of financial restrictions and limitations. Various forms of grant aid are available to the Council but do not necessarily enable the Council to progress improvements at a satisfactory rate. Clearly, at the same time, the level of private sector investment which underpinned the 1980s’ retail expansion and redevelopment, is proving to be lower in the 1990s.

4.25 The financial outlook for the Council, particularly in terms of its capital programme, is constrained. As described in paragraph 4.3, the Council has proven its ability to compete for resources from Central Government and the European Union in order to supplement its own capital programme and it is hoped that the Government will recognise the important expenditure needs highlighted in the Plan.

4.26 Co-operation with the private sector and outside agencies is also playing an increasingly important role in the Borough’s regeneration and the future success of such links will have an important bearing on the pace of implementation of the Plan’s policies. The Rotherham Economic...
Partnership and the Dearne Valley Partnership are examples of successful local co-operation contributing towards the achievement of the Plan’s aims. Of particular importance will be the development of a partnership between the Council and voluntary bodies in social and economic areas of interest. Also increasing attention needs to be focused on infrastructure needs, in terms of water, sewerage, heat and power, to avoid physical obstacles to the Plan’s implementation.

**Monitoring and Review**

4.27 A regular monitoring of the Plan’s objectives and indicators will be undertaken throughout the Plan period, to evaluate the pace and direction of change in the economic, social and environmental circumstances of the Borough against the Plan’s aspirations. This will enable some assessment to be made of the achievements of the Council’s Regeneration Strategy and the Plan’s effectiveness over the longer-term.

4.28 The Planning and Transportation Service carries out in-depth annual surveys of new housing, industrial and commercial development which will provide the basis for monitoring of both targets and more subjective policy issues:

- Housing land monitoring is based on a “desk-top” assessment of information provided on a rigorous basis from planning and building control application systems.

- Industrial land monitoring is based on a similar methodology, plus a field survey of most of the Borough’s industrial estates and commercial areas, which also identifies changes in ownership.

- Changes in town centre occupancies and uses are monitored by a combination of means, including Chas. E. Goad maps, planning and building control data, and soft monitoring sources such as Press reports. The Council’s ability to monitor town centre developments has been considerably enhanced following the appointment of a Town Centre Manager under the umbrella of the Rotherham Economic Partnership.

4.29 Environmental policies will be monitored from a variety of sources including the Department’s Countryside database which is recognised as one of the most technologically advanced systems operating nationwide. The monitoring of information systems and reports of a variety of other agencies, for example, the Rotherham Chamber of Commerce Training and Enterprise Council’s annual local labour market analysis and the annual reports of the Dearne Valley and Rotherham Economic Partnerships, also have an important role to play in the monitoring process. New systems will be created and incorporated where the need for these is established, to cover gaps in the implementation and monitoring process.

4.30 It is anticipated that an Annual Report will be prepared and published which will provide a basis for any future review, be it minor changes or a more fundamental rethink, of the Plan’s policies and proposals.
Part I:

General Policies
6.2 Housing
5.1 Housing

Policy HG1 Existing Housing Areas
“The Council will ensure that predominantly residential areas are retained primarily for residential use by permitting only those proposals which:

(i) have no adverse effect on the character of the area or on residential amenity,

(ii) are in keeping with the character of the area in terms of scale, layout and intensity of use,

(iii) make adequate arrangements for the parking and manoeuvring of vehicles associated with the proposed development, or

(iv) are ancillary to the residential nature and function of the area and which also satisfy the above requirements.”

Policy HG2 Existing Housing Stock
“The Council will encourage those proposals which seek to maintain and improve the Borough’s housing stock and to enhance the quality and appearance of residential areas.”

Policy HG3 New Housing Development
“Sufficient land is allocated to allow for the completion of around 7,400 new dwellings over the period April, 1991 to March, 2001.”

Policy HG4 Variety and Location of New Housing
“The Council, through its land allocations, will seek to achieve a variety of dwelling types on sites well distributed
5. General Policies

5.2 Economic Development

Policy EC1 Existing Industrial and Business Areas

“Land allocated on the Proposals Map for industrial and business uses will remain predominantly in industrial or business use.”

Policy EC2 Land Allocations

“Approximately 430 hectares of land are allocated on the Proposals Map to cater for the Borough’s anticipated industrial and business needs between 1993 and 2001. The Council will ensure that an adequate supply of land is available for development at any time.”

Policy EC3 Industrial and Business Development

“The Council will encourage a wide range of industrial and business activities subject to no adverse effect on the character of the area or on residential amenity, adequate arrangements for the parking and manoeuvring of vehicles associated with the proposed development, and compatibility with adjacent existing and proposed land-uses.”

Policy EC4 Service Sector Employment

“The Council will safeguard and encourage service sector employment in the Borough, subject to, no adverse effect on the character of the area or on residential amenity, adequate arrangements for the parking and manoeuvring of vehicles associated with the proposed development and
compatibility with adjacent, existing and proposed land uses."

Policy EC5 Mixed Use Areas

“Within Mixed Use Areas shown on the Proposals Map, a variety of land uses will be acceptable; the particular uses appropriate to each area and any limitations or requirements pertaining to these uses or their location being set out in Chapter 7 of this Written Statement.”

Policy EC6 Tourism and Visitor Developments

“The Council recognises the contribution that tourism can make to sustainable economic development and job creation. In order to attract more visitors to Rotherham, the Council will support development proposals for hotels, conference centres, leisure-related tourism facilities, transport facilities, camping and caravanning sites and budget accommodation in appropriate locations.

The Council will expect such proposals to enhance and conserve the Borough’s urban and rural heritage.”

Policy ENV1 Green Belt

“A Green Belt whose boundaries are defined on the Proposals Map will be applied within Rotherham Borough. In the Green Belt, development will not be permitted except in very special circumstances for purposes other than agriculture, forestry, recreation, cemeteries and other uses appropriate to a rural area. The construction of new buildings inside the Green Belt is inappropriate unless it is for the following purposes:

(i) agriculture and forestry (unless permitted development rights have been withdrawn),

(ii) essential facilities for outdoor sport and outdoor recreation, for cemeteries and other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it,

(iii) limited extension, alteration or replacement of existing dwellings, and
General Policies

Policy ENV2  Conserving the Environment

“In considering any development, the Council will ensure that the effects on the wildlife, historic and geological resources of the Borough are fully taken into account. In consultation with the relevant national agencies and local interest groups, the Council will ensure the protection of these resources while supporting appropriate development which safeguards, enhances, protects or otherwise improves the conservation of heritage interests.

The Council will only permit development where it can be shown that:

(i) development will not adversely affect any key environmental resources,
(ii) development will not harm the character or quality of the wider environment, and
(iii) where development will cause environmental losses, these are reduced to a minimum and outweighed by other enhancements in compensation for the loss.”

Policy ENV3  Borough Landscape

“The Council recognises the vital importance of maintaining and enhancing the landscape of the Borough, pursuing and supporting this objective through positive measures or initiatives and, when considering development or other proposals, taking full account of their effect on and contribution to the landscape, including water resources and environments.”

Policy ENV4  Environmental Improvement

“High priority will be given to reclamation and other environmental improvements to enhance the quality, appearance and development potential of the Borough.”
Policy ENV5 Urban Greenspace

“The Council will seek to retain and enhance open space which is of importance from a recreation, conservation and amenity point of view, but which is not afforded Green Belt protection. Its development will only be allowed in exceptional circumstances.”

Policy ENV6 Community Forest

“The Council will support the development of the South Yorkshire Forest.”

Policy T1 Strategic Transport Links

“The Council supports improved links to strategic transport networks including:

(i) improved interchange with Intercity and European rail services,

(ii) electrification of the Midland Main Line,

(iii) development of the Sheffield/Rotherham Airport,

(iv) promotion of the use of the Sheffield and South Yorkshire Navigation, and

(v) the upgrading of the national road network, subject to individual schemes completing satisfactory environmental assessment, but excepting those motorway widening schemes which have an adverse impact on adjoining communities, local amenity and heritage interests, which will be opposed.”

Policy T2 Major Road Schemes and Highway Improvements

“The Council will promote appropriate schemes on the Major Road Network and other major road schemes which:

(i) improve access to the national motorway and trunk road network,

(ii) reduce congestion and, in particular, delays to public transport,
(iii) remove extraneous traffic, including heavy goods vehicles, from town centres and other environmentally sensitive areas, and

(iv) support the development of strategic regeneration areas.

In addition, local highway improvements will be promoted which:

(v) improve access and servicing of existing industrial areas, local centres and new development sites,

(vi) support traffic calming and amenity benefits in residential areas,

(vii) assist public transport access to local communities,

(viii) create improvements for more vulnerable road users, including pedestrians, people with disabilities and cyclists, and

(ix) enhance road safety.

Policy T3 Public Transport

“The Council will support the development and improvement of facilities for users of public transport in both urban and rural areas, having due regard to the requirements of special needs groups and opportunities to make public transport more competitive with the private car.”

Policy T4 Traffic Management

“The Council will promote comprehensive traffic management schemes, including appropriate provision, pricing and control of car parking and public transport promotion measures as a means of optimising highway capacity, facilitating improved functioning of commercial centres, increasing opportunities for cycling, reducing road accidents and achieving benefits to air quality and the residential and pedestrian environment.”

Policy T5 Freight Transfer to Rail and Canal

“The transfer of movements of freight, raw materials and waste from road to canal and rail will be encouraged and
industrial development sites with potential canal wharfage and rail siding facilities promoted.”

Policy T6 Location and Layout of Development

“In considering the location of new development, the Council will have regard to the increasing desirability of reducing travel demand by ensuring that:

(i) land-uses are consolidated within existing commercial centres and settlement patterns which are already well served by transport infrastructure,

(ii) major trip generating land-uses, such as major employment, leisure, retail and high density residential developments, are located in close proximity to public transport interchanges and service corridors,

(iii) the development of sites which cause unacceptable traffic congestion on motorways, and local approach roads and trunk roads is avoided,

(iv) development patterns, where appropriate, provide opportunities for living close to places of work, and

(v) a range of services and facilities are available in villages and local centres with safe and convenient access for pedestrians, cyclists and people with disabilities.

In addition, the detailed layout of development should have regard to accessibility by private car, public transport, service vehicles, pedestrians and cyclists and people with disabilities.”

Policy T7 Public Rights of Way

“The Council will safeguard, maintain, promote and, where appropriate, create footpaths, cycleways and bridleways as a means of serving local communities, linking areas of Urban Greenspace and improving access to the countryside for recreation purposes. Proposals for the diversion or rationalisation of routes will only be supported if they are in the public interest and in keeping with local land management and planning requirements.”
Policy T8  Access

“The Council will seek to meet the access needs of people with mobility and sensory handicaps by promoting careful design and improved provision in both the refurbishment and development of buildings, public spaces, community facilities and transport networks through the development control process and in the course of public service delivery.”

Policy T9  Motorway Service Areas

“The Council will consider proposals for the establishment of facilities to meet the needs of motorway travellers on their merits and subject to the other provisions of the Plan. Planning applications for motorway service areas in the Green Belt will only be approved in exceptional circumstances having regard to the following criteria:

(i) there should be clear and compelling justification on need and road safety grounds, bearing in mind the characteristics of passing motorway traffic; the proximity of existing MSAs, their facilities, use and scope for extension and; the distribution of existing or prospective facilities for motorway users on or close to the motorway network,

(ii) proposals should not compromise the efficient and safe management of traffic on the motorway and conform to guidance concerning gapping, signing and minimum facility requirements,

(iii) facilities should be designed to take account of the needs of motorway users, including disabled persons and should not become destinations in their own right,

(iv) proposals should not generate additional levels of traffic which would have an adverse impact on the efficient and safe functioning of the local road network,

(v) proposals should harmonise with the locality by being carefully sited and laid out; by being of appropriate scale; by the use of appropriate materials and sensitive lighting and; by attaining a high standard of design,

(vi) proposals should not be incongruous in the landscape and existing features should be safeguarded and enhanced, wherever possible, within landscaping schemes,
5.5 Retailing

Policy RET1 Town Centres

“The Council will sustain and enhance the vitality, viability and regeneration of defined town centres including those at Rotherham, Wath-upon-Dearne, Swinton, Rawmarsh-Parkgate, Bramley-Wickersley, Maltby, Thurcroft, Aston-cum-Aughton, Dinnington and Wales-Kiveton Park, in order to optimise the scale and range of goods and services, residential, entertainment and leisure facilities, within an attractive, convenient and safe environment.

In defined town centres in the Borough, the following Use Classes will be acceptable, subject to the requirements of Policy RET1.2:

A1 Shops
A2 Financial and Professional Services
A3 Food and Drink

and, where they complement the retailing function of the centres:

B1 Business Uses
C1 Hotels and Hostels
C2 Residential Institutions
C3 Dwelling Houses (above ground floor level)
D1 Non-Residential Institutions

(vii) proposals should not have adverse effects on agriculture and heritage resources and should take account of the purpose of any planning designations which may cover the site or surrounding area,

(viii) proposals should not give rise to unacceptable impact on the amenity of residential areas in terms of noise, air and light pollution, and

(ix) proposals should not prejudice the winning and working of mineral resources and, where appropriate, should contribute to the reclamation of derelict, contaminated or unstable land.”
D2 Assembly and Leisure

Car Parks

Development proposals for uses not listed above, will be decided on their individual merits.”

Policy RET2 New Retail Developments

“The Council will promote and support retail developments of an appropriate type and scale within or immediately adjoining defined town centres, and will apply a sequential test to proposals for new retail development. The first preference will be for sites in defined town centres, followed by edge-of-centre sites and only then by out-of-centre sites. Out-of-centre proposals will only be permitted provided that it can be demonstrated that:

(i) no suitable town centre or edge-of-centre site is available,

(ii) there is no detrimental impact on the vitality and viability of defined town centres,

(iii) the site is accessible to a choice of means of transport and to the primary road network, and

(iv) the development of the site would not have an adverse impact on overall travel patterns or on the demand for car travel.”

Policy RET3 Food Superstores

“The Council will, in principle, support food shopping proposals within or immediately adjoining defined town centres and will apply a sequential test to proposals for new food shopping development. The first preference will be for sites in defined town centres, followed by edge-of-centre sites and only then by out-of-centre sites and such proposals will be subject to an assessment of the suitability and availability of town centre and edge-of-centre sites and the impact on the vitality and viability of defined town centres. Particular consideration in all cases will be given to locations which are accessible both to a choice of means of transport and to the primary road network and to the impact of traffic generation.”
Policy RET4  Out-of-Centre Retail Warehouses

“Out-of-centre retail warehouse proposals catering specifically for bulky durable goods, which may not be readily accommodated within existing town centres, will be acceptable in principle on a limited number of sites at Canklow Meadows, Cortonwood and Parkgate-Aldwarke, as identified in the Plan.”

Policy RET5  Out-of-Town Shopping Centres

“The Council will not permit proposals for the development of out-of-town shopping centres selling the range of goods normally available in existing town centres.”

Policy RET6  Local Shopping Provision

“The Council will support development proposals for convenience shopping facilities serving local communities generally and the needs of those residents with restricted mobility in particular, in established local shopping centres or in new locations of residential growth. The Council seeks to maximise access for all residents, including people with disabilities, to shops and other local services by encouraging the retention of existing local shops and services and opposing changes from retail use to other uses, particularly of village shops, ‘corner shops’ and shopping parades, unless it can be demonstrated that the retail use is no longer viable.”

Policy CR1  Community and Social Provision

“The Council will seek to enable the provision and retention of a range of community and social facilities through a variety of local authority, private sector and local community partnerships, wherever appropriate, which enhance the quality of life and serve the changing needs of the resident population, in particular, identified target groups including people with disabilities.”

Policy CR2  Recreation Provision

“The Council will seek to enable a range of recreation and leisure opportunities to be realised, through the local authority, private sector and local community partnerships,
wherever appropriate, to meet the aspirations of the resident population and in particular to provide for the needs of identified target groups including people with disabilities.”

5.7 Minerals

Policy MIN1 Minerals Strategy

“The Council recognises the important contribution which minerals make to the national and local economy and that provision needs to be made for mineral working in the Borough. Provision will be made for continued aggregate mineral extraction in the Borough during the Plan period in an orderly and sustainable manner by the identification of Areas of Search, in accordance with levels established by national and regional guidance. Proposals to work industrial, energy and other non-aggregate minerals will be assessed on their merits against all material planning considerations. The Council will seek to accommodate all new minerals development in a manner and in locations which minimises impact on the environment, water resources and local amenity.”

Policy MIN2 Aggregate Minerals

“Proposals for aggregate mineral extraction will be assessed by the Council against the overall situation for aggregates, calculated at the South Yorkshire county level. The Council, in conjunction with the other South Yorkshire District Councils, will seek to maintain a landbank of permitted reserves of aggregate minerals, in accordance with and at the level established in government advice, and also meet its share of aggregate demand in the region on the advice of the Yorkshire and the Humber Regional Aggregates Working Party, unless exceptional circumstances prevail, in accordance with national guidance.”

Policy MIN3 Minerals other than Aggregates

“Proposals to work minerals other than aggregates (including energy minerals) will be assessed on individual merit against all material planning considerations, including national policy and guidance, together with the relevant policies of the Plan.”
Policy MIN4 Oil and Natural Gas

“The Council will support exploration for the purposes of determining the extent of oil and natural gas deposits in the Borough, as a contribution to determining the extent of national energy resources, provided that:

(i) local residential amenity is not unduly affected,
(ii) full site restoration is carried out on the completion of testing,
(iii) no long-term harm to the environment is caused,
(iv) any drilling activities are appropriately sited so as to reduce environmental impact and make use of derelict or non-agricultural land wherever practicable, and
(v) the interests of safety are of paramount importance.”

Policy MIN5 Criteria in the Assessment of all Mineral Extraction Proposals

“Proposals for mineral working will be assessed with regard to the following considerations:

(i) the effect on local amenity in terms of visual impact, blasting, dust, noise and other potential disturbance, taking into account any protective measures which are proposed,
(ii) the likely duration of working,
(iii) the proposed final appearance and landform of the site,
(iv) the effect on landscape, including areas of High Landscape Value, attractive villages and Borough heritage sites,
(v) the effect of working and restoration (especially where waste disposal is involved) on water resources, including pollution and possible disturbance to surface drainage and groundwater levels. It will be expected that waste disposal is evaluated as a mechanism for restoration and that it is adopted, wherever feasible and compatible with the intended after-use and environmental considerations,
(vi) the impact on the best and most versatile agricultural land. Where minerals development is proposed on such agricultural land involving restoration to
agricultural use, the objective will be to restore this land to its previous agricultural quality or better if reasonably practical. Amenity or forestry may be appropriate alternatives to agricultural use, but in such cases restoration and aftercare steps should enable the retention of the land’s longer term potential as a high quality agriculture resource,

(vii) the amount of agricultural land-take, with release of land being restricted to that which is reasonably required for carrying out the working in accordance with the best existing techniques,

(viii) the suitability of restoration and aftercare proposals to return the development site to a beneficial after-use once working has ceased,

(ix) the effect on farm structure, the likely effectiveness of restoration proposals and the effect on agricultural productivity by reason of noise, dust or traffic disturbance, both of the land the subject of the proposal and adjoining agricultural land,

(x) the effect which traffic generated by the proposal will have on road safety, property and the amenities of the people living in the vicinity of the development, or along the transportation routes likely to be used,

(xi) the availability or provision of adequate access to a suitable highway, and

(xii) the potential for non-road transport opportunities, the use of canal, rail, pipeline or conveyor facilities being encouraged in order to reduce disturbance caused by road traffic, wherever physical and economic factors permit.”

Policy MIN6 Methods and Control of Working

“Surface mineral working will be required to be carried out in such a way as to minimise its impact on the locality and to secure an appropriate form of restoration to a suitable standard within an agreed timescale. The operator will be required to carry out development in accordance with an agreed scheme of working and restoration which will be approved as part of the grant of planning permission, and to have regard to the Council’s Supplementary Planning Guidance on methods and schemes of working and restoration.”
Policy MIN7 Recycling

“The Council will encourage the recycling of aggregates, fuel recovery, and the wider use of waste materials as substitutes for mineral products wherever this is feasible and where it can be carried out in an environmentally acceptable manner.”

Policy MIN8 Advance Extraction

“The Council will, wherever practicable, safeguard viable mineral resources from sterilisation by surface development, or will permit the minerals to be extracted before surface development takes place. Where any form of development is to be permitted in a location where surface mineral reserves are workable, then, subject to appropriate environmental safeguards being met, it will be expected that the mineral reserves will be extracted in advance of the development wherever this is feasible and where the resultant landforms will be compatible with the intended after-use.”

Policy WM1 Waste Management Strategy

“The Council will seek to secure that adequate provision is made for sufficient sites and facilities to cater for the waste disposal needs arising within the Borough during the Plan period, subject to all appropriate environmental safeguards being met. Waste minimisation, recycling, energy recovery and methods of waste disposal alternative to landfill, such as incineration and anaerobic digestion (composting) with their potential for energy recovery, will be supported subject to all other requirements of the Plan. The Council recognises the desirability of a strategic approach to waste management on a sub-regional basis and will co-operate with neighbouring authorities and other interested parties in the identification and assessment of suitable opportunities to deal with waste materials during the timescale of the Plan and, in the longer term through the formal Plan review process as appropriate.”
5.9 Utilities

Policy UTL1 Safeguarding Utility Infrastructure

“In granting planning permission, the Council, in consultation with the utility companies, will require that development proposals take into account any existing and new service infrastructure requirements, such as major pipelines, transmission lines, telecommunications networks, distribution mains, sewers, sewage treatment works, land drainage systems, flood defences, scheduled washlands and surface and groundwater resources, together with associated apparatus, installations and operational land and the need for access for maintenance and repair purposes.”

Policy UTL2 Utility Services for New Development

“The Council, in consultation with the utility companies and agencies, will seek to control the use and development of land having regard to the efficient provision of gas, water, drainage, electricity and telecommunication services to and within areas of future development.”

Policy UTL3 Environmental Impact of Service Installations

“The Council will seek to ensure that the utility companies and agencies avoid or, where this is not possible, minimise the adverse landscape and environmental impacts of transmission lines, installations and other similar apparatus.”
Part II:

General Policies: Justification

Area Policy Application and Proposals
6.0 Introduction

This Chapter takes the policies detailed in Chapter 5 and provides the justification for and reasoning behind them. These Part I policies are further refined and interpreted by means of more detailed Part II policies. The chapter explains how the policies reflect Central Government’s Strategic Planning Guidance, Planning and Minerals Policy Guidance Notes, and how they contribute to achieving the Plan’s four main aims and related objectives (see Chapter 4). Where appropriate to the interpretation of a policy, it also provides supporting explanation of how the Council sees the policy being applied.

For convenience, policies are cross-referenced to other policies which support or complement them, or which provide additional criteria against which development proposals will be assessed or promoted. These groupings of policies should not be taken as necessarily meaning that only they will be relevant in any particular circumstance.
6.0 Introduction
6.1.1 The population of Rotherham grew between 1981 and 1991 by an estimated 4,570 persons or 1.8%, to a total of 254,900. This represents a slowing down of growth in the Borough, reflecting the economic and social changes of a decade when the levels of net out-migration almost halved the growth from natural change. The population is projected to continue to grow slowly during the Plan period, by 2,900 persons or 1.1%. The projection takes account of the 1991-based OPCS population factors together with an allowance for migration, which is based on the assumption that net out-migration will continue until such times as the major regeneration projects begin to provide jobs for local people in substantial numbers. The total population of the Borough in 2001 is expected to be 257,800 persons.

6.1.2 Changes in the structure of the population are as much a concern of the Plan as the changes in the overall total number of people living in the Borough. The population of Rotherham is ageing, with the oldest age-groups projected to show the greatest percentage increase. This has implications for the planning of health and social care services, as the elderly age-groups make disproportionately greater calls on these services than other groups. Demand for specialised housing will also grow over the Plan period, increasing further the numbers of sheltered housing schemes and residential or nursing homes for the elderly. At the other end of the age spectrum the number of children (0-14 age-group) is also forecast to increase, with repercussions for the education service and for the provision of child-care facilities. By contrast the number of young adults is projected to be a smaller section of the population than previously, thus easing the unemployment situation somewhat as fewer school leavers will be entering the job market than during the 1980s.

6.1.3 More than a decade of industrial decline has had a profound effect on the Borough’s economic life and its social structures. In 1994 at 13.6%, Rotherham had the highest unemployment rate in the Region; a rate which was more than 50% higher than the national rate. Such high levels of unemployment are recognised as being unacceptable, and over previous years, the strenuous efforts of the Council and its partners to achieve economic regeneration have been rewarded by success in achieving City Challenge funding for the Dearne Valley area, consistently high allocations of Derelict Land Grant, continuing financial support from the European Union and funding from the Rural Development Commission for the South Rotherham Rural Development Area. Most recently the successful outcome of the Rotherham Economic Partnership’s bid for funding under the Single Regeneration Budget and for Objective 1 Status provides grounds for optimism for the economic future of the area.

6.1.4 Apart from economic hardship, unemployment is also known to be a major contributor to ill-health, poor living conditions, social isolation and unsatisfactory family care. The monitoring of the objectives and achievements of the Council’s Anti-Poverty Initiative, the Rotherham Economic Partnership and the Rotherham Health for All campaign, the 1991 Census, the Community Care Plan and the Housing Strategy are the main ways in which the extent and intensity of economic...
and social disadvantage in Rotherham can be measured so that programmes and initiatives to identify and alleviate disadvantage and deprivation can be pursued.
Introduction

6.2.1 One-quarter of the Borough’s area is built upon and by far the largest user of land in the built-up area is housing. Although the allocation of land to meet additional housing requirements is one of the main tasks of the Plan, it is recognised that the interest of most people lies with the current housing stock and existing residential areas.

Policy HG1 Existing Housing Areas

“The Council will ensure that predominantly residential areas are retained primarily for residential use by permitting only those proposals which:

(i) have no adverse effect on the character of the area or on residential amenity,

(ii) are in keeping with the character of the area in terms of scale, layout and intensity of use,

(iii) make adequate arrangements for the parking and manoeuvring of vehicles associated with the proposed development, or

(iv) are ancillary to the residential nature and function of the area and which also satisfy the above requirements.”

Refer to Policies: EC3.4, EC3.5, ENV2.3, ENV3.1 and T6

6.2.2 The quality of the residential environment is an important component of a person’s overall quality of life. The Council seeks to protect and enhance living conditions by controlling the range and intensity of non-residential activities in residential areas and resisting losses of the housing stock to other uses. Certain non-residential uses will be allowed in residential areas where they are ancillary and complementary to the main residential use. Such uses could include proposals for homeworking/teleworking, convenience shops serving the local area only, social and community facilities, public houses, amenity and local recreational open space. Although residential areas are generally seen to be suitable locations for Class B1 employment uses, development proposals within this Use Class will be resisted if the scale of the building and the intensity of use, particularly traffic movements, are detrimental to the appearance and character of the residential area. In order to maintain residential amenity and the character of the area and to protect the privacy of neighbours, proposals to extend or subdivide existing residential property will be allowed, subject to conditions which will deal with the external appearance of the proposal, the effect of the proposal on the amount of traffic generated, levels of noise and the scale of the proposal. Care will be taken in these cases to avoid the removal of existing trees or to allow for new landscaping (including the replacement of trees). In some areas, such as on the edges of town centres, residential properties are intermingled with shops, offices and community uses. These have been allocated Mixed Use Areas in the Plan, denoting that the area is changing from
being primarily residential and defining where a change-of-use from housing would, in principle, be permitted.

### Policy HG2
**Existing Housing Stock**

“The Council will encourage those proposals which seek to maintain and improve the Borough's housing stock and to enhance the quality and appearance of residential areas.”

Refer to Policies: ENV3.1, ENV4.1, ENV5, T4 and RET6

6.2.3 When considering housing needs, the condition of an area’s housing stock is almost as important as the amount available. A majority of the houses in the Borough are relatively modern, i.e. post second world war, and in a reasonable condition.

6.2.4 Of the older housing areas, many have benefited from the Council’s former programme of General Improvement Area designations. Very few properties in the Borough lack basic amenities, though the level of disrepair is a cause for concern. House conditions surveys have revealed that around 20,800 private sector dwellings are in need of repairs' expenditure of more than £3,500 each and some 8000 Local Authority dwellings are in need of renovation.

6.2.5 Further deterioration of these properties would challenge their existence and would have serious repercussions for housing provision. These older housing areas, most of which are in the private sector and whose future the Plan seeks to safeguard, are often the first rung on the housing ladder for the young and provide settled homes for the elderly. Some of these areas have been the focus of Council spending under programmes of environmental improvement and housing renewal through Housing Investment Programme (HIP) projects and community development utilising the Urban Programme. During the period of the Plan, the Council will investigate the possibility of identifying areas suitable for declaration as Housing Renewal Areas or Group Repair Schemes under the Local Government and Housing Act, 1989.

6.2.6 Studies of deprivation using data from Censuses of Population 1981 and 1991 have shown that these older housing areas, together with some Council estates, contain populations suffering high levels of deprivation. It is on these areas that the Plan and the housing and social strategies of the Council and other agencies will target their efforts to alleviate the consequences of multiple disadvantage.

6.2.7 Although approximately 9,030 dwellings are deemed to be unfit, the Council does not have a formal slum clearance programme. The unfit properties are not generally located in the way that made large-scale slum clearance possible in the recent past. Clearance of these properties will most likely take the form of the closure or demolition of a single or a small group of properties, scattered throughout the Borough. While not yielding sites large enough for significant redevelopment, such clearance will provide opportunities for the development of open space, off-street car parking or play areas in residential areas often deficient in such amenities. The redevelopment of such sites by Housing Associations seeking to provide special needs housing within existing communities is possible, as also is the provision of accommodation within the context of the Community Care Plan.

6.2.8 A reduction in the number of unfit dwellings will also be achieved through renovation, improvement and repair up to acceptable standards. Subject to the eligibility of dwellings and applicants, grant assistance may be available to those properties and persons in greatest need.

6.2.9 Using finance from a variety of sources, some of the most depressed and impoverished housing estates are being improved. The physical and social environment of these areas originally improved under the Estates Action Programme which has since been incorporated into the Governments Single Regeneration Budget. The Canklow and Swinton Fitzwilliam estates are good examples of the Council working together with the community to provide improvements to the fabric of the housing stock and the local environment and to develop social and community skills in some of the most disadvantaged areas of the Borough.

6.2.10 Throughout the remainder of the Borough, the Council is committed to encouraging the improvement of all substandard housing by making available mandatory and discretionary house renovation grants when resources permit and by a public sector rolling programme of improvement and repair using HIP finance.

6.2.11 Many properties, whilst not being unfit or suffering from substantial disrepair, no longer
meet present-day expectations in terms of amenities or space provision. Updating these dwellings often involves their external alteration and/or extension. The Council has produced guidelines to assist householder development and will have regard to this advice when considering such proposals. The guidelines are published separately in SPG Housing 1: Householder development.

**Policy HG3** New Housing Development

"Sufficient land is allocated to allow for the completion of around 7,400 new dwellings over the period April, 1991 to March, 2001."

6.2.12 Strategic Planning Guidance for South Yorkshire requires that provision should be made in the Plan for 12,600 new dwellings between April, 1986 and March, 2001. This estimate of the dwelling requirement used 1985-based population factors such as marital status and headship rates. Since the date of issuing the Guidance, 3940 dwellings have been completed (April 1986-March 1991). Using updated projections of population and households using 1992 based factors and using the 1991 mid-year estimate of population as a base, the resultant projection produces a new dwelling requirement of 6,390 for the period 1991 to 2001. It is proposed to add 300 dwellings to replace any units lost through clearance activity during the Plan period. This will give a total new dwelling requirement 1991 to 2001 of 6,690 or 7,359 when a 10% flexibility allowance is added.

**Policy HG4.1** Existing Housing Sites

"The Council reaffirms the continuing use for residential purposes of the following sites which were under construction at April, 1991 and/or have received policy approval since April, 1991."

Housing sites with a capacity of fifty or more dwellings:

- Without planning permission at 12/05/97
  - H6 Thorpe Hesley, Rotherham: 800
  - H7 Hesley Grange, Rotherham: 80
  - H9 Munsbrough Lane, Rotherham: 130
  - H18 Wood Lane, Treeton: 55
  - H23 Sawnmoor Road, Thurcroft: 300
  - H29 Silverdales, Dinnington: 68
  - H36 Keeton Hall Road, Kiveton Park: 160
  - H37 Queens Avenue, Wales: 59

- With planning permission 12/05/97
  - H1 Saville Road, Wath upon Dearne: 110
  - H3 Packman Road, West Melton: 52
  - H4 Cortonwood Colliery, Brampton: 500
  - H5 Rectory Fields, Rawmarsh: 77
  - H8 Henley Lane, Rotherham: 100
  - H10 Kimberworth Park Road, Roth.: 59
  - H11 St. Ann's, Rotherham: 74
  - H12 Dalton Lane, Dalton: 96
  - H13 St. Leonard's Lane, Rotherham: 60
  - H14 St. Andrew's Walk, Brinsworth: 60

Refer to Policies:
- ENV3.7,
- RET6,
- T6 and
- UTL2

6.2.13 PPG 3 (Housing) states that: "it will be preferable for Plans to provide for a variety of sites, in terms of both size and distribution, taking into account the local pattern of the demand for housing". The Plan allocates sites for residential use throughout the Borough (see Figure 2: Location of new housing development), with the exception of those areas covered by the Green Belt, in ways that make the best re-use of vacant or derelict land, reflect the preferences of the Borough’s residents, maximise existing infrastructure and do not encroach into environmentally sensitive areas. The Plan proposes, wherever possible, the re-use of vacant or derelict land for development. Where this has not been possible, and development is proposed in greenfield locations, the availability of and/or the need for the provision of infrastructure and community facilities have been considered. New development sites are allocated in locations adjoining existing settlements and, where land is at present in agricultural use, attempts have been made to avoid allocating the best and most versatile agricultural land for new housing development.
6.2 Housing

### 6.2.14 The above sites, which are shown on the Proposals Map, have a capacity of 5,473 dwellings. Smaller sites with a capacity of between 10-49 dwellings could provide a further 1,626 dwellings, giving a total of 7,079 dwellings available on sites already identified as being suitable for housing purposes.

### 6.2.15 The above sites without planning permission (12/05/97) provide 134.2 hectares of land allocated for housing purposes. Applying an average gross density of 25 dwellings per hectare, unless there are other known proposals or agreements, these sites taken together represent around 3,027 new dwelling units. The above sites with planning permission (12/05/97) accommodate 600 new dwelling units giving a total of 3,627. In addition 263 dwellings can be accommodated on sites of between 0.4 and 2.0 hectares.

### 6.2.16 Planning briefs will be prepared for the larger and more sensitive sites listed in Policies HG4.1 and HG4.2. These will provide guidance to developers setting out, in broad outline, the Council’s requirements for each particular site in terms of layout and design and its relationship with other uses such as open space, social and community facilities, etc.

### 6.2.17 Five “housing market areas” have been identified in the Borough:

1. **The Dearne Towns** constitute a fairly self-contained area in housing terms. The level of allocation in them ensures that demand arising locally can be met and reflects the importance of new housing development to urban regeneration. In addition to the sites identified, housing land will be available...
Figure 2: Location of new housing development

- Existing sites (refer to Policy HG4.1)
- Proposed sites (refer to Policy HG4.2)
6.2 Housing

(ii) Rotherham Urban is the built-up area in the west of the Borough extending from Treeton to Rawmarsh. Although there will be some opportunities for large-scale new housing development on the periphery of this area, such as Thorpe Hesley, many of the sites available for development are small and on recycled urban land. These will make an important contribution towards meeting the demand for special needs housing and low-cost housing as well as revitalising and securing the future of older residential areas.

Three Mixed Use Areas are located in this area: MU24 Effingham Street, MU38 Broom Valley and MU39 Sitwell, where residential proposals will combine with areas of commercial development (MU24), Urban Greenspace (MU38) and Urban Greenspace and Community Facilities - Education (MU39).

(iii) Wickersley-Maltby along the axis of the A631 Bawtry Road is a popular location for modern general needs housing. Opportunities are presented in the Plan for these settlements to provide further housing developments.

(iv) Aston-Dinnington, situated in the south part of the Borough, is part of the Sheffield housing market, having provided homes in the past for incomers from Sheffield and N.E. Derbyshire. The level of allocation in this area is a recognition of this role as well as providing for the needs of the Borough’s residents.

(v) Rural Rotherham is not expected to contribute to the overall housing requirement to any large extent. Restraint on development will operate in most of this area as the larger part of it is covered by Green Belt policies (Policies ENV1 to ENV1.8).

6.2.18 From Table 1, it can be seen that the Plan provides sites for 11,934 new dwellings to be built from April, 1991. This is 5,244 dwellings in excess of the basic requirement of 6,690 and 4,534 in excess of the requirement of 7,400 referred to in Policy HG3. This is not seen as excessive as it will provide an element of choice between sites and areas of the Borough and will allow for delay in development of any particular sites due to ownership, infrastructure or marketing constraints.

Table 1: Land for new housebuilding

<table>
<thead>
<tr>
<th></th>
<th>Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sites identified in Policy HG4.1</td>
<td>5,473</td>
</tr>
<tr>
<td>Sites for 0 - 49 dwellings under construction at or with policy approval since April, 1991</td>
<td>1,626</td>
</tr>
<tr>
<td>Sites identified in Policy HG4.2</td>
<td>3,627</td>
</tr>
<tr>
<td>Allocated sites of 0.4 - 2 hectares</td>
<td>263</td>
</tr>
<tr>
<td>Windfalls</td>
<td>945</td>
</tr>
<tr>
<td>Total</td>
<td>11,934</td>
</tr>
</tbody>
</table>

In addition, it will allow for a five year supply of housing land extending to 2006.

Policy HG4.3 Windfall Sites

“The Council will determine proposals for housing development not identified in Policies HG4.1 and HG4.2 in the light of their:

(i) location within the existing built-up area and compatibility with adjoining uses, and

(ii) compatibility with other relevant policies and guidance.”

Refer to Policies: ENV2 to ENV2.3, ENV3.1, ENV3.2, T6.1, T8, UTL1, UTL2 and UTL3.1

6.2.19 In recent years, a significant amount of house building has taken place on sites which had not previously been identified for housing purposes. This has resulted in cleared or abandoned sites being brought into beneficial use and has enabled those who wished to live within the urban areas to do so. It is expected that windfall sites will continue to come forward during the Plan period, though at a lower level than in the recent past.
Policy HG4.4 Back Land and Tandem Development

“The Council will resist the development of dwellings in tandem except in cases of low density where further development would not be detrimental to the amenities and character of the area. In these exceptional circumstances, the Council will impose criteria relating to building height, space around the building, privacy, safety and vehicular access.”

Refer to Policies:
HG4.3 ENV3.1 & ENV3.2 and T6

Policy HG4.5 Special Needs Housing

“The Council will facilitate housing provision which caters for the special needs of single persons, people with disabilities, members of ethnic minorities and the elderly. The provision of sheltered housing and other appropriate accommodation for elderly people will be permitted in suitable locations. The design and layout of new housing developments should take into account the needs of people with disabilities and the elderly.”

Refer to Policies:
ENV3.1 and T8

6.2.20 “Tandem” development, consisting of one house immediately behind another and sharing the same access, is seen to be generally unsatisfactory. It will only be allowed in exceptional circumstances and where proposals comply with the criteria published separately in SPG Housing 2: Back land and tandem development.

6.2.21 Small housing sites within residential areas (i.e. with a capacity of less than ten dwellings) are not identified in Policies HG4.1 and HG4.2 nor in Table 1. However, they make an important contribution to total housing provision (120 dwellings per annum is estimated) provide an alternative to large housing estates, support small local builders and bring into beneficial use vacant or neglected land. Sites within town centres or in certain Mixed Use Areas and in association with commercial property, are seen by the Council as playing an important part in the strategy for revitalising town centres. It is important to distinguish between the development of small sites and back land development.

6.2.22 It has been recognised for many years that residential development on back land areas presents problems in terms of residential amenity and convenience of access. The Council’s attitude to such development reflects Government policy as set out in PPG 3 (Housing) which acknowledges that careful planning will be required to make these developments acceptable especially if the new buildings are to be fitted successfully into existing residential areas. SPG Housing 3: Residential infill plots, sets out the guidelines which the Council will have regard to in dealing with proposals of this type.
6.2.24 The increasing numbers of the very elderly expected during the Plan period together with the implementation of the National Health Service and Community Care Act, 1990, have made the provision of sheltered or supportive accommodation an urgent requirement. During recent years, a number of residential and nursing homes have been established to care for the frail elderly and the trend is expected to continue. Some of these homes are substantial developments with around 100 beds and with medical services attached. Because of their size, scale and nature, these buildings can be detrimental to their residential surroundings, especially as regards their potential for traffic generation. In order to lessen the effects of these developments on a particular neighbourhood, the Council wishes to discourage proposals for such homes in situations where a concentration may threaten the residential amenities of an area.

6.2.25 The many setbacks to the local economy over the past decade have led to a growth in the numbers of unemployed and a curtailment of new job opportunities, and have resulted in a growth in the numbers of households on low or limited incomes. Even though house prices in the Borough are amongst the lowest in the country, the average house price in Rotherham was £42,576 and the average income of borrowers was £13,598 in July 1995 (Halifax Building Society House Price Information), owner-occupation is beyond the reach of many. The existing supply of rented local authority housing is insufficient to meet the increasing demands made upon it from this sector of the population, as well as from those special needs groups many of which also exist on low incomes. Housing Associations, supported by the Housing Corporation, have contributed to the supply of rented accommodation in recent years, but supply is not keeping pace with the demand.

6.2.26 In addition, small hostels and other supportive accommodation will be required for those no longer residing in long-term institutions and living a semi-independent lifestyle. The voluntary sector and Housing Associations in association with the Council’s Social Services Department and the local health authorities, have an important part to play in realising the aims of the Care in the Community Plan.
need in terms of location and house type as well as income and ability to pay for housing. This survey will be kept up to date during the Plan period and shall be available to developers as well as the Council so that it may be subject to continuous rigorous assessment enabling its continued use as a basis for negotiating affordable housing provision on individual development sites within the Borough.

6.2.29 The Council supports the activities of Housing Associations in their aim of providing affordable houses to rent. The Council also proposes to increase the supply of affordable housing by means of the planning system following the guidance set out in PPG 3 (Housing) and the use of planning obligations under Section 106 of the Town and Country Planning Act, 1990. The Council will seek to negotiate with developers of housing developments of 25 or more dwellings or residential sites of one hectare or more to secure such provision. The sites to which this Policy will apply are those listed in Policy HG4.1, which do not have outline planning permission, those sites listed in Policy HG4.2 and any housing developments of 25 or more dwellings or residential sites of one hectare or more which becomes available through the provisions of Policy HG4.3: Windfall Sites. In order that those houses which are provided on the above sites are available for the rest of the life of the property and for occupation by people who are in need of an affordable home, the Council will seek to negotiate a Section 106 agreement to maintain their relative affordable value in perpetuity.

6.2.30 A Section 106 agreement will aim to secure the provision of affordable housing as:

(i) serviced land,
(ii) a commuted sum,
(iii) built units, which includes both low cost market and subsidised housing,
(iv) any combination of i, ii, and iii above.

The above options would enable provision to be made in those areas of greatest need for affordable homes. In considering applications for housing proposals on sites identified by the policy, the Council will have regard to the level and type of need for affordable housing within the locality, the dwelling capacity of the site and the surrounding area when setting targets for a particular site’s provision of affordable housing.

6.2.31 The Council recognises that despite demonstrable need, the provision of affordable housing on some sites or a commuted sum towards its provision elsewhere may not be appropriate. In determining the suitability of a site for affordable housing, the Council will take into account:

(i) its size,
(ii) its proximity to local services and facilities and access to public transport, and
(iii) whether there will be particular costs associated with development of the site and whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in development of the site.

6.2.32 Where there is evidence of need, the Council will consider, as an exception to Policy ENV1, the development of affordable housing in the Green Belt (See paragraph 6.4.10).

Policy HG4.8 Flats, Bed-sitting Rooms and Houses in Multiple Occupation

“The Council will permit the creation of flats, bed-sitting rooms and houses in multiple-occupation, provided that a concentration of these forms of accommodation does not seriously interfere with the amenities of existing residents and adequate provision is incorporated into any development to accommodate off-street parking for residents.”

Refer to Policy:
T6.1

6.2.33 There exists, within the existing housing stock, property which, when properly converted, could make a useful contribution to the provision of low-cost accommodation, especially for young, single people. The use of the under-occupied upper storeys of shops by converting them for use as dwelling units is supported as a means of putting commercial property to good use, and introducing life and vitality to a building or areas after the end of the business day, as well as providing extra units of accommodation for those whose lifestyle is compatible with such an environment. The Council supports the meeting of certain housing needs in these ways.
Rotherham UDP Written Statement • Part II

6.2 Housing

Policy HG4.9 Sites for Travelling People

“The following criteria will be adopted by the Council to assist in determining proposals for sites for travelling people:

(i) they will provide facilities and living conditions acceptable to the travelling communities,

(ii) they will be within easy reach of community and other facilities,

(iii) their location will have regard to the Green Belt, Urban Greenspace and other Policies relating to sensitive land-uses,

(iv) they will have sufficient work and storage areas (where required), car and lorry parking and horse grazing (where appropriate), and

(v) the development will not have any unacceptable environmental consequences such as air pollution, noise or other nuisance.”

Refer to Policies:
ENV1, ENV3.1, ENV3.2 and T6

Policy HG5 The Residential Environment

“The Council will encourage the use of best practice in housing layout and design in order to provide developments which enhance the quality of the residential environment and provide a more accessible residential environment for everyone.”

Refer to Policies:
ENV1, ENV3.1, ENV3.2 and T6

6.2.34 Pitches are provided for travelling people by the Council at a site at North Anston in the southern part of the Borough. There is evidence that this provision is now inadequately sized and inappropriate in location for use by the numbers of gypsies and other travelling people resorting to this area. The repeal of the Caravan Sites Act, 1968, has removed the duty of providing sites for travelling people and the financial means of making such provision from the local authority.

6.2.35 Any addition in future to the sites for travelling people will be in response to private initiatives to meet their accommodation needs. The criteria against which proposals for a site are to be measured should ensure that an environment appropriate to a residential facility will be provided both in terms of amenity and community provision, and that agriculture or other sensitive land use is afforded protection against any nuisance which may result from the development of land as a home for travelling people.

6.2.36 The quality of the environment is increasingly seen as an important component of a person’s perception of their quality of life. For many people the immediate environment, that around their home, affects them most. This is especially true of those sections of society who spend a large part of their lives at home such as children, mothers, the elderly and people with disabilities. The Council's Supplementary Planning Guidance and Residential Guidance Notes are available, to promote best practice in the achievement of the development process.

6.2.37 The Council, when considering proposals for development will negotiate with developers for the provision of the following aspects of the residential environment which will improve the amenities of the dwelling and the development as a whole.

6.2.38 Within all new housing developments the Council hopes to see areas left undeveloped and managed as amenity greenspace, child playspace and formal passive and active recreation areas. The standards of provision which are to be sought are published separately in SPG Housing 4: Requirements for greenspace in new housing areas. When seeking to apply these standards the Council will have in mind the proximity of the development to other greenspaces of a similar kind, and the need to provide good quality, well maintained greenspace.

6.2.39 In all new housing developments the Council will look for high quality landscaping which will help to create an identity for the development and will enable it to integrate with the surrounding area. This will be particularly important in ‘edge of settlement’ developments adjoining areas of open countryside. Guidance for landscaping design is published separately in SPG Housing 5: Landscape.
design in new housing areas. It is the wish of the Council that the application of these guidelines will produce a landscape structure which will benefit the street scene and the wider environment.

6.2.40 Recent Government guidance PPG 24 (Planning and Noise) recognises that noise can have a significant effect on the environment and on an individual’s and a community’s quality of life. The impact of noise can also be a material consideration in determining proposals for development. The Council regards housing to be a noise sensitive development which should be located away from existing sources of significant noise (including traffic noise). The Council will assess proposals for new housing developments and determine into which Noise Exposure Category (NEC) the proposed site falls. If noise is seen to be a significant issue then the Council will seek to persuade developers to adopt measures to limit the proposal’s exposure to noise and to ameliorate the effects of noise.

6.2.41 Noise Exposure Categories and measures which can be introduced to reduce the impact of noise are published separately in SPG Housing 6: Noise.

6.2.42 The quality of the residential environment has been reduced by the level of neighbourhood crime particularly domestic burglary, car crime and vandalism, leading to widespread increase in the fear of crime. There is now an awareness that the planning of the local residential environment can contribute to a crime prevention strategy. It is appreciated that the main opportunity to incorporate crime prevention measures is at the planning and design stages of a development. The Council will encourage developers to incorporate design features which will help to prevent crime and lead to a more secure local environment whilst reconciling the need to provide an attractive, welcoming environment. Guidance is published separately in SPG Housing 7: Security.

6.2.43 In keeping with one of the Plan’s main objectives to alleviate social disadvantage, the Council will encourage extending access to people with disabilities by seeking the incorporation of a more accessible environment in new housing developments. It is estimated that there are around 40,000 people in Rotherham experiencing some form of disability or handicap which results in many having to live in homes inappropriate to their needs and often living their lives segregated from mainstream society. The Council hopes that by adopting this approach to housing layout and design, a greater proportion of the housing stock will become available to people to whom access is currently very limited.

6.2.44 New Building Regulations provision will require new dwellings to be built with the access requirements of people with disabilities in mind. In the meantime, the Council will seek to negotiate with developers the provision of a more accessible environment both in terms of housing layout and design when considering proposals for new housing developments. Guidance on some aspects is set out in SPG Housing 8: Access.
6.2 Housing
6.3 Economic Development

Introduction

6.3.1 For more than a decade, employment creation has been the Council's first priority. During this period, by means of a variety of regeneration initiatives and, as a result of the Council obtaining access to a variety of U.K. and European funding sources, much has been achieved in creating and safeguarding employment opportunities. However, unemployment levels remain high, and preparation of this Plan at a time of recession and worsening prospects for staple industries, especially deep mining. The human consequences of this economic situation take the form of poverty, deprivation and other forms of social disadvantage. The economic 'health' of the area plays a major part in determining the condition of the physical fabric of the area, the condition of the housing stock, services and other essential facilities, and the wider environment. Hence, economic initiatives remain paramount in terms of the Council's priorities and are similarly reflected in the Plan.

6.3.2 It is recognised that policy changes at European, national and regional level will play a major part in determining the 'health' of the local economy. Some changes, if not their effects can be predicted, such as the opening-up of the Single European Market and the completion of the Channel Tunnel. Many significant influencing factors will be beyond the scope of this Council and the Plan. However, in the local context, this Council's Economic Strategy, together with the Plan, provides an essential framework for economic development in the Borough.

<table>
<thead>
<tr>
<th>Table 2: Comparative unemployment levels, November 1994</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
</tr>
<tr>
<td>---</td>
</tr>
<tr>
<td>No.</td>
</tr>
<tr>
<td>Rotherham and Mexborough Travel to Work Area</td>
</tr>
<tr>
<td>South Yorkshire</td>
</tr>
<tr>
<td>Yorkshire and Humberside</td>
</tr>
<tr>
<td>Great Britain</td>
</tr>
</tbody>
</table>

* Narrow base denominator
Source: Department of Employment
6.3 Economic Development

6.3.3 The Council’s commitment to regeneration is demonstrated by its decision to create a Community and Economic Regeneration Budget (C.E.R.B.) from its own limited resources in 1994/95 as at least partial compensation for the demise of the Government’s Urban Programme. Furthermore, the strenuous efforts of the Council and its partners to achieve economic regeneration have been rewarded by successes in achieving City Challenge funding for the Dearne Valley area, consistently high allocations of Derelict Land Grant, continuing financial support from the European Union and funding from the Rural Development Commission for the South Rotherham Rural Development Area. Most recently the successful outcome of the Rotherham Economic Partnership’s bid for funding from the Single Regeneration Budget for 1995/96 and succeeding years and Objective 1 Status provides grounds for optimism for the economic future of the area.

6.3.4 As Table 2, above, shows, in November, 1994, the Rotherham and Mexborough unemployment rate was 13.6%, substantially higher than the regional and national rates. 19% or almost one in five men were registered unemployed. Long term (over 12 months) and youth unemployment levels were also serious causes for concern. Furthermore, it is thought that the ‘official’ unemployment statistics underestimate the extent of the problem. The 1990 Rotherham Skills Audit compiled by Sheffield Business School found many more people seeking work than were registered unemployed, a majority of these ‘hidden’ unemployed being women.

6.3.5 The Strategic Planning Guidance addresses the serious economic problems of South Yorkshire as a whole and includes as a principal strategic objective the fostering of economic growth and revitalisation of built-up areas. The Guidance indicates that regeneration should concentrate on major urban areas, in particular the “inner zones” and the coalfield settlements affected by closures in mining, steel and related industries. Whilst the Guidance does not specify the amounts of land which need to be made available, importance is attached to ensuring that an adequate supply of land for a variety of industrial and commercial enterprises is available. It is made clear that the recycling of vacant and derelict land for industrial and other purposes should be given high priority, and that development of previously undeveloped land should only take place when adequate supplies of recycled land cannot be made available in a reasonable timescale. The Guidance draws particular attention to the potential of tourism as a source of jobs and revenue and, with this in mind, the Plan facilitates improvements to the environment, protection of the industrial heritage and the provision of appropriate new developments.

6.3.6 The Council’s Economic Strategy seeks to reduce local unemployment to the regional average. It seeks to achieve this target by means of four operational programmes:

(i) Diversification of the Economic Base,
(ii) Land, Buildings and Infrastructure,
(iii) Human Resource Development, and
(iv) Promotion and Information.

6.3.7 The Plan is complementary to the Council’s Economic Strategy, with most direct influence over the programmes relating to “Land, Buildings and Infrastructure” and “Diversification of the Economic Base”. The main purpose of the Plan is to establish the land-use framework as a basis for investment and new initiatives, whilst identifying and encouraging complementary programmes and activities which may not have direct land-use ramifications.

6.3.8 It is, of course, vital for new jobs to be created partly to replace those lost in the declining traditional industries. The Plan will contribute directly towards meeting this aim by:

(i) allocating suitable land for economic development, and
(ii) incorporating policies and proposals which will create attractive conditions for investment. This means not only a good physical environment but also good housing, social and community facilities and transportation.

Policy EC1 Existing Industrial and Business Areas

“Land allocated on the Proposals Map for industrial and business uses will remain predominantly in industrial or business use.”

6.3.9 The Council attaches high priority to the protection of jobs. A majority of the Borough’s manufacturing jobs and some of its service sector jobs (see Table 3 below) are located within existing industrial and business areas. In order to help
Table 3: Rotherham employment structure, 1989 - 91

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Production</td>
<td>11,883</td>
<td>14.5</td>
<td>8.2</td>
<td>10,202</td>
<td>13.0</td>
<td>7.8</td>
<td>-1,481</td>
</tr>
<tr>
<td>and Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing Industries</td>
<td>25,563</td>
<td>31.7</td>
<td>23.1</td>
<td>23,099</td>
<td>29.4</td>
<td>21.2</td>
<td>-2,464</td>
</tr>
<tr>
<td>Service Industries</td>
<td>43,308</td>
<td>53.8</td>
<td>68.7</td>
<td>45,152</td>
<td>57.6</td>
<td>71.0</td>
<td>+1,834</td>
</tr>
<tr>
<td>All Industries and</td>
<td>80,554</td>
<td>100.0</td>
<td>100.0</td>
<td>78,443</td>
<td>100.0</td>
<td>100.0</td>
<td>-2,111</td>
</tr>
<tr>
<td>Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: 1989 and 1991 Censuses of Employment

maintain these jobs and, indeed, to encourage the creation of employment by the growth and expansion of existing firms, these areas will be retained primarily for industrial and business uses as defined by Part B of the Schedule to the Town and Country Planning (Use Classes) Order, 1987 (as amended).

Policy EC1.1 Safeguarding Existing Industrial and Business Areas

“The Council will support proposals which safeguard the viability of established industrial and business areas, including those which seek to improve buildings, infrastructure and the environment.”

Refer to Policies: ENV3.1 and ENV4.1

6.3.10 Area-based improvement action by the Council, using the powers of the Inner Urban Areas Act, 1978, has made an important contribution to revitalising older industrial areas by means of environmental improvements, the provision of infrastructure and measures to facilitate the re-use of obsolete buildings. Such improvements remain a priority, particularly where they support land reclamation and other regeneration initiatives at Templeborough and Manvers. In the absence of Urban Programme finance, the Council’s Community and Economic Regeneration Budget (C.E.R.B.) is playing a major part in maintaining the impetus of regeneration at Templeborough and in Central Rotherham. Similarly, City Challenge funding ensured assistance to businesses in the Manvers area. The successful outcome of Rotherham’s bid for funding from the Single Regeneration Budget for 1995/96 and succeeding years and Objective 1 Status provides continuing support for this important area of regeneration investment.

Policy EC1.2 Inappropriately Located Industry or Business

“In instances where existing industries or businesses are allocated for other purposes on the Proposals Map, proposals for intensification, expansion, or redevelopment of the non-conforming uses will only be allowed if the Council considers that they would not result in an adverse effect on the amenity of the area.”

Refer to Policies: HG1 and ENV2

6.3.11 Well established businesses may be located within predominantly residential or Green Belt areas, and may be prejudicial to the amenities of those areas for reasons of noise, traffic generation, emissions or visual appearance. However, these employment opportunities are valued and the Council does not necessarily wish to extinguish these non-conforming enterprises, nor hinder unnecessarily their growth and development. Indeed there are examples such as the Aven Industrial Park, east of Maltby, where the...
Council has considered it appropriate to approve rationalisation and improvement proposals despite the site’s Green Belt status. However, it will be necessary for any development proposals to be very carefully considered. Where possible, relocation to a more appropriate site will be the preferred long-term solution for such businesses. Within the constraints of available resources, the Council will aim to assist such relocations to the greatest possible extent.

6.3.12 Conversely, this policy may also have applications to traditional rural businesses. There may be occasions where a rural business such as a livestock farm is inappropriately located, possibly within a residential area. In cases where there is evidence of conflict with neighbouring land-uses, relocation of the business to a more suitable rural site, possibly financed by an appropriate redevelopment of the vacated former site, is likely to be the preferred solution for all parties and would be supported by the Council.

6.3.13 Former Collieries such as Thurcroft, Silverwood and Kiveton Park, have historically been major sources of employment yet have been located within the Green Belt. The location of all forms of mineral extraction is of course determined by geology, and collieries, quarries etc., must be regarded as temporary land-uses in the countryside. There is no automatic presumption that on closure of a colliery or other site of mineral extraction, industrial or business uses will be allowed. In these instances, after restoration, only land-uses appropriate to a rural area will be approved in accordance with Policies ENV1, ENV3.5 and EC3.6 of the Plan.

6.3.14 The allocation of suitable land for new economic development is the key ingredient in the Plan’s regeneration strategy. Other complementary policies and proposals will ensure the provision of supporting infrastructure, an attractive environment, good housing and a wide range of shopping, social and community facilities. These are also vital ingredients in the regeneration strategy but the allocation of land for new industrial and business development is fundamental to achieving the Plan’s primary aim.

6.3.15 It is the Council’s intention to ensure that adequate supplies of suitably allocated land, varied in size and location, are available throughout the Plan period. The total area of land identified for new industrial and business development (approximately 430 hectares) will ensure that a wide choice of sites is always available and thereby encourage more development than in the past, when more limited opportunities were available. A stock of available sites will be maintained throughout the Plan period.

6.3.16 With some minor exceptions, the Council bases its strategy for economic regeneration on the re-use of land. This accords with Strategic Planning Guidance and is a key aim of the Plan. Sites provided as a result of reclamation or restoration will be well located in relation to transport and other infrastructure and, most importantly well located in relation to the communities where unemployment problems are greatest. These areas are able to provide very large sites suitable for major manufacturing concerns or, alternatively, can be subdivided to provide sites for small and medium sized enterprises. By directing development to such areas, multiple benefits will arise:

(i) there will be very significant environmental improvements,

(ii) attractive sites will be provided where they are most needed,

(iii) existing infrastructure will be used to the full, and

(iv) the take-up of greenfield sites for development will be kept to a minimum.

6.3.17 This policy of directing new industrial and business development on to formerly used rather than greenfield sites indicates the Plan’s commitment to principles of sustainability, environmental improvement, transportation efficiency, and addressing directly the economic problems of the area’s most disadvantaged communities, hence contributing to the achievement of the Plan’s four main aims.

6.3.18 In order to allay any fears about the condition of reclaimed land, all agencies involved
in site preparation will be encouraged to provide environmental statements containing details of each site prior to restoration (including details of any known contamination) and of the remedial measures taken in order to prepare each site for redevelopment.

**Policy EC2.1 Sites for New Development**

"Land is allocated for future industrial and business uses in a variety of areas with particular emphasis on strategic locations close to the Borough’s primary transportation network at Manvers-Cortonwood, Templeborough, Waverley, Aldwarke and Dinnington. A variety of sites, in terms of size and location, will be made available:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)**</th>
</tr>
</thead>
<tbody>
<tr>
<td>E1</td>
<td>Cortonwood Business Park</td>
<td>13.0</td>
</tr>
<tr>
<td>E2</td>
<td>Wath West Industrial Estate</td>
<td>2.2</td>
</tr>
<tr>
<td>E3</td>
<td>Manvers 7</td>
<td>10.2</td>
</tr>
<tr>
<td>E4*</td>
<td>Fitzwilliam Fields</td>
<td>5.0</td>
</tr>
<tr>
<td>E5</td>
<td>Manvers 8</td>
<td>17.3</td>
</tr>
<tr>
<td>E6*</td>
<td>Manvers: Lakeside</td>
<td>6.1</td>
</tr>
<tr>
<td>E7</td>
<td>Manvers: South of Brook Dike</td>
<td>5.6</td>
</tr>
<tr>
<td>E8</td>
<td>Manvers 4</td>
<td>56.4</td>
</tr>
<tr>
<td>E9</td>
<td>Manvers 3</td>
<td>12.1</td>
</tr>
<tr>
<td>E10</td>
<td>Manvers: Site A</td>
<td>2.5</td>
</tr>
<tr>
<td>E11</td>
<td>Manvers: Bolton Road (East)</td>
<td>6.4</td>
</tr>
<tr>
<td>E12</td>
<td>Manvers 1</td>
<td>5.5</td>
</tr>
<tr>
<td>E16</td>
<td>Aldwarke: Stadium Developments</td>
<td>17.8</td>
</tr>
<tr>
<td>E17</td>
<td>Aldwarke: Wharf Business Park</td>
<td>19.9</td>
</tr>
<tr>
<td>E18</td>
<td>Aldwarke: Yorkshire Water (West)</td>
<td>4.4</td>
</tr>
<tr>
<td>E19</td>
<td>Aldwarke: Yorkshire Water (East)</td>
<td>8.4</td>
</tr>
<tr>
<td>E20</td>
<td>Northfield 5</td>
<td>3.2</td>
</tr>
<tr>
<td>E21</td>
<td>Northfield 10</td>
<td>2.8</td>
</tr>
<tr>
<td>E22</td>
<td>Eastwood (Waddington)</td>
<td>3.1</td>
</tr>
<tr>
<td>E23</td>
<td>Eastwood (East)</td>
<td>1.9</td>
</tr>
<tr>
<td>E24</td>
<td>Templeborough: Bessemer Park</td>
<td>2.3</td>
</tr>
<tr>
<td>E25</td>
<td>Templeborough 8</td>
<td>1.9</td>
</tr>
<tr>
<td>E26</td>
<td>Templeborough: Bessemer Way Estate</td>
<td>14.8</td>
</tr>
<tr>
<td>E27</td>
<td>Templeborough 13</td>
<td>2.2</td>
</tr>
<tr>
<td>E28</td>
<td>Templeborough: Centenary Business Park</td>
<td>13.3</td>
</tr>
<tr>
<td>E29</td>
<td>Templeborough: Centenary Riverside</td>
<td>7.4</td>
</tr>
<tr>
<td>E30</td>
<td>Templeborough 19</td>
<td>3.3</td>
</tr>
<tr>
<td>E31</td>
<td>Templeborough: Symphony</td>
<td>3.3</td>
</tr>
<tr>
<td>E32</td>
<td>Templeborough: London Scandinavian</td>
<td>6.9</td>
</tr>
<tr>
<td>E33*</td>
<td>Bramley</td>
<td>5.0</td>
</tr>
<tr>
<td>E35</td>
<td>Waverley: Phase 1</td>
<td>32.0</td>
</tr>
<tr>
<td>E36</td>
<td>Fence Farm Business Park</td>
<td>2.8</td>
</tr>
<tr>
<td>E38</td>
<td>Waleswood (East)</td>
<td>4.0</td>
</tr>
<tr>
<td>E39</td>
<td>Waleswood (West)</td>
<td>10.2</td>
</tr>
<tr>
<td>E40</td>
<td>Waleswood (South)</td>
<td>5.9</td>
</tr>
<tr>
<td>E41</td>
<td>Dinnington: South Yorkshire Caravans</td>
<td>3.7</td>
</tr>
<tr>
<td>E42</td>
<td>Dinnington: Todwick Road</td>
<td>9.4</td>
</tr>
<tr>
<td>E43</td>
<td>Dinnington: Church Lane (South)</td>
<td>6.4</td>
</tr>
<tr>
<td>E44</td>
<td>Dinnington: Church Lane (North)</td>
<td>4.2</td>
</tr>
<tr>
<td>E45</td>
<td>Dinnington: Outgang Lane</td>
<td>14.9</td>
</tr>
<tr>
<td>E46</td>
<td>Dinnington: Camfit Brook</td>
<td>15.6</td>
</tr>
<tr>
<td>E81</td>
<td>Meadowbank Road</td>
<td>5.2</td>
</tr>
<tr>
<td>E82</td>
<td>Manvers: Golden Smithies</td>
<td>11.9</td>
</tr>
<tr>
<td>E83</td>
<td>Hellaby: Plot 52</td>
<td>2.6</td>
</tr>
</tbody>
</table>

44 other sites, each up to 2 ha. 34

* Sites allocated wholly or partly for business use only.

** Site areas exclude all known areas of major landscaping and infrastructure."

(See Figure 3: Location of new industrial and landscaping and infrastructure.)

Refer to Policies: EC3, ENV3.6, T2, T5, T5.1 and T6

6.3.19 The total area allocated by the Policy is 430 hectares (figures are rounded). The five Strategic Regeneration Areas will provide a wide variety of attractive sites for major new industrial and business development accessible to all parts of the Borough. Sites E8, E16, E17, E20, E21, E22, E26, E31, E32, E35 and E46 are particularly well located in relation to rail and canal routes therefore offer potential for rail access and/or canal wharfage (Policy T5).

** Manvers - Cortonwood **

6.3.20 At Manvers-Cortonwood, major mixed-use regeneration schemes are receiving Government and private sector support and will provide, major new recreational facilities, land for new housing, and approximately 155 hectares of land for industrial and business use some of which has now been developed. A variety of development sites within an attractive environment will be made available including a site of approximately 60 hectares suitable for a single major investor. An improved link to the Motorway network was opened in late 1998. Dearne Valley College and the University School of Nursing are now established in this regeneration area. Dearne Valley College continues to expand within its site.
6.3.21 Regeneration has been assisted by City Challenge funding and is being co-ordinated by the inter-agency Dearne Valley Partnership. An Enterprise Zone including 106 hectares of land at Manvers and Cortonwood was designated in 1995. The allocation of industrial land in this area is intended to meet the needs of the wider Dearne Towns area comprising parts of Rotherham, Barnsley and Doncaster M.B.Cs.

**Templeborough**

6.3.22 The Templeborough Regeneration Project has been making progress since 1989. Refurbished premises and approximately 55 hectares of development land are being provided within an attractive environment in close proximity to central and west Rotherham. The M1 motorway at junction 34 is readily accessible and the completion of the Rotherham to M1 link in 1995, provides a much improved access to junction 33. The area provides a site for REACT (Rotherham Engineering and Computing Technology Centre), a partnership project which provides new technology training and small workshops, and for Magna the proposed flagship for Millennium visitor attraction. Rotherham town centre, the shopping centre at Meadowhall and the sporting and leisure facilities in the Lower Don Valley in Sheffield are close at hand.

**Waverley**

6.3.23 Ongoing opencast coal working and progressive restoration will provide 32 hectares of extremely attractive development land close to the A630 Sheffield Parkway/M1 Motorway junction 33 and to the Sheffield/Rotherham Airport. This is part of a larger regeneration initiative which will provide land for a range of other developments after the Plan period.

**Aldwarke**

6.3.24 The improved Aldwarke Lane will allow the development of up to 60 hectares of land for a variety of industrial and business uses. Approximately 25 hectares of land was available in 1994 and a further 30 hectares will be available in the future. The sites are well located in relation to the Sheffield and South Yorkshire Navigation, existing rail links and industrial and business areas at Parkgate, Aldwarke (Rotherham Engineering Steels) and Eastwood. The area is also accessible to large areas of population at Parkgate, Rawmarsh and east Rotherham, where there are particularly high levels of unemployment.

**Dinnington**

6.3.25 This potential strategic regeneration area is already a popular area for business investment and will meet the needs of the south and east of the Borough. A variety of small and large sites will become available throughout the Plan period. Localised highway improvements will provide ready access to the M1 motorway at junction 31.

**Policy EC2.2 Temporary Treatment of Development Sites**

“The Council will make every effort to ensure that sites allocated for industrial and business use are suitably improved and landscaped prior to development or redevelopment taking place.”

Refer to Policies: ENV4 and ENV4.1

6.3.26 The ‘greening’ of development sites will not only represent a significant environmental improvement in areas needing regeneration, but will also greatly improve the attractiveness and marketability of the sites. Such temporary treatment can offer opportunities for positive interim uses for example nature areas, leisure and fast growing amenity woodland. In such cases, the temporary uses would not be viewed as a constraint on the long-term development of the sites and the various protection policies of the Plan would not apply, nor would they be eligible for Heritage Site status.

**Policy EC3 Industrial and Business Development**

“The Council will encourage a wide range of industrial and business activities subject to no adverse effect on the character of the area or on residential amenity, adequate arrangements for the parking and manouevring of vehicles associated with the proposed development, and compatibility with adjacent existing and proposed landuses.”

Refer to Policies: ENV2 to ENV2.3, ENV3.1, ENV3.2 ENV3.7, ENV4.1, T2, T5.1, T6, T6.1, T8, UTL1, UTL2 and UTL3.1
6.3 Economic Development

Figure 3: Location of new industrial and business development (refer to Policy EC2.1)

- Development sites of more than 2 hectares
6.3.27 Rotherham has a disproportionate number of jobs in declining industries, a daily net out-migration of workers and particularly high levels of unemployment. Initiatives to train and retrain workers to ensure that the potential labour force has up-to-date skills are already taking place, and similar initiatives will, wherever appropriate, be supported by the Plan. The attraction of new manufacturing industries will receive the highest priority and every effort will also be made to provide suitable opportunities for businesses within likely growth sectors of the economy.

6.3.28 The Plan ensures that by means of suitable land allocation and development policies, a wide range of attractive opportunities for new employment is available, encouraging diversification and broadening of the area’s economic base.

6.3.29 PPG 5, (Simplified Planning Zones), requires that local planning authorities consider the need to declare areas as Simplified Planning Zones. This has the purpose of reducing the level of control over development. This matter has been considered by the Council and there are no proposals in this Plan to declare any Simplified Planning Zones. This will, however, be kept under review.

Policy EC3.1 Land Identified for Industrial and Business Use

“Within areas allocated on the Proposals Map for industrial and business use, development proposals falling within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order, 1987 (as amended) will be acceptable, subject to no adverse effect on the character of the area or on residential amenity, adequate arrangements for the parking and manoeuvring of vehicles associated with the proposed development and compatibility with adjacent existing and proposed land uses.”

Refer to Policies:
ENV2 to ENV2.3, ENV3.1, ENV3.2 ENV3.7, ENV4.1, T2, T5.1, T6, T6.1, T8, UTL1, UTL2 and UTL3.1

6.3.30 Class B1 includes offices (other than financial and professional services), research and development and light industry. Class B2 is for general industrial use, whilst Class B8 is for storage and distribution. It is neither necessary nor appropriate for the Plan to be prescriptive as regards the nature of industrial or commercial development which will be permitted on this allocated land. B1, B2 and B8 activities can generally co-exist perfectly satisfactorily. Within this general planning context, it may be considered desirable in the interests of attracting particular types of business, to promote certain areas for a narrower range of uses, e.g. ‘new technology’, office parks, storage and distribution centres. In most cases it would be unduly restrictive to allocate land in this fashion in the Plan, therefore, where such an approach is desirable, it will be achieved by means of separate marketing and promotional strategies.

Policy EC3.2 Land Identified for Business Use

“Within areas allocated for business use, only development proposals falling within Class B1 of the Town and Country Planning (Use Classes) Order, 1987 (as amended) will be permitted, subject to no adverse effect on the character of the area or on residential amenity, adequate arrangements for the parking and manoeuvring of vehicles associated with the proposed development and compatibility with adjacent existing and proposed land uses.”

Refer to Policies:
ENV2 to ENV2.3, ENV3.1, ENV3.2, ENV4.1, T2, T5.1, T6, T6.1, T8, UTL1, UTL2 and UTL3.1

6.3.31 The Class B1 business use sites are situated within or close to residential areas or close to other environmentally sensitive areas such as the Green Belt or community facilities. These sites provide valuable employment opportunities close to people’s homes and are generally suitable for light industrial processes, research and development or office uses (other than for financial and professional services). The only permissible exception would be development of the type outlined in Policy EC1.2 which would not result in an adverse effect on the amenity of the area.

Policy EC3.3 Other Development within Industrial and Business Areas

“Within the sites allocated for industrial and business use on the Proposals Map, other development will be accepted, subject to no adverse effect on the character of the area or on residential amenity, adequate arrangements for the parking and manoeuvring of vehicles associated with the
6.3 Economic Development

6.3.32 Facilities ancillary to the main industrial/business use of an area, such as cafes, take-away food shops and shops providing for the needs of local workers, will be acceptable subject to compliance with all usual planning requirements. A number of activities do not fall within the classifications of the Use Classes Order and form a class of their own (sui generis uses). Some of these provide significant numbers of job opportunities and may be similar in character to the activities which clearly belong to the B2 or B8 classifications. Furthermore, the land requirements for some activities such as recreational and leisure pursuits, cannot easily be predicted. It is possible that the allocated industrial and business sites may provide acceptable locations for a range of such miscellaneous activities.

6.3.33 Any retail development proposed within industrial and business areas will need to satisfy the requirements of Policies RET2, RET3, RET4, RET4.1 and RET4.2, in order to safeguard the vitality and viability of existing town centres.

Policy EC3.4 Small Businesses

The Council will support the expansion of small firms and the development of new enterprises including community businesses particularly by:

(i) assisting the provision of small sites and managed workspace and permitting the conversion of suitable buildings, and

(ii) permitting the conversion of rural buildings for business use, to facilitate the diversification of the Borough’s rural economy.

In both cases, subject to no adverse effect on the character of the area or on residential amenity, adequate arrangements for the parking and manoeuvring of vehicles associated with the proposed development and compatibility with adjacent existing and proposed land uses.

Refer to Policies:
HG1, EC3.6, ENV2 to ENV2.3, ENV3.1, ENV3.2, ENV3.5, ENV3.7, T2, T5.1, T6, T6.1, T8, UTL1, UTL2 and UTL3.1

6.3.34 The Council recognises the important role that small businesses play in the regeneration of the local economy and in helping to alleviate social disadvantage. Over a number of years, the Council has itself, and in partnership with such organisations as British Coal Enterprises and Rotherham Enterprise Agency Ltd., provided small industrial units and managed workshops. In view of the limited availability of such facilities, the Council will continue to assess demand and cooperate with other appropriate agencies to ensure that wherever possible this demand can be met. It will be possible for small and medium sized enterprises to be successfully incorporated within larger developments on many of the sites referred to under Policy EC2.1. It should be noted that 43 sites of less than 2 hectares have been identified for development. In the past, small units have been made available by the conversion of redundant schools, training centres, and depots in suitable locations. Similar developments will be supported in the future subject to compatibility with surrounding land-uses.

6.3.35 Community economic development can play an increasing role in tackling social inequalities and deep-seated unemployment problems and can be encouraged and supported by public, private and voluntary sector agencies. The community in question may be a community of interest, e.g. the long-term unemployed, women or ethnic minorities, or a geographic community. Whilst community businesses may take a variety of forms, common examples include:

- recycling and refurbishment projects.
- the marketing of craft goods and home produce.
6.3 Economic Development

- shops and cafes,
- printing and publishing,
- credit unions, and
- manufacturing.

6.3.36 Particularly relevant to this Plan is the requirement of community businesses for economically viable premises accessible to the community in question. These locational requirements may not be met on allocated industrial or business sites. However, subject to all other requirements of the Plan, particularly relating to traffic generation, vehicular servicing, noise, emissions and visual appearance being reasonably satisfied, the development of community business will be supported wherever possible.

Policy EC3.6 Rural Diversification

“The development of appropriate diversification enterprises, including tourism, craft industries and recreational activities, will be permitted where they can be shown not to have an adverse impact on the environment or where they enhance it.”

Refer to Policies: EC3.4, EC3.5, ENV1, ENV2 and ENV3.6

6.3.39 Farming is vitally important in shaping and maintaining the fabric of the rural landscape. However, changes in agriculture, including moves to control food production, mean that new rural enterprises are increasingly under consideration. In PPG 7 (The Countryside and the Rural Economy) the Government emphasises the requirement for a thriving rural economy and the need for diversification of farming activities.

6.3.40 Some forms of diversification, such as organic farming and alternative crops, may have a low impact on the environment. Others, involving new buildings and increased traffic or public use, particularly those linked to tourism or commercial activity, will have a much more significant impact. Notwithstanding the accepted need for rural diversification, uses which detrimentally alter the landscape and disrupt wildlife, or which are otherwise contrary to the policies of this Plan, will be resisted.

Policy EC4 Service Sector Employment

“The Council will safeguard and encourage service sector employment in the Borough, subject to no adverse effect on the character of the area or on residential amenity, adequate arrangements for the parking and manoeuvring of vehicles associated with the proposed development and compatibility with adjacent existing and proposed land uses.”
6.3.41 Sectors other than primary production and manufacturing already provide a majority of employment opportunities in the Borough (See Table 3). Furthermore, the number of service sector jobs has been growing at a time of alarming decline in more traditional sources of employment. The likely continuing decline of staple industries confirms the importance of jobs in health-care, personal services, administration, education, retailing, recreation and leisure, local government, commerce and a range of other services. When considering development proposals, the creation of employment opportunities and the contribution of the development towards economic regeneration will be treated as major factors alongside other requirements of the Plan.

6.3.42 It is likely that the majority of the new service sector jobs will be located in areas allocated on the Proposals Map for such uses as community facilities and retailing, rather than for industrial and business use. However, Class B1 of the Town and Country Planning (Use Classes) Order, 1987, incorporates office development (other than financial and professional services) and there is potential for new office development within all industrial and business use areas, particularly on prestigious sites in prominent locations.

6.3.43 The reform of social and health care services began in 1990 and became fully active in April, 1993. Community Care has been described as a "quiet revolution in care services" involving a range of public, voluntary and private organisations, shifting the balance from institutional care towards people retaining as much independence and choice as possible within their own home or community. This important change has a number of planning implications, not least the employment of many people, either on a peripatetic basis or in small-scale community homes. The Council's of Social Services Department and the Rotherham Priority Health Services N.H.S. Trust each employ more than 1,000 full time equivalent workers in Community Care. Many other jobs have been created in voluntary and private sector organisations. These service sector jobs, many of which will be geographically located within residentially allocated areas, are recognised as a significant and growing part of the local economy.

Policy EC4.1 Rotherham Central Area
“A major focus for service sector employment is Rotherham Central Area where:

(i) within the area allocated for light industrial and business use (B1), a site at Walker Place is promoted for major office development, and

(ii) within the allocated Mixed Use Areas, a variety of sites are suitable for a range of service sector uses.”

Refer to Policies:
ENV2 to ENV2.3, ENV3.1, ENV3.7, T2, T4.2, T5.1, T6, T6.1, T8 and RET1

6.3.44 Central Rotherham is one of the Borough’s most important employment locations, providing jobs both in the manufacturing and service sectors. Of nearly 20,000 jobs in the Central Ward in 1991, 14,500 were in the service industries. This represents almost a third of the service jobs throughout the whole Borough. This proportion is higher still in certain services, with the Central Area providing the most significant concentration of retailing and administrative services within the Borough.

6.3.45 The Council, in partnership with other agencies, promoting the Town Centre Initiative, which together with this Plan strives to safeguard the vitality and viability of the centre. New shopping, business, leisure and other complementary developments promoted and encouraged by the Initiative will create new service sector jobs and support existing jobs as part of a wide ranging and comprehensive strategy for the area.

Policy EC5 Mixed Use Areas
“Within Mixed Use Areas shown on the Proposals Map, a variety of land uses will be acceptable; the particular uses appropriate to each area and any limitations or requirements pertaining to these uses or their location being set out in Chapter 7 of this Written Statement.”

6.3.46 Whilst each Mixed Use Area is unique in terms of its character, mix of uses and other planning requirements, it is possible to describe, in general terms, the types of area appropriate for
6.3 Economic Development

6.3.47 Regeneration projects, large or small, will typically involve comprehensive development or redevelopment of a difficult, possibly derelict site, and will include a range of different but complementary elements in order to produce an attractive and viable scheme. A good example is the redevelopment of the site of the former Cortonwood Colliery, where the scheme will replace extensive dereliction with industry, housing, retail and leisure uses.

6.3.48 Alternatively, Mixed Use Areas may be well-established locations where the predominant land-use is gradually changing, for example from residential to business use. In these cases, the constituent uses may be compatible and the transition from one predominant use to another is not expected to be completed within the Plan period. Within a well-established area, perhaps the periphery of a town centre, a mixture of land-uses may be a desired end result; for example, leisure activities and housing for single people may complement shopping and business uses and add life and vitality to areas around a town centre.

6.3.49 Tourism has much to contribute to the process of economic revitalisation and regeneration. Direct benefits accrue from gains in employment this allocation. A common feature of all is that it is unnecessary within each area to prescribe or precisely delineate the areas of land appropriate to each particular land-use. This flexibility allows attractive, imaginative and viable schemes to be developed within the context of planning guidelines.

The following are allocated as Mixed Use Areas on the Proposals Map:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU1</td>
<td>Former Cortonwood Colliery, Brampton Bierlow</td>
</tr>
<tr>
<td>MU2</td>
<td>Fitzwilliam Fields, Wath</td>
</tr>
<tr>
<td>MU3</td>
<td>Manvers: Lakeside</td>
</tr>
<tr>
<td>MU4</td>
<td>North of Wath Town Centre</td>
</tr>
<tr>
<td>MU5</td>
<td>Kilnhurst Centre</td>
</tr>
<tr>
<td>MU6</td>
<td>North of Stocks Lane, Rawmarsh</td>
</tr>
<tr>
<td>MU7</td>
<td>East of Bellows Road, Rawmarsh</td>
</tr>
<tr>
<td>MU8</td>
<td>East of Rawmarsh Hill, Parkgate</td>
</tr>
<tr>
<td>MU9</td>
<td>West of Rawmarsh Hill, Parkgate</td>
</tr>
<tr>
<td>MU10</td>
<td>East of Broad Street, Parkgate</td>
</tr>
<tr>
<td>MU11</td>
<td>West of Broad Street, Parkgate</td>
</tr>
<tr>
<td>MU12</td>
<td>Parkgate Business Park (North)</td>
</tr>
<tr>
<td>MU13</td>
<td>Parkgate Business Park (South)</td>
</tr>
<tr>
<td>MU14</td>
<td>Aldwarke: Stadium Developments</td>
</tr>
<tr>
<td>MU15</td>
<td>Midland Road, Rotherham</td>
</tr>
<tr>
<td>MU16</td>
<td>Masbrough Street (West of Centenary Road), Rotherham</td>
</tr>
<tr>
<td>MU17</td>
<td>Tenter Street/Thames Street, Rotherham</td>
</tr>
<tr>
<td>MU18</td>
<td>Bridge Street, Rotherham</td>
</tr>
<tr>
<td>MU19</td>
<td>Main Street, Rotherham</td>
</tr>
<tr>
<td>MU20</td>
<td>Westgate, Rotherham</td>
</tr>
<tr>
<td>MU21</td>
<td>Moorgate, Rotherham</td>
</tr>
<tr>
<td>MU22</td>
<td>Wellgate (South of Mansfield Road), Rotherham</td>
</tr>
<tr>
<td>MU23</td>
<td>Effingham Street (North of Centenary Way), Rotherham</td>
</tr>
<tr>
<td>MU24</td>
<td>Doncaster Gate/Drummond St., Rotherham</td>
</tr>
<tr>
<td>MU25</td>
<td>Bramley</td>
</tr>
<tr>
<td>MU26</td>
<td>Junction 33 (M1)</td>
</tr>
<tr>
<td>MU27</td>
<td>Woodhouse Green, Thurcroft</td>
</tr>
<tr>
<td>MU28</td>
<td>Park View, Swallownest</td>
</tr>
<tr>
<td>MU29</td>
<td>Bawtry Road, Hellaby</td>
</tr>
<tr>
<td>MU30</td>
<td>North of Blyth Road, Maltby</td>
</tr>
<tr>
<td>MU31</td>
<td>South of Blyth Road, Maltby</td>
</tr>
<tr>
<td>MU32</td>
<td>Morrell Street, Maltby</td>
</tr>
<tr>
<td>MU33</td>
<td>North of Tickhill Road, Maltby</td>
</tr>
<tr>
<td>MU34</td>
<td>South of Tickhill Road, Maltby</td>
</tr>
<tr>
<td>MU35</td>
<td>Outgang Lane, Dinnington</td>
</tr>
<tr>
<td>MU36</td>
<td>Meadowbank Road</td>
</tr>
<tr>
<td>MU37</td>
<td>Broom Valley</td>
</tr>
<tr>
<td>MU38</td>
<td>Sitwell</td>
</tr>
</tbody>
</table>

Policy EC5.1 Land identified for Mixed Use development

Policy EC6 Tourism and Visitor Developments

“The Council recognises the contribution that tourism can make to sustainable economic development and job creation. In order to attract more visitors to Rotherham, the Council will support development proposals for hotels, conference centres, leisure-related tourism facilities, transport facilities, camping and caravanning sites and budget accommodation in appropriate locations.

The Council will expect such proposals to enhance and conserve the Borough’s urban and rural heritage.”

Refer to Policies:
EC3.6,
ENV1, ENV1.2, ENV1.7, ENV2, ENV3.1 and ENV3.5

6.3.49 Tourism has much to contribute to the process of economic revitalisation and regeneration. Direct benefits accrue from gains in employment
6.3 Economic Development

6.3.3 Economic Development (tourism is labour intensive) and also the broadening of the economic base, and the knock-on effects of more money being injected into the local economy. Tourism will also improve the image of the area, help to conserve the built and natural environment, and provide additional facilities which all can enjoy. Rotherham already has a number of existing attractions, together with a wealth of untapped resources which could be developed in order to expand the visitor and tourist industry. The Borough has an attractive rural character, a wealth of historic and heritage interest, good access to the motorway network and to neighbouring areas with established visitor attractions such as Sheffield, Nottinghamshire and the Peak District.

6.3.50 The Vision Statement of the Rotherham Economic Partnership which has been incorporated into “Rotherham’s Single Regeneration Budget Proposal 1995-96” includes:

“to create a leisure and heritage culture which engenders local pride and attracts new visitors.”

Furthermore the targets of the Partnership include:

- “1.5 m visitors per annum to the town,
- significant change to the perceived image of Rotherham.”

6.3.51 Key tourism and visitor markets with potential for expansion in the Borough in the immediate future are:

- leisure day visits,
- business visits and conferences,
- a touring base, linking with nearby attractions, and
- visiting friends and relations.

6.3.52 The Borough does not currently possess a substantial fee-paying visitor attraction. An appropriate development of this type will be encouraged and indeed the Magna proposal at Templeborough (paragraph 6.3.22) has received Millennium Commission backing.

6.3.53 Appropriate development to provide more places to visit, suitable accommodation and supporting infrastructure such as shops, catering and transport facilities will be encouraged. It is considered that the urban areas and in particular the defined town centres will meet many of the Borough’s tourism service needs. However, in some instances it will be necessary to consider the need for such facilities in the Green Belt. Farms may be suitable for appropriate forms of tourism and visitor development such as holiday accommodation, farm trails, working holidays, rural leisure pursuits or rural crafts. Such developments would assist rural economic diversification and provided that they are modest in scale and comply with other requirements of the Plan, particularly environmental and transportation requirements, they are likely to be supported by the Council. In view of their inherent characteristics, their attractive surroundings, and frequently their heritage interest, canals, rivers, and other water bodies provide considerable potential for leisure and recreational uses. These activities together with associated developments will provide a variety of employment opportunities, related to such pursuits as canal boating, fishing, water sports and a variety of waterside activities. It is accepted that facilities such as small-scale gift shops and tea-rooms might be appropriate in association with or in close proximity to recognised tourist attractions. Provided that a proposed facility of this type has a predominantly tourism function, is small-scale and ancillary in nature to the tourist attraction, and complies with Policy EC6.4 and other policies of the Plan, for example, providing it does not undermine the viability of nearby local village shops, it is similarly likely to be supported by the Council.

Policy EC6.1 Hotel Development

“The Council will encourage the development of hotels in appropriate locations in order to assist the growth of the ‘tourism and visitor’ sector of the local economy. The following locations will be considered suitable, in principle, for such developments:

- areas in the immediate vicinity of motorway junctions,
- major leisure and recreational areas, and
- town centres and appropriate Mixed Use Areas.

Furthermore, hotel use may be considered a suitable alternative use for rural buildings or buildings in the Green Belt in accordance with Policy ENV3.5.
6.3 Economic Development

All hotel developments must comply with other requirements of the Plan, in particular those set out within the Environment and Transportation sections of this Statement."

Refer to Policies:
EC4, EC4.1, EC5, EC5.1, ENV1, ENV1.2, ENV1.3, ENV2, ENV3.1, ENV3.2, T6, T6.1 and T8

6.3.54 The development of hotels will assist economic regeneration by providing improved facilities to meet the needs of the business and the leisure market, by contributing directly and indirectly towards economic diversification and by improving the image of the Borough. The locational advantages of the area suggest much unrealised potential for business and educational conferences and seminars. Furthermore hotels, with their associated facilities such as restaurants, function suites, leisure and fitness clubs, provide a range of facilities which can be used and enjoyed by the Borough’s resident population as well as business and leisure visitors.

6.3.55 Suitable sites for hotels may be found in both urban and rural locations. It is important that hotel developments are appropriate to their location in terms of their character, scale, servicing needs and appearance and comply with all other requirements of the Plan. This is essential if developments are to be permitted within or close to the Green Belt, Heritage Sites or other sensitive locations.

6.3.56 Hotels will be regarded as appropriate complementary uses in the Borough’s defined town centres (see Policy RET1), helping to safeguard their vitality and viability. Also, hotel developments will be particularly promoted in the following Mixed Use Areas, referred to in Policy EC5.1 and Chapter 7 of this Statement:

MU3, MU16, MU18, MU19, MU20, MU22, MU26, MU27, MU29, MU36, MU37.

Policy EC6.2 Visitors and Heritage Sites

“The Council will encourage low-key development proposals which will enhance the visitor attraction of appropriate Heritage Sites whilst safeguarding their heritage value.”

Refer to Policies:
ENV2, ENV2.3 and ENV2.4

6.3.57 Whilst the Council supports the provision of a wide range of facilities to provide services to visitors, particular regard must be paid to the effects of such developments particularly on ‘sensitive’ areas, with environmental and other heritage interest. Many of these areas have only capacity for a limited number of visitors, which must be respected. Poorly designed developments may result in over-use, have adverse visual effects, generate excessive traffic or may otherwise irreparably damage the very attraction on which they are dependent. Such developments would be self-defeating in the longer-term and every effort will be made to ensure that all tourism and visitor facilities respect the unique character of environmentally sensitive locations.

Policy EC6.3 Visitors - Country Parks

“The Council will seek to enhance the character and role of its Country Parks and will welcome the introduction of appropriate uses to provide additional recreation, leisure and tourist facilities at these locations.”

Refer to Policies:
ENV1, ENV1.2, ENV1.7 and CR2.3

6.3.58 There are three Country Parks within the Borough, at Ulley, Thrybergh and Rother Valley. By virtue of their facilities and design, the Parks are able to satisfactorily accommodate varying numbers of people engaged in different recreational pursuits, some of which would not be viewed as acceptable within a more sensitive rural environment (particularly at Rother Valley Country Park, which is outside the Areas of High Landscape Value). By enhancing the Country Parks, there will not only be potential for complementary visitor attractions and facilities and consequent employment opportunities, but also a reduction in the pressure on other sensitive areas of countryside.

6.3.59 Rother Valley Country Park features as a flagship project in Rotherham Economic Partnership’s Strategy for development of the local economy. Future development projects will include a diverse range of appropriate leisure related developments and will link with the restoration of the Chesterfield Canal to provide an attraction of regional significance.
6.3 Economic Development

Policy EC6.4 Tourism and Visitor Developments and the Environment

“All proposals for ‘tourism and visitor’ developments will be assessed against the capacity of the area to cope with the pressures generated and will be required to demonstrate that:

(i) they satisfactorily respect the form, character and setting of any settlement involved and make provision for adequate landscaping,

(ii) they do not conflict with policies to conserve the landscape, the natural environment and the Borough’s heritage,

(iii) they have regard to agricultural and other rural land-use interests and the need to conserve the best and most versatile farmland,

(iv) they make adequate arrangements for the storage of plant, goods and materials,

(v) they conform with policies for transport with particular regard to the suitability of the highway network to cope with the traffic generated in terms of the number, type and size of vehicles involved, during construction and after occupation,

(vi) they make adequate arrangements for site access, local traffic circulation, parking and servicing,

(vii) they have regard to the opportunities available for the provision of public transport, and

(viii) conflict with adjoining land-uses with particular regard to pollution, nuisance, health, safety and visual intrusion has been minimised.”

Refer to policies:
ENV1, ENV1.2, ENV2-2.4, ENV2.5-2.8, ENV2.11-ENV2.12, ENV3, ENV3.1-3.2, ENV3.5-ENV3.7 and T6

6.3.60 Whilst proposals for ‘tourism and visitor’ developments will be strongly encouraged, it is recognised that there will be pressures for development in sensitive locations. It is vital that these developments do not exceed the capacity of the immediate environment to accommodate them.
Environment

Introduction
6.4.1 Paragraph 4.12 of the Plan, in refining the aims “to create a better urban environment” and “to maintain the integrity of the countryside and the urban heritage”, has described the overall environmental objectives for Rotherham. The Council is pursuing these objectives in a number of ways, including:

- setting a framework of policies for the protection and enhancement of the Borough’s environment,
- preparing and prioritising programmes of action,
- accumulating and sustaining staff skills and knowledge sufficient to ensure effective action on the environment,
- helping to coordinate the activities of all those who have a part to play in securing the future of the Borough’s environment, and promoting partnership, and
- providing advice on environmental issues and collating and disseminating information.

6.4.2 Among the diverse components of the Rotherham environment strategy are:

- the Countryside Study - to formulate measures for positively responding to pressures on the rural environment and for conserving its resources,
- the Reclamation Programme - to remove and recycle derelict land in the Borough and regenerate its landscape,
- the Green Belt - to control and balance conflicting pressures between urban and rural areas.

- Listed Building Repair and Conservation Advice Service - to give advice on the special needs of the historic environment.
- the Conservation Area Review - to set the Council’s approach to historic areas,
- the Scientific Service - to monitor, investigate and control pollution of the environment,
- the Countryside Management Service - amongst other functions, to advance environmental education, and
- Traffic Management - amongst other functions, to reduce vehicular emissions and noise.

6.4.3 This Plan is a major part of the environment strategy. In particular, it provides the statutory land-use dimension of the strategy by guiding development pressures which involve environmental issues. However, it would be wrong to think that only the current section is relevant to this. On the contrary, environmental considerations pervade many aspects of the Plan and, in accordance with PPG 12 (Development Plans and Regional Planning Guidance) have been taken into account when preparing all of its policies. Conversely, as Strategic Guidance for South
Yorkshire stresses, environmental considerations need to be capable of accommodating other objectives of both the Plan and the Government, for instance by helping to attract investment and by accommodating rural diversification.

6.4.4 It is worth stressing that, whilst the Borough’s environment needs protection for its own sake, for the beauty and diversity of its landscape, its natural and built heritage and wildlife, and its agricultural and recreational value, protection alone is rarely sufficient. Positive management and enhancement, for instance, are equally important. Moreover, protection of the environment has to be set in the wider context of the needs of a healthy Borough economy and community life throughout the Plan period and beyond. The policies of the Plan are, therefore, intended to integrate development which meets these needs, without overall detriment to environmental standards. They thereby go some way to achieving ‘sustainability’, with policies on development, transport and use of land and energy resources being key ways in which this Plan can contribute locally to the concept at a national and, ultimately, a global scale. (For example, as emphasised by PPG 12, locational and transport policies can significantly influence energy consumption and CO2 emissions.) An appraisal is provided at Appendix 2 to show how far the Plan’s policies contribute to sustainability and the quality of life which the concept seeks to achieve now and in the future. Where conflicts remain, the role of the Plan is to decide which interests should take priority.

6.4.5 Probably the most widely known of the means of integrating development needs and environmental considerations is the Green Belt. Much of the Borough is already designated Green Belt. It is therefore appropriate to start this section with a restatement and consolidation of Green Belt policy as applied by the Council.

Policy ENV1 Green Belt

“A Green Belt whose boundaries are defined on the Proposals Map will be applied within Rotherham Borough. In the Green Belt, development will not be permitted except in very special circumstances for purposes other than agriculture, forestry, recreation, cemeteries and other uses appropriate to a rural area. The construction of new buildings inside the Green Belt is inappropriate unless it is for the following purposes:

(i) agriculture and forestry (unless permitted development rights have been withdrawn),

(ii) essential facilities for outdoor sport and outdoor recreation, for cemeteries and other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it,

(iii) limited extension, alteration or replacement of existing dwellings, and

(iv) limited infilling in existing villages and limited affordable housing for local community needs under development plan policies according with PPG2 (Green Belts) and PPG3 (Housing).”

Refer to Policies:
HG4.7,
ENV2, ENV3, SPG Environment 1 and 4,
CR2.5,
MIN1 to MIN6,
UTL3, UTL3.2, UTL3.3 and UTL3.4

6.4.6 A comprehensive Borough-wide review of the Green Belt was completed by the Council in June, 1990, with the adoption of the Rotherham Green Belt Local Plan (RGBP). This Plan incorporates the policies of the RGBP. Some detailed changes to either the Green Belt boundary or the application of policies within it have been necessary to mirror the wider scope of this Plan and are discussed at the relevant points below. This does not diminish the strategic function of the Green Belt as defined in the RGBP.

6.4.7 The RGBP underlined the commitment to steer development towards the towns, villages and main urban areas and ensures that development that is permitted in the Green Belt is appropriate to and sympathetic to the rural environment. Some 65% of the Borough area is designated Green Belt. This is the single most important Council policy in protecting and conserving the environment of the Borough. To this end, Policy ENV1 reaffirms this commitment by amalgamating and restating Policies RGB1 and RGB2 of the RGBP. It also reaffirms the Green Belt status of those areas of Barnsley, Doncaster, Sheffield and North-East Derbyshire transferred to Rotherham Borough by
Statutory Instruments Nos. 2122 of 1992 and 729 of 1993. This Green Belt is shown in the following plans:

Dearne Towns District Plan (1982)

Hoyland Local Plan (1988)

Mexborough and Conisbrough District Plan (1982)

Sheffield Green Belt Plan (1983)

North-East Derbyshire Green Belt Local Plan (1986)

and, elsewhere,

West Riding Development Plan (1966) and

South Yorkshire Structure Plan (1979).

6.4.8 The Plan allocates sufficient land to meet anticipated development needs well beyond the Plan period. The policies affecting the Green Belt relate to a time scale longer than that adopted for other aspects of the Plan, and the Council is satisfied that the Green Belt boundaries will not need to be altered at the end of the Plan period. The Council considers that there is no case for providing safeguarded land (land required to meet longer term development needs) within the proposals of the Plan, and is of the view that safeguarded land would undermine the Plan’s regeneration strategy, introduce unwanted development pressures in the countryside and would be contrary to principles and permanence of the Green Belt.

6.4.9 PPG 2 (Green Belts) issued by the Secretary of State in January, 1995, gives the following five main reasons for including land in the Green Belt:

- to check the unrestricted sprawl of large built-up areas,
- to prevent neighbouring towns from merging into one another,
- to assist in safeguarding the countryside from encroachment,
- to preserve the setting and special character of historic towns, and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Although Green Belt is essentially a control mechanism, positive objectives complement the inclusion of land within it, particularly on matters such as countryside recreation and access and landscape enhancement. Policies to help achieve these objectives are included elsewhere in the Plan, for example Policies ENV3 and ENV6.

6.4.10 Additionally, in acknowledgement of the provisions of Policy HG4.7 of this Plan, the following may be accepted as development that is appropriate in exceptional circumstances:

- dwellings where a specific Green Belt location can be justified by evidence of local need for affordable housing. Any such development must be small-scale. In these circumstances, it is likely that the removal of permitted development rights will be applied to any planning permission. The Council would not want low-cost housing which is permitted by this provision to be gradually transformed and taken out of the reach of target groups by systematic additions and alterations, including those normally classed as permitted development.

6.4.11 Along with normal agricultural activities, there is a general presumption that market gardens, small holdings, horticulture and intensive rearing units are acceptable in the Green Belt. Much agricultural development is permitted development. In those cases when planning permission is required, new agricultural buildings will be expected to be located close to existing buildings unless there is a good case to the contrary. Proper regard should be paid to their impact on their surroundings. Where permitted development is involved, the Council will nevertheless seek to minimise the potential adverse effects on the landscape of agricultural development and improvement. Dwellings for persons engaged in agriculture are not permitted development and will only be permitted within the Green Belt where a case of need on agricultural grounds can be justified. Factors such as the viability of the unit, the need for constant supervision and lack of alternative accommodation will be taken into account in this respect. In acknowledgement of changes in agriculture the following will be considered as exceptional circumstances in the context of the Policy:

- farm diversification schemes where it can be shown that they will support the economic viability of the remaining agricultural unit.
6.4.12 In principle, mineral extraction is not incompatible with the purposes of Green Belt and, therefore, may be regarded as a use appropriate for a rural area, where high environmental standards are applied, and the development includes proposals for satisfactory restoration of the site. However, any such proposals will also be evaluated against the provisions of other appropriate policies of the Plan.

6.4.13 In principle, providing opportunities for outdoor sport and outdoor recreation near urban areas is one of the positive roles to be played by the Green Belt. The Council supports this approach and, where it is satisfied that they are essential facilities, genuinely required in association with uses that will preserve the openness of the Green Belt, the Council will also support the provision of tourism and visitor related developments. In considering such proposals regard will be had to policies EC6 to EC6.4 and ENV1 to ENV1.2, particularly the criteria set out in EC6.4.

6.4.14 In considering the extension, rebuilding, change-of-use or substantial alteration of existing buildings in the Green Belt, special regard will be given to Policies ENV3.2 and ENV3.5.

Policy ENV1.1 Areas of High Landscape Value

“The following areas, whose boundaries are defined on the Proposals Map, are designated as Areas of High Landscape Value:

Wentworth,
Sandbeck-Harthill,
Hooton Roberts,
Dalton Dean, and
Ulley-Whiston.”

Policy ENV1.2 Development in Areas of High Landscape Value

“In Areas of High Landscape Value, development other than for agriculture will only be allowed where it will not result in a significant, and permanent adverse impact on the landscape. New agricultural buildings and ancillary development requiring planning permission will normally be allowed, provided they are not detrimental to the local environment, as will agricultural dwellings where a genuine agricultural need for them is demonstrated. Strict control will be exercised over any development that does take place to ensure that the visual character of these areas is not affected.”

Refer to Policies: EC6, EC6.3, ENV3, ENV3.4, ENV6, UTL3, UTL3.2, UTL3.3 and UTL3.4

6.4.15 With minor drafting alterations and a change of title, these two policies restate Policies RGB7 and RGB8 of the RGBP. They deal with those areas of the Borough within which the quality of the landscape is of overriding significance. The special status of these areas was established in the former West Riding Development Plan and South Yorkshire Structure Plan. The defined areas are based on landscape assessments carried out for those Plans, especially a comprehensive analysis from the County Environment Study (1975), with additional areas designated in the RGBP using criteria established in the County Environment Study. Notwithstanding the blanket protection of the Green Belt, these policies provide additional protection so that only development essential to Areas of High Landscape Value locations or which enhance their character is permitted, and any development that does take place is of a particularly high standard and will respect the local context provided by buildings, street patterns, historic plot patterns, building materials, building frontages, topography, established public views, landmark buildings, roof detail, important landscape features and other relevant design elements. Since all Areas of High Landscape Value are also designated Green Belt the design criteria published separately in SPG Environment 1 and 4 will be relevant. The defined Areas include those parts of the transferred Green Belt referred to in paragraph 6.4.7 which have been included in broadly similar designations by neighbouring authorities or which form a logical extension to the RGBP Areas.

6.4.16 Recreation activities may be accommodated in Areas of High Landscape Value where they are quiet and passive and do not prejudice wildlife, landscape and amenity interests. Consequently there will be instances where certain formal recreational uses cannot be satisfactorily accommodated in these areas, which are best suited to low-key, informal recreational activities that relate to existing natural features, and respect the scale and character of their surroundings. An exception may be made, however, in respect of
facilities directly related to country parks within them (presently Ulley and Thrybergh) provided that they otherwise satisfy Green Belt policies. Similarly, the sensitive provision of new facilities associated with the recreational use of the Chesterfield Canal (paragraph 6.7.54) or with the tourism development of other appropriate features (Policy EC6) will not be seen as contrary to this Policy.

6.4.17 In acknowledgement of changes in agriculture the following will be considered as exceptional circumstances in the context of the Policy:

- farm diversification schemes where it can be shown that they will support the economic viability of the remaining agricultural unit with which they are associated, and where Policy ENV3.7 is satisfied after giving full regard to the special environmental qualities pertaining in Areas of High Landscape Value.

Policy ENV1.3 Extensions to dwellings in the Green Belt

“Extensions to existing dwellings in the Green Belt will only be permitted where the proposed extension represents a minor addition to the original dwelling and is so sited and designed to reflect the architectural style of the original building and/or the vernacular styles in the locality. In considering proposals, the Council will have regard to the degree to which they are compatible with its detailed Supplementary Planning Guidance on the size, scale and design of such extensions.”

Refer to Policies: ENV3, ENV3.1 and ENV3.2

(Supplementary Planning Guidance is published separately as SPG Environment 1: Extensions to dwellings in the Green Belt.)

6.4.18 This Policy restates RGB4 and augments it with detailed Supplementary Planning Guidance. Proposals will be assessed in the light of their impact on the Green Belt. Permission will not be given for an extension which, by itself or together with any existing building, would create a dwelling which would be readily convertible into more than one dwelling or which would facilitate the future formation of a separate residential curtilage.

6.4.19 This Policy restates RGB6. Where development occurs on the edge of urban areas and close to the Green Belt, special attention should be given to its impact on the visual character and amenity of the Green Belt.

Policy ENV1.5 Infilling within Green Belt Villages

“In those Green Belt villages and other building groups listed below, limited residential infilling may be appropriate, notwithstanding the general presumption against residential development. ‘Infilling’ means the filling of a small gap in an otherwise built-up frontage. Generally, it will be limited to a single dwelling and each will be considered on merits with due regard to Policy ENV3.2.”

Refer to Policies: HG4.4, HG4.7, ENV1, ENV1.2, ENV2 to ENV2.12, and ENV3.1 to ENV3.6

6.4.20 These settlements are:

Brampton-en-le-Morthen
Brookhouse
Firbeck
Gildingwells
Hooton Levitt
Hooton Roberts
Letwell
Netherthorpe
Ravenfield
Scholes
Thorpe Salvin
Ulle
Wentworth
Woodall.

6.4.21 As soon as practicable, the Council will define a boundary for each of the villages named in paragraph 6.4.20 above, within which infilling may
be acceptable. This exercise will provide guidance for landowners and developers and avoid unnecessary speculation. The information will be produced in the form of Supplementary Planning Guidance.

Policy ENV1.6 Villages in the Green Belt

“In the Green Belt, the visual character of attractive villages will be maintained. Any development that does take place should not detract from the character and appearance of such villages.”

Refer to Policies:
ENV2.7, ENV2.10, ENV3, ENV3.1 and ENV3.2

6.4.22 This Policy restates RGB9. The Green Belt contains various attractive settlements where it is necessary to control development in order to conserve the overall character of the Green Belt. These settlements are:

Gildingwells
Nether Haugh
Thorpe Salvin
Slade Hooton
Carr
Street
Ravenfield
Hoober
Scholes
Stone
Hooton Roberts
Turnerwood
Dalton Magna
Ulley
Firbeck
Upper Whiston
Netherthorpe
Woodall
Hooton Levitt
Wentworth
Letwell
Brookhouse
Morthen
Lindrick Dale
Lea Brook
Brampton-en-le-Morthen.

Policy ENV1.7 Countryside Recreation

“The Council will seek to ensure that countryside recreation schemes will be sited and designed so as to minimise any adverse impact on landscape quality, nature conservation and agriculture.”

Refer to Policies:
EC6, EC6.3, CR2, CR2.3, CR2.5 and ENV3.2

6.4.23 With minor wording change, this Policy restates RGB12. The Council will seek to locate organised spectator activities which require intensive development, such as indoor facilities, within existing urban areas. However, it recognises the potential that exists for sympathetic development of recreational facilities in the urban fringe and in the countryside where adverse impact on surrounding landscape, nature conservation and agriculture can be minimised. Development ancillary to the primary purpose of a proposed or existing recreation facility will be considered on its own merits and must be capable of satisfying Green Belt and other policies.

Policy ENV1.8 Modifications to the Green Belt

“The Green Belt boundary, as adopted in the Rotherham Green Belt Local Plan and Plans referred to at Paragraph 6.4.7, is modified by this Plan as follows:

(i) additions:
‘Manvers Lake’,
land north-east of site E8 on Proposals Map,
land south of Melton High Street,
disused railway line at Bow Broom,
land adjacent Thrybergh Church,
land off Brecks Crescent,
land off Dog Kennels Hill, Kiveton Park Station,
land at Mansfield Road, Wales Common,
land west of Mansfield Road, Norwood,
land on the south-eastern side of Silverwood Colliery tip,
land at London Way, Thorpe Hesley, and
railway land adjoining site H53 at Laughton Common.

(ii) deletions:

land north-west of site E8 on Proposals Map,
land east of Golden Smithies Lane,
land at site of Kilnhurst Colliery,
land adjacent Waleswood Industrial Estate (two parcels),
land north of Hellaby Industrial Estate,
land at Rotherham Road, Maltby,
land at site of Treeton Colliery,
land at M1 Junction 33,
land on the south-eastern side of Silverwood Colliery tip,
land at 825/827 Upper Wortley Road, Thorpe Hesley, and
land south of Upper Wortley Road.

6.4.24 Further assessment since the earlier Rotherham Green Belt Local Plan was adopted, particularly to take account of subsequent proposals for regeneration in the Dearne Valley, has necessitated certain detailed changes to the Green Belt boundary. An explanation in respect of each of them is included in the relevant section of Chapter 7. Additionally, certain minor drafting anomalies within the Green Belt boundary as defined in RGBP have been corrected by this Plan.

Policy ENV1.9 Land Transferred from the Districts of Bassetlaw and Bolsover

“The Green Belt as adopted in the Rotherham Green Belt Plan is extended by the designation as Green Belt of land at:

A60, Malpas Hill*
adjacent to Dyscarr Wood, Langold*
Wallingwells Lane*

Owday Lane, Woodsetts (two parcels)
Thorpe Lane, Shireoaks*
Southwards Plantation, Whitwell Wood and
Whitwell Road* and
north of Pebblegrove Farm* including the designation of those areas marked by asterisks as Area of High Landscape Value.”

6.4.25 Certain land transferred to Rotherham by Statutory Instrument 729 (see paragraph 6.4.7) was previously in Bassetlaw and Bolsover. Neither of these Districts has Green Belt. This Policy incorporates the land within the immediately adjacent Rotherham Green Belt.

Policy ENV2 Conserving the Environment

“In considering any development, the Council will ensure that the effects on the wildlife, historic and geological resources of the Borough are fully taken into account. In consultation with the relevant national agencies and local interest groups, the Council will ensure the protection of these resources while supporting appropriate development which safeguards, enhances, protects or otherwise improves the conservation of heritage interests.

The Council will only permit development where it can be shown that:

(i) development will not adversely affect any key environmental resources,
(ii) development will not harm the character or quality of the wider environment, and
(iii) where development will cause environmental losses, these are reduced to a minimum and outweighed by other enhancements in compensation for the loss.”

6.4.26 PPG 7 (The Countryside and Rural Economy) advises that the countryside should be safeguarded for its own sake and that non-
renewable and natural resources should be afforded protection. It is important that safeguards are applied across the whole Borough and not just to certain sites.

6.4.27 The Borough’s natural and cultural heritage is concerned with specific resources for which there already exists an extensive framework of statutory and local protection including Council policies embodied in the Countryside Study and other statements. In particular:

- Natural History Sites: nature reserves, Sites of Special Scientific Interest, significant wildlife habitats, regionally important geological/geomorphological sites, geological formations and ancient woodlands, and

- Archaeological sites and historic buildings: Scheduled Ancient Monuments, Listed Buildings, sites and areas of archaeological and historic importance and Conservation Areas.

6.4.28 Distinctions are often made between the different issues relating to landscape, wildlife, archaeology, historic and cultural interests. These distinctions are exaggerated by having separate national agencies, each responsible for a single topic area and by statutory site protection systems which designate nationally important sites on the basis of a single type of interest. Yet all these topics are concerned with the same basic resource. Although designated sites and areas are important for their specific conservation value, it is the complex of wildlife habitats, historic features, buildings and settlements which together contribute to the quality and character of the environment as a whole.

6.4.29 This overlapping of interest was clearly demonstrated in the gathering together of information within the Countryside Study. Whilst little of the information could be said to be new, it had been dispersed in so many different hands that the true extent of existing environmental interests was scarcely recognisable. The picture to emerge was not of a Borough with a few specific sites of interest but of a widespread wealth of interest and local heritage. Perhaps more revealing is the fact that most sites represent a range of interests rather than a single issue or topic. For this reason, the Council is concerned that within its policies:

- methods of safeguarding the environment are considered collectively and are mutually supportive, and

- complementary objectives are more easily recognised and strengthened, whilst potential conflicts are more readily resolved.

6.4.30 The Borough contains a rich variety of valuable sites and features which contribute to the quality of its natural and built environment. While many of these sites may be identified and well recorded, other aspects remain as yet undiscovered or little studied. This does not mean the interests outside known sites is necessarily any less interesting or important than that within a defined site, but simply reflects the limits of current knowledge. Therefore, throughout the Borough, and not simply within defined sites, this sensitive resource needs protecting, conserving and enhancing, as unfortunately it is vulnerable to pressures for development, change and exploitation as well as general misuse.

6.4.31 PPG12 (Development Plans and Regional Planning Guidance) has put the concept of sustainable development at the heart of strategic planning. Conservation and development are not alternatives but must be reconciled and integrated within the concepts of sustainable development. In the Government’s White Paper ‘This Common Inheritance: Britain’s Environmental Strategy’, this is defined as:

“... (sustainable development) means living on the earth’s income rather than eroding its capital.”

The main purpose of Policy ENV2 is therefore to put in place the mechanisms by which the environmental resources of the Borough can be safeguarded and handed on to future generations in as good, if not better, state than they are today. The key environmental resources are those parts of our natural and cultural heritage which are considered vitally important and irreplaceable, and where any loss or damage would be extremely serious.

6.4.32 In all cases where a site contains an existing interest, the preferred option must be to retain that interest intact and in situ as part of the environmental resource to be handed on to future generations. Where the proposed development is consistent with the other land use policies contained in the Plan, planning applications which can be shown to avoid adverse effects on these
environmental interests will be supported. However applicants are reminded that, in addition to safeguarding the resource, sympathetic design may well be able to enhance, or improve the protection or conservation of the interest.

6.4.33 The responsibility lies heavily with the developer to demonstrate that their proposals have adequately identified and considered their effects upon the heritage of the Borough, including the submission of detailed survey, evaluation and records relevant to the case in question. Where there is uncertainty surrounding the environmental impact of a particular development, the Council will take an approach in line with the “precautionary principle” unless there are clear overriding benefits from the development concerned.

Policy ENV2.1 Statutorily Protected Sites

"Development or changes-of-use which would adversely affect the interest, fabric or setting of a statutorily protected site will not be permitted."

6.4.34 There are currently 35 Scheduled Ancient Monuments within the Borough, although this grossly underestimates the wealth of archaeological interest in the area. English Heritage have a continuing programme of scheduling monuments ("The Monuments Protection Programme") which will constantly amend the list of Scheduled Ancient Monuments through additions, deletions or boundary modifications. As with changes to other scheduled sites which are notified within the Plan period, these will be reflected in the lists of sites to which Policy ENV2.1 is applied.

Scheduled Ancient Monuments

Dead Man’s Cave, Anston
Lob Wells Shelter, Thorpe Salvin
Canklow Hill Earthworks
Roman Ridge: 16 sections between Swinton and Kimberworth
Caesar’s Camp, Scholes
Roche Abbey, Maltby
Thrybergh Village Green Cross
Castle Hill, Laughton-en-le-Morthen
Kimberworth motte and bailey castle
Kimberworth Manor moated site
Netherthorpe moated site
Todwick Manor House
Blue Man’s Bower, Whiston
Hellaby deserted medieval village
Rotherham Bridge

Thorpe Salvin Old Hall
Glassworks Cone, Catcliffe
Cross, Thrybergh Church Yard
South Farm Dovecote, Letwell
medieval settlement and moated site, Slade Hooton.

6.4.35 English Nature, as the principal agency responsible for advising central and local government on nature and geological conservation, has notified seven Sites of Special Scientific Interest (SSSI) either wholly or partially within the Borough and totalling 124.85 hectares in extent (0.44% of the Borough.) There are also four Local Nature Reserves, Catcliffe Flash, Warren Vale (Rawmarsh), Scholes Coppice, and Firsby Reservoirs, notified by the Council, but currently there are no National Nature Reserves, or other statutory site designations under the Wildlife and Countryside Act, 1981.

Scheduled Sites of Special Scientific Interest

<table>
<thead>
<tr>
<th>Site</th>
<th>Area</th>
<th>Date re-notified</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anston Stones Wood</td>
<td>33.7</td>
<td>1983</td>
</tr>
<tr>
<td>Bradgate Brick Works</td>
<td>0.9</td>
<td>1988</td>
</tr>
<tr>
<td>Dyscarr Wood</td>
<td>3.45</td>
<td>1983</td>
</tr>
<tr>
<td>(mostly in Notts. 18.57 ha. total)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lindrick Golf Course</td>
<td>22</td>
<td>1988</td>
</tr>
<tr>
<td>Maltby Low Common</td>
<td>6</td>
<td>1988</td>
</tr>
<tr>
<td>Roche Abbey Woodlands</td>
<td>52.8</td>
<td>1984</td>
</tr>
<tr>
<td>Wood Lea Common</td>
<td>6</td>
<td>1987</td>
</tr>
</tbody>
</table>

Statutory Local Nature Reserves

<table>
<thead>
<tr>
<th>Site</th>
<th>Designated</th>
<th>Date Designated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catcliffe Flash</td>
<td>10.25</td>
<td>1993</td>
</tr>
<tr>
<td>Firsby Reservoirs</td>
<td>6.8</td>
<td>1996</td>
</tr>
<tr>
<td>Scholes Coppice and Keppels Field</td>
<td>61.3</td>
<td>1996</td>
</tr>
<tr>
<td>Warren Vale</td>
<td>11.2</td>
<td>1993</td>
</tr>
</tbody>
</table>

6.4.36 There are circumstances, set out in paragraphs 27 and 28 of PPG 9 (Nature Conservation) where planning permission for development affecting a statutorily protected site may be granted. Some developments may have little or no effect on the value of the site. As part of the process of notification of scheduled sites English Nature, for example, provide a list of those damaging activities for which prior consent is required.

6.4.37 Similarly, PPG 16 (Archaeology and Planning) states that there should be a presumption in favour of the physical preservation in situ of nationally important archaeological remains, i.e. a
presumption against proposals which would involve significant alteration or cause damage. It follows that planning permission for such proposals should only be granted in very exceptional circumstances.

6.4.38 Policy ENV2.1 therefore does not apply to all development or changes-of-use, but only to those which would result directly or indirectly in damage to the interest, fabric or setting, thereby affecting the value of the site. In all such cases, the views of the statutory agency concerned will be respected and the Council will uphold its duty to safeguard such sites as part of the national heritage. Therefore, it will only grant planning permission affecting such sites where there are no adverse effects on the reasons for designation and then only on the express advice of the statutory agency concerned.

Policy ENV2.2 Interest outside Statutorily Protected Sites

“Proposals which would adversely affect, directly or indirectly, any key species, key habitat, or significant geological or archaeological feature, will only be permitted where it has been demonstrated that the overall benefits of the proposed development clearly outweigh the need to safeguard the interest of the site or feature.”

6.4.39 As well as attempting to protect the key environmental resources as a whole, it is also essential to safeguard some of the key individual components of the environment. Where legislation exists, heritage resources can be protected from unsympathetic development. However, it is not feasible or possible to statutorily protect all vulnerable sites, species, areas or features. Statutory protection has been afforded to only a selection of key and important sites or features, and often only those at greatest risk. Some nationally and regionally important sites remain unprotected by statute, as do the majority of sites of local importance. PPG 16 (Archaeology and Planning) for example, refers to the need to preserve monuments of national importance even if they are not currently scheduled, although it recognises that there will be instances, particularly where archaeological remains of lesser than national importance are involved, when preservation in situ might not outweigh other considerations including the need for development. Therefore, in interpreting this policy the Council will wish to ensure that the proposals comply fully with current Government guidance, and any uncertainties are fully addressed under Policy ENV2.3 through scientifically valid methodology and research.

6.4.40 Throughout the Borough there are also sites which are important for species protected by national or international law. Such sites require special precautions to be taken with development that may place such species at risk. A similar responsibility exists to protect habitats or species which are nationally or globally threatened or in decline. With the publication of the “Government Response to the UK Steering Group Report on Biodiversity” in May 1996, there is now an accepted framework which amalgamates protected and threatened species and habitats. These “key habitats” and “key species”, together with the criteria for their selection, are listed in “Biodiversity: the UK Steering Group Report Volume 1: Meeting the Rio Challenge” and will be the subject of national and local Action Plans. The key species are listed in the Annexes to the above Steering Group Report - as “The Long List of Globally Threatened/Declining Species”. Therefore, the presence of any of the key habitats or of species listed in the “Long List”, together with any additional habitats or species listed in any future Local Biodiversity Action Plan, will be used as the basis for interpreting this policy.

6.4.41 At present, a programme of recording the Borough’s natural history resources is well advanced including Regionally Important Geological and Geomorphological Sites (RIGS) which will be used to define a “significant geological” site as part of this policy.

6.4.42 Some of the monuments and individual relics are receiving attention with a view to their being brought into use to enhance the Borough and encourage visitors. There are over 700 Listed Buildings within the Borough, two registered parks and gardens of special historic importance and the South Yorkshire “Sites and Monuments Record” identifies over 1000 historic and archaeological finds or features. Account also needs to be taken of the setting of a feature as, for example, directed by the Planning (Listed Buildings and Conservation Areas) Act, 1990.

6.4.43 This situation has been recognised by the Council’s Countryside Study which now covers all known sites and features in the Borough whether of national and regional (Category 1), Borough-wide (Category 2) or local (Category 3) significance in its Heritage Sites Register. The grading of sites reflects the type of interest rather than an evaluation of importance. It serves as an administrative tool to
ensure the appropriate type and scale of consultation and does not imply that damaging activities are more acceptable on a Category 3 site than on a Category 1 site. However, it should be emphasised here that the purpose of showing the extent of known interests as a boundary on the Proposals Map is not to delineate an area which will be protected from any development, but simply to alert potential developers to the existence of an interest included within the Council's Heritage Sites Register. The Register acts as a survey or audit of the extent and state of the environmental resources of the Borough. It is used to help assess the relative significance of any interests affected by any forms of development, not simply by development within the boundary shown on the proposals map. As all known sites and features which have been notified to the Council are recorded on the Heritage Sites Register, in turn it can help identify the type of interest at a given site and direct enquirers to the relevant source of detailed information. The Council is therefore committed to keeping the Heritage Sites Register under constant review and publicly accessible.

Policy ENV2.3 Maintaining the Character and Quality of the Environment

"In considering any development or other proposals which would unavoidably damage an existing environmental interest, prior to determining a planning application, the Council will require the application to be supported by adequate survey, evaluation, recording and, where appropriate, details of renovation or repair of historic fabric and rescue or relocation of features or species of particular merit. Damage to the existing environmental interest should be reduced to a minimum and, where possible, the interest which is retained should be enhanced. In addition there must be adequate compensation for any significant losses through landscaping, habitat creation or other environmental enhancement."

6.4.44 Many proposals may well have a neutral or negligible effect upon the particular environmental interest of a site. Form, siting and design might enable development to go ahead without affecting existing interests. However, under Policy ENV2, the Council will expect planning applications to show how any interest has been taken into account or can be accommodated within the proposals. PPG16 (Planning and Archaeology) for instance, emphasises the need for the results of an evaluation of archaeological remains to be available in the consideration of the granting or conditioning of a planning permission. Therefore, where the current knowledge is insufficient to determine an application, as a minimum, the applicant will be required to provide an objective evaluation of the interest present together with details of how that interest will be treated within the development proposals.

6.4.45 In certain circumstances, as in the case of many archaeological sites, it has never been possible to investigate or assess the importance of the site in any detail. Other sites or interests may only be revealed during site investigations prior to development. The opportunity to thoroughly evaluate a site and take appropriate action to conserve the existing interest must be taken before any development that would destroy that interest forever.

6.4.46 By definition, all known heritage interests to which this Policy will be applied are recorded on the Heritage Sites Register and shown as boundaries on the Proposals Map. This will serve to alert applicants to the presence of a known interest that needs to be assessed within any proposed development.

6.4.47 In the very rare occasion of a significant interest being revealed in pre-determination evaluations, the Council will consider such interest on their merits, under the provision of Policy ENV2.2. In some cases legislation may exist by which the appropriate body may secure emergency protection for a given site, and any site given emergency protection through statute would automatically become a Statutorily Protected Site governed by Policy ENV2.1.

6.4.48 In some cases, conditions attached to a planning permission may be insufficient to protect a significant environmental interest. The granting of a valid planning permission may, in turn, prevent the site’s protection through statutory designation. Equally the Council would not wish to take a precautionary approach and refuse an application when, given adequate information and evaluation, the interest could be adequately safeguarded through conditions attached to the planning permission or as part of a legal agreement. Therefore, the Council will require such an evaluation at or before the planning application stage.
6.4 Environment

Policy ENV2.4 Enhancing Environmental Resources

“The Council will support the positive promotion and enhancement of the Borough’s environmental resources through measures such as the Core Area Studies, Subject Studies, countryside management schemes, management agreements, the declaration of Local Nature Reserves, creative conservation and site interpretation, and will encourage the effective conservation of Listed Buildings and Conservation Areas. Where appropriate, such measures will be adopted as detailed planning guidance and the Council will consider the use of conditions or planning obligations to ensure that development is consistent with that guidance.”

Refer to Policy: T7

6.4.49 Development of a site can also help to solve conflicts in the surrounding areas. This is one of the main themes behind the Core Area approach - the Council’s main means of introducing the principles of the Countryside Study on an area by area basis. Core Area Studies focus on sites where local issues and problems call for co-ordinated action. Here, the Council works together with local groups and residents to produce a draft Masterplan. The Masterplan identifies the type of work that is needed and, once it is approved, it can then be used to attract money for the project. As work progresses, the Masterplan also acts as a template so that any future initiatives will enhance rather than damage the project.

6.4.50 Similarly, whilst a Core Area Study deals with all the key issues within a single site, Subject Studies are used to look at one issue over a much wider area. Examples include the identification of long distance recreation routes or the loss of wetland habitats within the valley of the River Rother (the “River Rother Wildlife Strategy”). Here the issues under consideration affect not only Rotherham, but neighbouring areas as well. So it makes more sense to look at a single topic, such as a river valley, as a whole rather than stopping at the Borough boundary.

6.4.51 Core Area Studies and Subject Studies are published and proposals are circulated widely for public consultation. Following comments received and the modification of proposals as appropriate, they are formally adopted as policy through a resolution of the Council. For this reason, Core Area Studies and Subject Studies will also be considered as detailed planning guidance for the particular area or issue concerned.

6.4.52 The Council will use its powers to declare Local Nature Reserves to protect sites for the preservation and study of flora, fauna, geology or other features of special interest. In addition, the Council negotiates management agreements under Section 39 of the Wildlife and Countryside Act, 1981, to conserve and enhance the natural beauty or amenity of the countryside.

Policy ENV2.5 Listed Buildings

“The Council will have special regard to the desirability of preserving listed buildings, their setting and any features of special architectural interest they possess. It will aim to secure the continuing use, maintenance, repair, restoration and interpretation of listed buildings through use of its Statutory and discretionary powers.”

Refer to Policies: EC3.6 and ENV3.5

6.4.53 The statutory listing of certain buildings and the special planning control and other measures applied to them is a cornerstone in the conservation of the built heritage. Its success will largely depend upon the Council’s approach to the assessment of applications for listed building consent and of applications for planning permission for development which could affect a listed building. Policies ENV2.5 to ENV2.9 are in accordance with Government guidance and the relevant legislation (Circular 8/87 and PPG 15: Planning and the Historic Environment) and the Town and Country Planning (Listed Buildings and Conservation Areas) Act, 1990.

6.4.54 The protection of listed buildings is not pursued via control measures alone. An overall strategy for the protection of such buildings could involve development control policy, expert guidance, grant aid, identification of buildings at risk and encouragement or enforcement measures to keep them in good repair, building preservation notices and action on those listed buildings in Council ownership. The continued use and enjoyment of listed buildings is the surest way to their long-term survival. In some cases, public access and use as a recreation resource will be appropriate; in most, however, reliance has to be put on sympathetic private use. The Council will
endeavour to develop a strategy which draws upon all these factors.

6.4.55 The schedule of buildings afforded special protection is kept under review by Central Government and is statutorily available to the public. Certain listed buildings are included in Heritage Sites on the Proposals Map; this does not include all such buildings.

Policy ENV2.6 Alterations to Listed Buildings

“Proposals for alterations or additions will be judged against their effect upon a listed building’s special interest. Works which harm a building’s special interest will not be permitted except in exceptional circumstances where such works can be proven to secure the long-term preservation of the listed building.”

6.4.56 In considering the alteration, conversion or extension of a listed building, the salient fact to determine is the effect of the proposal on the special interest of the building and whether the proposal would facilitate the conservation of that building. Many listed buildings can sustain some alteration or extension to maintain a use. Some buildings are too sensitive to undergo alteration, especially where internal structures remain intact. Other listed buildings may have undergone a series of incremental changes which in total minimise options for any further change. Long-term preservation may depend upon adaptation of a building to accommodate a modern and different use from that which the building originally served. Such adaptations will be assessed against ENV2.6, ENV2.7 and guidance published separately in SPG Environment 2: Alterations to Listed Buildings.

Policy ENV2.7 Changes-of-Use to Listed Buildings

“When considering proposals for changes-of-use, the Council will ensure the special interest of the listed building is preserved. Such proposals may be considered as an exceptional circumstance for the purposes of Policies ENV1 and ENV1.2. When a change-of-use is proposed for a Listed Building, it will be assessed by the following criteria:

(i) that the proposals will not materially detrimentally affect architectural, structural or historically significant elements of the building,

(ii) that the proposals do not detrimentally affect the setting of the building, and

(iii) that the proposed use is viable and will support the maintenance of the building.”

Refer to Policies: EC3.6 and ENV3.5

6.4.57 Usually the most effective way to secure the long term preservation of a listed building is to keep it in use. A new use will have to be economically viable to secure the long term maintenance of the building. However the best use for a listed building may not be the most profitable one. The aim of the Council is to enable the best use to be found which will minimise the impact on the special interest of the building. Where a building makes a significant contribution to the character of its locality but has outlived its original use and is likely to fall into disuse and disrepair, conversion to another suitable use is the most appropriate means of securing its preservation. This approach may be appropriate to the conversion of listed buildings in the Green Belt and incorporates the thrust of Policy ENV3.5.

Policy ENV2.8 Settings and Curtilages of Listed Buildings

“The Council will resist development proposals which detrimentally affect the setting of a listed building or are harmful to its curtilage structures in order to preserve its setting and historical context.”

6.4.58 The setting of a listed building cannot be defined clearly nor drawn too tightly. The Council has a duty under Section 16 and 66 of the Planning (Listed Building and Conservation Areas) Act, 1990, to pay special regard to the desirability of preserving the setting of a listed building when considering the impact of listed building consent and planning applications. The Council must advertise any application which would impact on the setting of a listed building. When a listed building is a prominent element in a street, its setting may encompass all buildings in that street. The setting of a listed building will not be interpreted too
6.4.59 Any item or structure that forms part of the land within the curtilage of a listed building and has been there since 1948, is listed by its association with that building. The listing also protects any object or item fixed to the building. In general, a curtilage building can be defined if it is physically fixed to the land of the curtilage, is of similar age, is physically related to the principal building and was in the same ownership at the time of listing. A curtilage building should be ancillary or subordinate to the principal building. However the extent and form of a listed building’s curtilage will need to be assessed on its own merits. Structures and buildings form an important part of the setting of a listed building. They are also important in providing the historical context of a building. As such the protection of curtilage structures forms part of listed building control.

Policy ENV2.9 Demolition of Listed Buildings

“Demolition of a listed building or any part thereof, will be strongly resisted unless there are overriding and exceptional circumstances. Any such proposal will be assessed against the following criteria. That the proposed demolition is:

(i) of a part of the listed building identifiably of no special interest,
(ii) of a post 1948 curtilage structure,
(iii) is the minimum work required to the minimum area that is structurally damaged, and
(iv) in the last resort, having satisfactorily discounted all other courses of action, necessary, in view of the improbability of retaining the building or part of the building.”

6.4.60 The demolition of a listed building is considered to be a measure of last resort. The Council will expect to be showed that this is the only option remaining before it will give consent to demolish, except when the demolition involves part of a listed property whose removal would not be to the detriment of the principal building. In considering applications to demolish, the Council will look to relevant Government guidance, including paragraph 3.19 of PPG 15 (Planning and the Historic Environment).

6.4.61 The demolition of part or in extreme cases the whole listed building is very rarely necessary. Preservation of the historically important fabric of the Borough’s built heritage is the primary aim of the Council’s listed building controls. Demolition of parts of listed buildings need to be weighed against the presumption to preserve the historic fabric of the building. Any such works would need to have a minimal effect on the special interest of the building. Demolition is not acceptable because redevelopment would be more profitable to an applicant. If demolition of the whole building is considered as the only option the owner will have to prove:

(i) that the building is beyond repair and maintenance when weighed against the value of the building’s importance and continued use,
(ii) efforts to secure an alternative use have failed (including offering the unrestricted freehold on the open market), and
(iii) that the merits of the alternative proposals for the site outweigh the presumption for preservation of the building in terms of substantial benefits to the local community.

Policy ENV2.10 Conservation Areas

“Designated Conservation Areas will be incorporated into the Plan. Conservation Area boundaries will be kept under review and additional areas with potential for designation will be investigated. The Council will seek to preserve or enhance the character or appearance of designated Conservation Areas and will prepare and publish proposals for their enhancement.”

Refer to Policy: ENV1.6

6.4.62 Conservation Area designation is a useful aid to the protection of the Borough’s built heritage due to special controls and procedures it affords and the positive enhancement, financial mechanisms and guidance it encourages. Special significance is attached to those parts of the Borough having architectural or historic interest and to the statutory duty placed upon the Council by the Planning (Listed Buildings and Conservation Areas) Act, 1990. Section 69 of the Act requires the Council to identify those areas of special significance which it is desirable to preserve or enhance and to designate them as conservation
areas. It also requires periodic review. The process of Conservation Area Review began in 1992 when the Report of Survey examined existing Conservation Areas and proposed new Conservation Areas.

6.4.63 At the start of the Plan period, there were 25 Conservation Areas within the Borough. As part of the continuation of the 1992 Review, the settlements listed below will be examined further to determine whether they should be designated as Conservation Areas:

- Maltby (Church)
- Letwell
- Stone
- Firbeck
- Ulley
- Thrybergh
- Upper Whiston
- Morthen
- Hooton Roberts
- Throapham
- Chesterfield Canal
  - Turnerwood
  - Norwood
- Brookhouse

6.4.64 The following settlements will also be examined further to determine whether there is a need for their Conservation Area boundaries to be revised:

- Swinton
- Wath
- Greasbrough
- Thorpe Hesley
- Whiston
- Dalton Parva
- Treeton
- Wickersley
- Ravenfield
- North Anston
- South Anston
- Aston
- Harthill
- Woodsetts
- Wentworth
- Moorgate

6.4.65 Section 71 of the Act, likewise, places a duty on the Council to formulate and publish proposals for the preservation and enhancement of Conservation Areas. The Plan, therefore, identifies those areas for which such proposals will be prepared, including proposals for improvements to spaces between component buildings, traffic arrangements and surface treatment, and the use, if necessary, of directions under Article 4 of the General Development Order. Detailed and specific proposals will be prepared for the preservation or enhancement of the following Conservation Areas:

- Rotherham Centre
- Wath Town Centre
- Treeton
- Dinnington

As new Conservation Areas are designated under paragraph 6.4.63 and others amended under 6.4.64, detailed Conservation Area Character Statements will be prepared and subject to public consultation. Such statements will define the unique character of the area in terms of its architectural, historical and cultural assets and will identify possible enhancements, in some cases through appropriate development and in others through imaginative use of the Council’s range of legal powers.

6.4.66 Consideration will be given to designating areas of special advertisement control in the Conservation Areas at Rotherham Centre, Moorgate, Whiston, Wickersley, Treeton, Aston, South Anston, Dinnington, Wales, Harthill, Wentworth, Wath and Swinton.

Policy ENV2.11 Development in Conservation Areas

“In respect of designated Conservation Areas, the Council:

(i) will not permit development (including changes-of-use, alterations and advertisement display), demolition and work to trees which would adversely affect their architectural or historic character or visual amenity, except that very limited exceptions to this policy may be accepted when compelling justification exists,

(ii) will not grant consent to demolish buildings which make a positive contribution to them unless every possible alternative course of action has been satisfactorily discounted and, if for purposes of redevelopment, only when the development has been granted planning permission and is subject to a legally agreed commitment to its commencement and timing,
6.4 Environment

(iii) will not grant planning permission on the basis of outline applications unless, having considered such details of the proposal as may have been required to be submitted, it is satisfied that the impact of the proposal on their character can be properly assessed on that basis,

(iv) will have regard to the degree to which proposals are compatible with their vernacular style, materials, scale, fenestration or other matters relevant to the preservation or enhancement of their character.

Refer to Policies:
EC3.6 and ENV3.5

(See also guidance published separately in SPG Environment 3: Development in Conservation Areas)

This Policy is discussed together with Policy ENV2.12 below.

Policy ENV2.12 Development adjacent to Conservation Areas

“In considering proposals for developments adjacent to Conservation Areas, special regard will be had to their effect on the Conservation Areas and, if necessary, modifications to ameliorate the effect will be required before approval is given.”

6.4.67 PPG15 (Planning and the Historic Environment) requires the Plan to formulate the Council’s policy on development control in Conservation Areas and to set out the measures that are appropriate for preserving their special character. The Council also recognises that development close to a Conservation Area can have an impact on the area.

6.4.68 Development control policy in this Plan is based on the principle that change is appropriate in or adjacent to a Conservation Area provided that it is sympathetic to the visual or historic character or interest of the area. A proposal not meeting this basic criterion may be allowed provided it serves an accepted local need that can not be reasonably located elsewhere: demolition and work to trees will be permitted for clearly necessary reasons of public safety when repair or rehabilitation is not practicable.

6.4.69 Primarily, a new development should respect, in matters such as materials, scale, form and height, the character of the area rather than be designed as a separate entity, however commendable in itself. Spaces and views in and out can also be critical to the character of Conservation Areas, where they are, their preservation will take precedence notwithstanding allocations on the Proposals Map. Changes-of-use, particularly in town centre conservation areas, should respect the vitality that historically has come from mixed uses, and avoid the creation of sterile single-use zones. Change from residential to commercial use will also need to be carefully considered as affecting the character of many of the Borough’s Conservation Areas. Conversely, some development and changes of use can adversely affect character by virtue of their traffic, parking, noise or other amenity matters. Such factors are relevant considerations under the policy. Demolition of non-Listed Buildings which play a significant part in forming the character of Conservation Areas will be treated in similar manner to demolition of Listed Buildings, paragraphs 6.4.60 and 61). Demolition to allow for new development should only take place when the development is imminent, so as to avoid a prolonged gap in the fabric of the area. In order to adequately assess whether a development will preserve and enhance character, it may be necessary to require additional information. Outline applications often provide insufficient information to make this assessment.

Policy ENV3 Borough Landscape

“The Council recognises the vital importance of maintaining and enhancing the landscape of the Borough, pursuing and supporting this objective through positive measures or initiatives and, when considering development or other proposals, taking full account of their effect on and contribution to the landscape, including water resources and environments.”

Refer to Policies:
UTL1.2 and UTL3

6.4.70 Landscape here simply means the visual appearance of land and its interplay with humanity. The term is not restricted to rural areas but embraces the urban environment as well. The Borough’s landscape is rich and diverse and ranges from pastoral and estate environments, through mono-culture farming environments and
transitional areas of urban fringe to highly populated urban areas. It includes important rivers, canals and open water bodies. Its quality varies from, for example, the outstanding Wentworth Conservation Area to areas of industrial despoliation, dereliction and pollution.

6.4.71 The quality of the landscape, both urban and rural, is important not only to the quality of life of its residents but also for attracting economic development and visitors. The landscape is a vital part of the inheritance and everyday life of the Borough and is important in its own right as the key resource for agriculture, forestry, many forms of recreation and other activity, and wildlife habitats. Priority needs to be given to the protection and enhancement of the landscape in parallel with this Plan’s policies on economic growth and regeneration and wildlife protection. A particular initiative for landscape enhancement is the South Yorkshire Forest; this is considered in more detail at Policy ENV6.

Policy ENV3.1 Development and the Environment

“Development will be required to make a positive contribution to the environment by achieving an appropriate standard of design having regard to architectural style, relationship to the locality, scale, density, height, massing, quality of materials, site features, local vernacular characteristics, screening and landscaping, together with regard to the security of ultimate users and their property. Developers will be required to supply details of design and landscaping for approval by the Council and where developments adjoin or include a transport route or other important linear feature (e.g. a river, canal or stream) the Council will negotiate the creation or maintenance of a landscaped ‘green corridor’. Developments which make a positive contribution to the environment through a reduction in harmful emissions, but cannot meet the design standards mentioned above, will be considered on their merits. Encouragement will be given to the inclusion of works of public art within the design of major developments.”

Refer to Policies: HG5 and T8

This Policy is discussed together with Policy ENV3.2 below.

Policy ENV3.2 Minimising the Impact of Development

“In considering the scale, appearance, nature and location of development and infrastructure proposals, the Council will seek to minimise adverse impact on the environment, including water resources, and to conserve and improve its quality. It will permit development which results in a significant loss of trees, woodlands, hedgerows or field boundary walls only when there is compelling justification for doing so.”

Refer to Policies: UTL1.3, UTL3, and UTL3.3

6.4.72 It is a particularly important part of planning control to make certain that the design of development does not detrimentally affect the landscape, and the natural environment generally, and that it contributes to peoples’ lives in terms such as security. Design, layout and location need to be considered in this context, together with the way developments relate to each other. Industrial, extractive, waste disposal and infrastructure developments can have very significant impacts on the environment, including pollution and noise impacts. Formal Environmental Statements may be required under the Town and Country Planning (Environmental Impact Assessment) Regulations, 1999. Circular 2/99 lays down circumstances in which assessments are a mandatory part of planning applications. In other appropriate circumstances, the Council will discuss with applicants the desirability of informal assessments where this will improve the quality of decision-making. This does not mean, however, that the Council’s consideration of the environmental implications of proposals for which environmental assessments are not necessary will be any less thorough.

6.4.73 In response to Circular 5/94 the design and layout of developments, security from crime and vandalism is accepted as a central consideration in planning decisions. The Council expects that design features recommended by crime prevention agencies, such as the “Secured by Design” initiative, will be incorporated. These should seek to achieve a balance between security and environmental considerations. Consideration should be given to the totality of a development as well as to detailed design features. Levels of pedestrian and vehicular traffic, the distribution of buildings and natural surveillance are aspects of overall layout and design which can help to deter
crime. (See also guidance published separately in SPG Housing 7: Security).

6.4.74 Trees can be extremely important in visually blending development into its surroundings (as well as providing privacy and an ecological resource, and having an essential role in producing oxygen and purifying air). Accordingly, the Council considers amenity landscaping to be an important element in new development. Where development sites are traversed by, or bounded by linear physical features such as watercourses (rivers, canals or streams) or other transport routes (e.g. roads, footpaths or live railways), ‘green corridors’ should be created or maintained by linking ribbons of landscaping. However, it is not considered that the security of sites or the efficient development of land should be prejudiced by the identification of such ‘green corridors’ on the Proposals Map. Such ‘green corridors’, however, are vital if wildlife is to pass through or around urban development and if the recreation potential of watercourses or other transport routes are to be developed. The integrity of the ribbon of landscaping is the most important element here since users of the transport route should be presented with an attractive landscape rather than the blank walls of buildings. Only where it is appropriate will the ‘green corridor’ be utilised for additional leisure purposes such as a footpath or cycleway. Such additional features are not a requirement of any ‘green corridors’ landscaping scheme. New planting will be a major factor in the consideration of development proposals, as will the degree to which existing trees, hedges and other natural features are either lost or incorporated; careful layout, for instance, can often enable significant trees to be retained, to the immediate benefit of the development and its surroundings. However, where significant loss would occur, an overriding local need will need to be demonstrated before permission to develop is granted.

Policy ENV3.3 Tree Preservation Orders

“The Council will protect individual and groups of trees by the declaration of Tree Preservation Orders where it is important in the interest of visual amenity or there is reason to believe that trees are under specific threat by development or the detrimental use of land.”

6.4.75 The Council attaches much importance to maintaining the vital contribution which individual and groups of trees can make to the built environment and the landscape of the Borough and to safeguarding their amenity, shelter and wildlife habitat significance. Mature and ancient woodlands are especially important in this respect. One method of safeguarding trees is through the use of Tree Preservation Orders under Section 198 of the Town and Country Planning Act. 1990.

Policy ENV3.4 Trees, Woodlands and Hedgerows

“The Council will promote to promote and enhance tree, woodland and hedgerow coverage throughout the Borough.”

Refer to Policy: ENV6

6.4.76 Approximately 6% of South Yorkshire is covered by woodland, compared to a national average of over 10%. In the Rotherham Borough, the extent of woodland cover is even lower at around 4.8%, less than half the national average. Of this, the vast majority are broadleaves (93%). At the same time, three-quarters of the broadleaved woodland in the Borough is identified as ‘ancient woodland’, having been in existence from before AD1600. This combination of the general lack of woodland cover and the great age, historic and wildlife value of those woodlands that remain, places great importance on the protection and enhancement of the available woodland stock. (All the known ancient woodlands are identified as Heritage Areas and are further protected under Policy ENV2.2). Similarly, the importance of hedgerows and hedgerow trees becomes elevated, particularly in areas where there are few woodlands within the landscape.

6.4.77 Trees, woodlands and hedgerows are a living resource, needing care and management as well as replacement as they age and die. Tree Preservation Orders are no substitute for proper and active management. Inclosure Act hedgerows adjacent to public highways are required, by law, to be maintained forever. However, such Inclosure Act hedgerows only account for a percentage of the total number of hedgerows in this country. The 1997 Hedgerow Regulations now give Councils the powers to control the removal and maintenance of a much wider range of hedgerows. Large fines can now be imposed by the Courts for the unauthorised removal of hedgerows.

6.4.78 In parallel with new planting in development and protection measures, many positive measures are necessary to enhance the landscape and habitat role of trees. New planting
at recreation sites (such as Rother Valley Country Park), woodland and natural history site management, commercial forest planting and management (including, where appropriate, public access), and the activities, advice and grant regimes of the Countryside Agency, Forestry Authority and Ministry of Agriculture, Fisheries and Food (MAFF) are all vital. Continued Council support for initiatives, through its own resources, those of private individuals and other agencies (for example the South Yorkshire Forest) reflects the importance placed on improving both the stock and health of the Borough’s woodlands. Significant new landscape elements also need to be seen as an integral element of major urban and industrial development and regeneration such as those at Manvers and Templeborough. Tree planting should, however, respect other types of habitats such as wetlands and species-rich grasslands, and may not always be appropriate.

Policy ENV3.5 Alternative Uses for Rural Buildings and Buildings in the Green Belt

“Changes-of-use or conversion of buildings outside established settlements or in settlements within the Green Belt will be permitted or considered to be an appropriate use for purposes of Policies ENV1 and ENV1.2 only where all of the following requirements are met:

(i) they satisfy highways criteria for the parking and manoeuvring of vehicles,

(ii) the retention of the building will not be detrimental to the character of the surrounding countryside or settlement or measures are incorporated to improve its external appearance,

(iii) any historic, architectural, natural history or landscape value of the building and its setting is not detrimentally affected, and

(iv) major rebuilding or extension which would affect the character of the building or its setting are not involved.

In determining whether or not these requirements are met, the Council will have regard to the degree to which proposals are compatible with detailed Supplementary Planning Guidance. In appropriate circumstances, permissions may be accompanied by the removal of permitted development rights in respect of the planning unit in question.”

Refer to Policies:
HG4.7, EC3.4, EC3.6, ENV1, ENV1.2, ENV2.5 and ENV3.1

(Guidance is published separately as SPG Environment 4: Conversion of vernacular rural buildings.)

6.4.79 Conversions to other uses of agricultural and other rural buildings, including certain public utilities’ facilities and hospitals, offer an opportunity of retaining assets and character in the countryside, particularly (but not exclusively) when these buildings are redundant due to rationalisation. Many rural buildings are of significant value both in relation to landscape character and in wildlife terms. There is, however, the counter-balancing need to protect the landscape character of the countryside and any intrinsic character that the building itself derives from style, layout, materials, detailing and setting. The merits of proposals in the Green Belt in particular will be assessed in the context of their contribution to the countryside and the value of retaining buildings which enhance the local landscape and environment. In making this assessment, the Council will be mindful of the need to safeguard listed buildings (under Policies ENV2.5 to ENV2.9); to support rural diversification and the creation of appropriate local employment opportunities such as small firms or tourist activities (under Policy EC3.6) and; to provide opportunities for the provision of affordable housing in the furtherance of Policy HG4.7.

6.4.80 PPG 7 The Countryside and the Rural Economy emphasises that the re-use or adaptation of rural buildings can help to reduce demands for new building in the countryside, can encourage new enterprises and can provide jobs in rural areas. Proposals should not, the guidance emphasises, be rejected unless there are specific reasons that can not be overcome by reasonable conditions on permissions. This is obviously very pertinent to redundant buildings as the alternative to re-use in these circumstances can be vacancy, vandalism and dereliction. Nevertheless, PPG 7 stresses that the conversion of rural buildings can be appropriate for reasons other than redundancy and that redundancy should not be a determining factor. With certain provisos, the advice in PPG 7 also applies to Rotherham’s Green Belt, within which, most instances of re-use will occur.
6.4.81 Applications for conversions need to be carefully assessed to ensure that essential features are retained and the details of the conversion are in keeping with the surroundings. In recent years, there has been considerable demand for conversion of farm buildings such as barns to residential use. Such conversions can cause great change to the appearance of the buildings through additions, subdivision and structural alterations to create new windows and doors for instance. Whilst not wishing to apply a general presumption against conversion of non-listed buildings to residential use, the Council will expect that such conversions are carried out with the utmost regard to a building's character and follow the Council's detailed Supplementary Planning Guidance. In the case of a listed vernacular building, conversion to a residential use will be strongly resisted unless the proposals can be proven to preserve the building's special interest. It will also look favourably upon conversions to craft workshops, tourist facilities, high technology concerns and other rural economic activities as these can often be achieved with less detriment to existing fabric than residential conversions, as well as provide a source of rural employment.

6.4.82 Conversion as a means of retaining vernacular character can be negated if the structural condition of the building is such that the extent of repairs amounts to a virtual rebuilding. The Council will need to be assured that the building can withstand conversion without such extensive repairs. This may involve a legally binding structural survey identifying details of repair, demolition and rebuilding that are required for the proposed conversion. If necessary, the Council will consider proposals to be new build and will assess them accordingly. Similarly, anything more than minor extension can be damaging to the vernacular. Conversion will be expected to generally take place within the existing fabric of the building for this reason.

6.4.83 The possible removal of permitted development rights is an important adjunct to this Policy. The Council does not wish to see sound and adequate buildings being taken out of use for other purposes only to then have a situation in which new structures need to be built as direct replacements, at the expense of the open character or other landscape attributes of the countryside. The need for express planning permission will ensure that replacement structures are justified in their own right, e.g. for reasons of efficiency and location, and not simply to free others for alternative use or financial gain. Nor would the Council want the objectives of this Policy compromised by subsequent alteration, extensions or other changes to re-used buildings which are normally classed as permitted development (see also paragraph 6.4.10).

Policy ENV3.6 Agricultural Land Quality

“Development proposals will be assessed against the need to protect the best and most versatile agricultural land and will only be permitted in exceptional circumstances when it is shown that the use of lower quality land is not practicable.”

Refer to Policies:
HG4, HG4.2,
EC2.1,
ENV3, ENV3.1, ENV3.2,
MIN5 and
WM1.2

6.4.84 The need for rural diversification has been discussed. However, farming is still of vital importance and future UK food production requirements can not be assumed to mean a continuing reduction in agricultural land. Once land is developed, a return to agriculture is seldom practicable. Even temporary development such as opencast coal mining may not always recreate the resource to its fullest. However, minerals can only be worked where they occur and this often coincides with the best and most versatile agricultural land. Planning permission will only be granted for minerals development affecting such land where it can be demonstrated that the restoration and aftercare steps to be taken following extraction will reclaim the land close to its original agricultural quality and physical characteristics, thereby ensuring retention of its longer term potential as a high quality agricultural resource even in circumstances where in consultation with the relevant agencies an alternative amenity or forestry afteruse is considered appropriate. Paragraph 2.6 of PPG 7 advises that land in grades 1, 2 and 3a is the best and most versatile land which is a national resource for the future and, because of its special importance, considerable weight should be given to protecting such land against development.

Policy ENV3.7 Control of Pollution

“The Council, in consultation with other appropriate agencies, will seek to minimise the adverse effects of nuisance, disturbance and pollution associated with development and transport.
Planning permission will not be granted for new development which:

(i) is likely to give rise, either immediately or in the foreseeable future, to noise, light pollution, pollution of the atmosphere, soil or surface water and ground water, or to other nuisances, where such impacts would be beyond acceptable standards, Government Guidance, or incapable of being avoided by incorporating preventative or mitigating measures at the time the development takes place, or

(ii) would be likely to suffer poor environmental amenity due to noise, malodour, dust, smoke or other polluting effects arising from existing industries, utility installations, major communication routes or other major sources.

The Council will employ all its available powers and where appropriate will co-operate with and support other agencies, to seek a reduction in existing levels of pollution within the Borough in terms of air, water, noise, light, waste, litter and graffiti. Where concerns arise, the Council will in appropriate cases monitor or require the monitoring of levels of pollution within the Borough in terms of air, water, noise, light, waste, litter and graffiti, in furtherance of this Policy objective.

Refer to Policies:
EC1.2, EC3, EC3.2, T3, T4, UTL1 and UTL2

6.4.85 Pollution in its various forms can cause stress, damage buildings, devalue and degrade nearby properties and communities, deter new ‘cleaner’ development, create a poor image, damage crops and result in a waste of potential recreation resources. Ultimately, of course, it can damage health and take on a global dimension. Control of pollution is a complex subject involving several agencies, none of which can operate to maximum effect in isolation. Similarly, it involves a range of Council powers and responsibilities, including smoke, noise and litter abatement and waste disposal, as well as less direct but equally important measures such as traffic management. PPG 23 (Planning and Pollution Control) emphasises that the role of the planning system is to determine whether a development is an acceptable use of land. It is not to seek to control processes or to impose its own judgement on pollution control issues, which duty rests with other statutory bodies or with the Council under other statutory powers.

6.4.86 Of the pollution affecting the Borough, pollution of rivers is worth specific mention. Most of the Borough’s water courses are classified as the poorest grades. Unsatisfactory sewerage and sewage treatment facilities, together with minewater discharges (particularly from abandoned workings) are the most significant sources of pollution now that many of the worst industrial discharges have been cleaned up or eliminated as traditional industries contracted over recent years. The Environment Agency objective is to significantly improve and maintain the water quality to a standard that would support a coarse fishery in the Borough’s rivers, to be achieved by a programme of improvements to the discharges of the water companies and others. It is also important in this context that the infrastructure to collect and treat the sewage, surface water run-off, effluent and other liquids arising from new development is available or capable of being made available prior to the development taking place. The Council will, therefore, discuss relevant planning applications with the Environment Agency and Water Companies and impose conditions on planning approvals, where appropriate. It will seek to encourage the provision of infrastructure to enable development to proceed without adding to the pollution of the water environment.

6.4.87 Planning has a specific but critical part to play by ensuring that development does not cause an adverse impact on the environment by virtue of bad location, and by ensuring that development which would be sensitive to pollution is located with proper regard to existing and potential sources of pollution. The use of conditions or agreements under Section 106 of the Town and Country Planning Act, 1990 are useful tools in this respect. Local information, when not otherwise available, will need to be collected as a basis for monitoring this policy. This will, as appropriate, include monitoring by the Council or by a developer under the terms of a condition or agreement.

6.4.88 Regard will be given when implementing the policy to guidance in PPG 24 (Planning and Noise). In accordance with the PPG, noise sensitive uses are defined for the purposes of this policy as:

- housing and residential institutions,
- hospitals,
- schools and colleges,
- libraries,
- places of worship,
- places of audience based recreation, e.g. theatres, concert halls, and offices and research establishments.
6.4 Environment

Noise generation will also be a consideration when assessing proposals likely to affect Heritage Sites and the quiet enjoyment of the countryside. Account has been taken in allocating residential land of the PPG’s noise exposure categories. This does not mean, however, that noise (from transport sources) will never give rise to refusal of planning permission for development or to the imposition of conditions to mitigate noise disturbance. Indeed, in assessing planning applications close to the Sheffield/Rotherham Airport, the Council will pay particular attention to the issue of noise, and may require that adequate sound attenuation measures are provided as part of any development.

6.4.89 In terms of river pollution, the policy seeks to support and sustain the targeted improvement of water courses by taking into account and, where appropriate, refusing development which could give rise to detrimental discharges, particularly as a result of overloading of drainage and treatment systems. Phasing of development to coincide with increased treatment capacity might be one solution.

Policy ENV3.8 Advertisement Hoardings

“The Council, in considering proposals to display advertisement hoardings, will seek to discourage:

(i) hoardings displayed on residential property or which detract from residential amenity,

(ii) hoardings which do not relate to the scale or character of the property on which they are displayed, or with the scale of adjacent buildings,

(iii) hoardings in isolated rural locations which have an adverse impact on the surrounding environment,

(iv) hoardings at complex road junctions where drivers’ attention would be unreasonably diverted,

(v) hoardings displayed at high level, e.g. at or above first floor levels, or excessively high free-standing hoardings intended to assume greater prominence,

(vi) hoardings which contribute to advertisement clutter, and

(vii) hoardings displayed on prominent main road frontages which, singly or collectively, detract from the street scene and provide no benefit in terms of environmental screening.

The Council will give more favourable consideration to applications for consent to display hoardings which would secure positive screening benefits and which are compatible with its detailed Supplementary Planning Guidance. It will take steps to secure the removal of hoardings which cause serious detriment to visual amenity or constitute a danger to public safety.”

Refer to Policies:
HG1, HG2,
ENV2.11 and
RET1.1

(Guidance is published separately as SPG Environment 5: Advertisement hoardings.)

6.4.90 A problem particular to the central area of Rotherham and outlying towns is the increasing number of large advertising hoardings appearing in sensitive locations. Many hoardings have been erected without the benefit of any consent and are quite commonly located on prominent gables of dwellings, shops and commercial buildings. Many of these hoardings detract from the area and adversely affect its appearance.

6.4.91 Circular 5/92, in advising on the Town and Country Planning (Control of Advertisement) Regulations, 1992, states that in deciding applications involving poster panels (advertisement hoardings), a local planning authority is to consider a proposal on its own merits with regard to the general characteristics of the locality in which it is to be displayed, taking into account the following factors only:

(i) the interests of amenity (which means the visual amenity of the neighbourhood where the poster is to be displayed), and

(ii) the interests of public safety (which means the safety of people using any form of travel likely to be affected by the poster display).

In the context of (i), the positive as well as detrimental effect of a display, such as its screening value, will be taken into account.
6.4 Environment

Policy ENV4

Environmental Improvement

“High priority will be given to reclamation and other environmental improvements to enhance the quality, appearance and development potential of the Borough.”

Refer to Policies:
HG2, EC1.1 and EC2

6.4.92 Despite past remedial measures, parts of the Borough remain severely degraded by the decline and change of its historic staple industries, ageing property that generates insufficient income to encourage maintenance and re-investment, vacancy and disuse, poor design, impact of surrounding land-use and heavy traffic volumes, vandalism and other social causes. This degradation, which embraces, but is wider in definition than officially designated dereliction, can have a very pervasive impact because of its widespread occurrence within many built-up areas. It interacts with poor housing and other local deficiencies to cause poor living conditions and reduces prospects for economic development.

Policy ENV4.1 Improvement Schemes

“The Council will support and promote initiatives which will enhance and improve the quality of the Borough’s built environment, particularly along strategic transport corridors and in the strategic locations for economic development, the defined town centres, the urban fringe and areas identified for the purposes of Policies HG2 and EC1.1.”

Refer to Policies:
HG2, EC1.1, EC2, EC2.1, EC2.2, EC3, EC3.1, EC3.2, ENV2.4, ENV3 and RET1

6.4.93 A key issue of the Council’s environment strategy is to encourage and facilitate the clean-up and greening of built-up areas in order to improve the appearance and image of the Borough as a place to live and work. For instance, reclamation of derelict and neglected land may provide opportunities for creating urban greenspace. A good environment on, around and approaching industrial and business estates is vital to attract new investment. It is also one of several key measures to maintain and improve the viability and functioning of town centres, especially Rotherham Town Centre. Environmental improvements also support older housing areas and go some way, albeit only as a part of a co-ordinated set of measures, to alleviating the effects of housing stress.

6.4.94 The landscape treatment and improvement of strategic transport corridors is important to people living close-by, to the presentation of a good image of Rotherham and to wildlife. The urban fringe, too, is a target for improvement and management. Many activities and pressures exist in this area of land between built-up areas and open countryside, often in conflict with agriculture. Low environmental and agricultural value and degraded character are commonly a consequence. At the same time, it provides an environmental buffer or green lung to towns, meets transitional but legitimate land needs such as paddocks and provides the most accessible countryside to the urban population for recreational purposes. Urban fringe improvement will result from initiatives such as the South Yorkshire Forest and Countryside Management projects.

Policy ENV4.2 Reclamation

“The Council, in conjunction with other organisations and private sector owners, will make every effort to bring about the reclamation and improvement of derelict and neglected land. Priority will be given to the reclamation of sites for, or supporting, planned economic regeneration.”

Refer to Policies:
EC2, WM1.1 and UTL1.2

6.4.95 Derelict land is a waste of a valuable and finite resource which has the added cost of devaluing surrounding property economically, socially and environmentally and of deterring investment in and maintenance of that property. In some cases associated with certain former uses, dereliction also presents a public health and safety issue. Reclamation of such land can restore community pride and confidence, can help to attract new investment to the Borough and allow for the re-use of a wasted resource as an alternative to at least some development on greenfield sites.

6.4.96 Unlike the situation in most of the country, dereliction in the Borough is a growing problem, an increase of 60% between 1982 and
1988, contrasting markedly with an overall decrease in England of 11%. Moreover, the 489 hectares of derelict land in Rotherham in 1988 had further increased to 621 hectares by 1992, a result of continuing decline in the Borough’s coal and steel industries (despite the Council’s extensive reclamation programme, which saw 105 hectares reclaimed between these dates). The removal of the unfortunate legacy of these activities will still take many years and probably remain a key objective and policy for much of the Plan period.

6.4.97 1984 saw a marked shift in Government policy on grant aided reclamation, with emphasis laid on schemes leading to hard development after-uses such as industry, business and housing. Setting priorities for national grant aid towards reclamation is now the responsibility of Yorkshire Forward. It appears that the general emphasis on ‘hard’ after-uses will continue. Much land, even following reclamation, is only suitable for soft uses such as agriculture, recreation, woodland and wildlife habitats. Nevertheless, reclamation aimed at the preparation of land for industrial and commercial use, particularly in view of the severe development problems encountered on some derelict sites, continues to be seen as a major objective in the Borough for much of the Plan period. This is compatible with Policy EC2, which is aimed at meeting sufficient land needs for necessary economic development, and with policies to protect the Green Belt. However, reclamation activity aimed at alleviating the detrimental effects on new investment of a derelict environment or at addressing the lack of recreation facilities will be pursued where this is compatible with the objective of regeneration.

6.4.98 Where technically practicable and consistent with the overall aims of a reclamation scheme, it is good practice to protect any natural history or landscape interest which might have become established on the site. The Council will endeavour to follow this practice.

Policy ENV4.3 Unstable Land

“In dealing with planning applications for development, the Council will, in liaison with relevant informed agencies, have regard to the question of potential ground instability however caused but with particular regard to coal mining subsidence. Where conditions of instability are suspected, the Council will require prospective developers to demonstrate that such circumstances have been thoroughly investigated and, where appropriate, remedial steps incorporated into schemes which are being promoted.”

Refer to Policies: HG3, HG4, HG4.2, EC2 and EC2.1

6.4.99 The Council wishes to encourage the full and effective use of land in an environmentally acceptable manner. Particularly where built development is involved, difficulties may occasionally arise where local geology and topography, frequently influenced by past industrial practices, for example mineral workings (especially underground coal mining), tipping and other made ground, and engineering activity, may have created situations of potential or actual ground instability, which need to be addressed to enable development to proceed.

PPG14 (Development of Unstable Land) identifies three broad categories for the causes of instability:

(i) the effects of underground cavities; these may be of natural origin or due to mining or civil engineering works,

(ii) unstable slopes; these may be natural, in both coastal and inland situations; or man-made whether excavated, as in quarries or cuttings, or constructed, as in tips and embankments,

(iii) ground compression; this may be of natural origin due to peat, alluvial, estuarine or marine soils; or due to human activities, e.g. made ground, landfill or restored opencast mines; and ground subject to movement due to shrinking and swelling clays.

6.4.100 Ground movements vary in intensity and extent and, therefore, in their effects on surface land use. Instability may occur whether or not there is any development on the surface. It is important to recognise that the development itself or the intensification of development may be the triggering factor which initiates instability problems.

6.4.101 It is not the responsibility of the local authority to investigate the ground conditions of any particular development site, unless they propose to develop it. However, when reaching decisions on development proposals the stability of the ground is a material consideration which should be taken into account.
Policy ENV4.4 Contaminated Land

“Where land that may be contaminated as a result of previous uses, is proposed for development the Council will need to be satisfied that the applicant has:

(i) undertaken investigations to establish the nature and extent of the contamination and its potential effects on the proposed development and/or the occupants thereof, and

(ii) provided details of the measures proposed for the removal and/or treatment of the contamination which will not cause or increase pollution in the environment, particularly to watercourses and groundwater resources. Where permission is granted, such measures will be imposed as planning conditions to be implemented prior to commencement of development or within a timescale agreed with the Council.”

Refer to Policies:
HG3, HG4, HG4.1, HG4.2, HG4.3, HG4.4,
EC2, EC2.1, EC3, EC3.1, EC3.2, EC3.3, EC3.6,
EC5, EC5.1,
ENV3, ENV3.1, ENV3.2, ENV3.7, ENV4.2,
T1,
RET3, RET4,
CR2.3, CR2.4,
MIN1 to MIN8, WM1 to WM1.9
UTL1.1, UTL1.2, UTL1.3, UTL2 and UTL3.4

6.4.102 PPG23 (Planning and Pollution Control) states in paragraph 4.4: “although contamination is subject to controls under pollution control legislation, it or the potential for it can be a material planning consideration and should be taken into account at various stages in the planning process, including the preparation of development plans and the determination of planning applications.” The re-use of ‘brownfield’ sites is an important element of the Plan, which has a strong regeneration strategy. The Government is now pursuing this action more vigorously in line with its sustainability objectives.

6.4.103 Historically, where contaminated sites in Rotherham have been reclaimed for development, it has been principally for industrial and commercial afteruses, usually by or in conjunction with the Council. Now Government is pressing for a larger percentage of new housing to be built on ‘brownfield’ sites, some of which, given Rotherham’s industrial history, may well have a measure of contamination. This could result in developers having to deal with the problems of contamination, possibly for the first time. Unfortunately, the scale of the contamination problem in Rotherham is not known, but paragraph 4.10 of PPG23 clearly states that the responsibility for providing information on whether a site is contaminated rests primarily with the developer. It is important, therefore, that potential developers are made aware of the Council’s requirements for details of the treatment of any contamination at an early stage in the development process.

Policy ENV5 Urban Greenspace

“The Council will seek to retain and enhance open space which is of importance from a recreation, conservation and amenity point of view, but which is not afforded Green Belt protection. Its development will only be allowed in exceptional circumstances.”

Refer to Policies:
HG2,
CR2.1, CR2.2 and T7

6.4.104 Policy ENV1 designates as Green Belt those extensive areas of countryside which penetrate the built-up areas of the Borough. This thereby ensures strong protection against development in order to maintain the open character of such areas. There are, however, other important open spaces within the built-up areas which because of their location are not afforded Green Belt protection, but whose open character it is equally important to retain. These are collectively referred to as Urban Greenspace.

6.4.105 Urban Greenspace has a very broad definition, embracing formal and informal outdoor sports facilities (excluding those associated with schools), playgrounds, parks, allotments, graveyards and other prominent open spaces such as landscaped open spaces, woodlands, water bodies, verges and green wedges, regardless of ownership and public access. Urban Greenspace designation does not infer any rights of public access. Many areas designated as Urban Greenspace are in private ownership and public access is expressly forbidden, in particular access to Urban Greenspace sites adjacent to major roads, railways, rivers and canals could be dangerous and may well, in some cases, be illegal.
6.4.106 Urban Greenspace can play one or any combination of a number of equally important roles, most notably, meeting the recreational and leisure needs of a community, providing a strong element in the architectural and aesthetic form of a town or village, acting as a buffer separating incompatible uses or distinct settlements, and maintaining features of landscape, wildlife or heritage value. It can also be a major factor in generating civic pride and stimulating local initiatives and enterprise. Areas that are perceived as being attractive locations to live and work in, tend to be significantly better placed to attract new industries and key workers.

6.4.107 The Government recognise the value of Urban Greenspace. PPG 17 (Sport and Recreation) highlights the importance of recreational and amenity open space in urban areas: “Demand is concentrated here, and it is important that people - particularly children and elderly people - should have access to open space close to where they live”. PPG 1 (General Principles and Policies) and PPG 3 (Housing) both advise local authorities to try to balance the needs of development with those of conservation. PPG 3 also states: ‘There can be no question of sacrificing the green spaces which all towns and cities need for recreation and amenity’.

6.4.108 The Council will seek to expand the existing provision of Urban Greenspace. In particular, major reclamation projects such as Dinnington will include large areas of Urban Greenspace and Policy ENV3.1 requires its provision as part of major new housing developments.

Policy ENV5.1 Allocated Urban Greenspace

“Development that results in the loss of Urban Greenspace as identified on the Proposals Map will only be permitted if:

(i) alternative provision of equivalent community benefit and accessibility is made, or

(ii) it would enhance the local Urban Greenspace provision, and

(iii) it would conform with the requirements of Policy CR2.2, and

(iv) it does not conflict with other policies and proposals contained in the Plan in particular those relating to heritage interest.”

Refer to Policies:
ENV2 and
CR2.2

6.4.109 This Policy is required to protect major areas of Urban Greenspace from inappropriate development.

6.4.110 The Council recognises that, in exceptional circumstances, there may be an overriding justification for the development of land allocated as Urban Greenspace.

6.4.111 Where alternative provision of equal community benefit and accessibility is made there will be no net loss to the locality. The accessibility of alternative facilities will not only be assessed in terms of just distance, but also the effect of ‘physical barriers’ both natural and built, such as, the need to cross classified roads and railway lines.

6.4.112 The Council recognises that there are limited opportunities to increase the amount of Urban Greenspace and, therefore, it is important that maximum use, where appropriate, is made of existing facilities. For example, the provision of changing rooms or interpretation facilities may increase the recreational value of a site. Concentrating the provision of such ancillary facilities in the urban areas will help to ensure a suitable level of accessibility for local people, protect the countryside from unnecessary development and may assist in attracting tourists to the Borough. The need to ensure that Urban Greenspaces retain their open character means that large-scale facilities cannot be easily accommodated and, therefore, will be resisted. Such development is dealt with under Chapter 6.7, Community and Recreation.

6.4.113 In suitable circumstances, the redevelopment of a part of an Urban Greenspace site for another purpose may represent the best way that the space can be retained or enhanced. For example, some private sports grounds are not generally used by people living nearby. If the Council was to permit part of a private sports ground to be developed for other purposes, subject to the remaining area being made available to local residents, such development may result in a community gain.

6.4.114 Policy CR2.2 also deals with the safeguarding of recreational areas.
Policy ENV5.2 Incidental Urban Greenspace

“Development that results in the loss of small areas of Urban Greenspace not identified on the Proposals Map, will only be permitted in the same circumstances outlined in Policy ENV5.1.”

6.4.115 In addition to the Urban Greenspace identified on the Proposals Map, there are a number of small areas which it would be impracticable to identify, but whose retention is nevertheless important. It is often such small areas that give a town, village or residential area its distinctive character, provide safe and the most accessible recreational areas and can be as important as wildlife or non-vehicular corridors. As PPG 17 (Sport and Recreation) states: “Once built upon, open space is likely to be lost to the community forever”.

Policy ENV6 Community Forest

“The Council will support the development of the South Yorkshire Forest.”

Refer to Policies: ENV3 and ENV3.4

6.4.116 The South Yorkshire Forest is one of 12 Community Forests under development in England. The area of the Forest includes the whole of the Borough to the west of the M1/M18 motorway and extends into the neighbouring Boroughs of Barnsley and Sheffield. Originating from an initiative led by the Countryside Commission and the Forestry Authority, and with the support of public, private and voluntary organisations, the aim is to create large areas of wooded landscape on the edges of towns and cities.

6.4.117 A Community Forest is not only concerned with trees and woods, and the development of the Forest is not simply a matter of planting trees. Development is aimed at creating an area in which people can live, work and enjoy their leisure time, all within a woodland landscape setting. Development is therefore directed towards providing improved infrastructure and facilities, as much as it is towards planting trees.

The objectives of the South Yorkshire Forest are:

- to conserve and improve the environment of the countryside and public open spaces in the built-up area and to help ensure that they are free of inappropriate development,

- to improve the landscape of the area, including reclamation of derelict land, to create a visually exciting environment with diverse uses,

- to increase opportunities for sport, public access and artistic and cultural events,

- to protect areas of high quality landscape and sites of historical or archaeological interest,

- to protect sites of nature conservation value and conserve and enhance biodiversity,

- to provide new opportunities for educational use of the area, and ensure the mosaic of habitats in the Forest can be used for the full range of environmental education needs of the surrounding schools, whilst ensuring that urban schools are not disadvantaged in meeting the needs of the national curriculum,

- to protect the best and most versatile agricultural land from irreversible development and increase opportunities for farm diversification in accordance with Government agricultural and local planning policies,

- to establish a supply of timber and other woodland products,

- to achieve a high level of local community commitment to the concept and involvement in its implementation,

- to complement the Government’s priorities for inner cities and urban areas, by providing leisure and open-space needs as close as possible to where people live,

- to give public and private sector confidence in the long-term prospects for the area, provide a proper base for investment, improve the environment near housing and local industry, and increase the value of properties and businesses,

- to seek private sector support to implement the Forest and to invest in leisure and other relevant service sectors.
6.4 Environment

- to create jobs in the new woodland industries, both in the management of woodland and the use of the raw materials, create employment in the leisure industry developed in and around the Forest and sustain other local jobs by providing an outstanding environment which will help to attract investment and new employment into the area, and

- to remain flexible in the light of changes, such as in the leisure market.

**Policy ENV6.1 Provision of Facilities**

“Where development is consistent with the other Policies of this Plan, the Council will encourage the development of the South Yorkshire Forest through the provision of improved facilities associated with increased public access, sport and recreation, enhancement of the landscape, restoration of derelict, despoiled and degraded land, farm diversification, environmental education, wildlife conservation and timber production.”

Refer to Policies:
ENV1, ENV1.2, ENV1.7, ENV2 to ENV2.3, ENV3 to ENV3.2 and ENV3.4

6.4.118 In furthering Policy ENV6 and the aims and objectives of the South Yorkshire Forest, the Council wishes to give clear guidance as to the type of development that would be appropriate within the Forest area. This policy does not create a precedent over any other policy within the Plan, nor does it imply that if a development is in keeping with the aims of the South Yorkshire Forest it will automatically be appropriate everywhere within the Forest area. In support of, and to be consistent with, the neighbouring authorities within the Forest, the Council wishes to ensure that appropriate development is directed to the most appropriate locations, thereby integrating the facilities and infrastructure throughout the Forest area and not simply within the Borough boundary. To this end, the partner organisations (Barnsley MBC, Rotherham MBC, Sheffield City Council, Countryside Commission and Forestry Authority) have prepared the South Yorkshire Forest Plan and this was formally approved by Central Government in November, 1994. Consequently, as stated in PPG 2 (Green Belts) the approved plan, “may be a material consideration . . . in deciding planning applications. Any development proposals within Community Forests in the Green Belt should be subject to the normal policies controlling development in Green Belts, and should respect the woodland setting.”

6.4.119 Permitted developments should therefore reflect their place in the Forest by their nature, design, associated landscaping works and planting, and where possible should make a positive contribution towards the achievement of the South Yorkshire Forest.

6.4.120 This approach will be applied throughout the area of the South Yorkshire Forest, both within and outside the Green Belt.
Introduction

6.5.1 Forecasts by the Department of Transport indicate that road traffic could increase nationally by between 85% and 142% by 2025. Annual cordon counts carried out around Rotherham town centre indicate that traffic has broadly increased by 20% since 1980, at a rate of 1% per annum to 1986, and around 2.5% per annum in more recent years. Private cars have generated most of this growth, with some reduction in heavy goods vehicles due to the decline in local primary industries. The number of buses has increased as a result of more competition within the deregulated bus industry, but average bus occupancy has decreased.

6.5.2 Although Rotherham does not currently suffer from serious traffic problems, apart from some peak period congestion on certain radial routes and motorway junctions - particularly within the A631 corridor - emerging trends in traffic growth, declining bus patronage and a 25.7% increase in car ownership since 1981 leave no room for complacency. Responding to the inevitable increase in demand for travel in the context of finite resources and limited road capacity requires a new approach to transport problems if vehicle emissions and congestion, with their detrimental effects on the environment and economy, are to be contained.

6.5.3 The effectiveness of road building alone in solving these problems is now questioned. Awareness of the need for traffic restraint and promotion of public transport as part of a more sustainable, integrated transportation policy is growing.

6.5.4 In the promotion of annual Transport Policies and Programme submissions, the Council has previously sought to fulfil three principal aims through various objectives as follows:

Providing for Travel Needs by:

• improving strategic transport links,
• providing new transport infrastructure,
• traffic management and decongestion schemes,
• assisting efficient and viable public transport,
• ‘special needs’ transport, and
• provision of car parking.

Achieving Environmental Benefits by:

• schemes to divert through traffic,
• pedestrianisation schemes,
• freight transfer to rail and canal,
• circulation and parking improvements in older industrial and residential areas
• high standards of design, maintenance and amenity works, and
• environmental ‘audits’ of new schemes.

Improving Safety by:

• promotion of a Road Safety Plan,
6.5 Transportation

- education, training and publicity campaigns,
- local safety and traffic calming schemes, and
- designing for the needs of pedestrians and cyclists.

6.5.5 Pursuit of these objectives has made a significant contribution to Rotherham’s Regeneration Strategy based on fostering economic growth, revitalising built-up areas, conserving heritage and alleviating social disadvantage.

6.5.6 Strategic Planning Guidance emphasises the close relationship of transport and land-use, together with the importance of transport infrastructure in assisting economic growth and urban regeneration which is of paramount importance in the Plan. Nevertheless, growing concerns about the environment means that the Plan must also be concerned with the management of limited road capacity, the environmental impact of new schemes, the shift from private to public transport, the improvement of pedestrian and cycling facilities and the ‘transport efficiency’ of different locations and patterns of development. Such measures will help to reduce travel demand, energy consumption, vehicle emissions and wider environmental damage in keeping with PPG 12 (Development Plans and Regional Planning Guidance), PPG 13 (Transport) and recent guidance on Local Transport Plans.

6.5.7 The Council collaborates with the other South Yorkshire Authorities in developing a Local Transport Plan based on common objectives and three geographical areas. The Coalfields Area, incorporating the northern part of the Borough, has the improvement of infrastructure to assist regeneration as the priority. For Rural South Yorkshire, including the south eastern part of the Borough, the emphasis is on safeguarding the environment and improving access for rural communities. Within Sheffield, Barnsley, Doncaster and Rotherham the approach is to protect the viability of central areas and on demand management to improve safety and the environment.

6.5.8 During the Plan period, the Council, in conjunction with the other South Yorkshire Authorities and interested parties, wishes to develop common objectives (see paragraph 4.13) towards a more sustainable and integrated transportation strategy seeking to enhance the economic and social benefits of all modes of transport whilst reducing their environmental impact. The scope of the Plan’s policies is therefore wide-ranging and embraces:

- the importance of the Borough’s links to strategic transport networks (including motorways, trunk roads, Inter City rail services, commercial waterways and air travel),
- selective new road schemes,
- the promotion of public transport including new systems,
- traffic management and parking,
- transferring freight to rail and canal,
- the location and design aspects of new development, and
- improvements for pedestrians, people with disabilities and cyclists.

Policy T1 Strategic Transport Links

“The Council supports improved links to strategic transport networks including:

(i) improved interchange with Intercity and European rail services,
(ii) electrification of the Midland Main Line,
(iii) development of the Sheffield/Rotherham Airport,
(iv) promotion of the use of the Sheffield and South Yorkshire Navigation, and
(v) the upgrading of the national road network, subject to individual schemes completing satisfactory environmental assessment, but excepting those motorway widening schemes which have an adverse impact on adjoining communities, local amenity and heritage interests, which will be opposed.”

6.5.9 In addition to providing for the travel needs of the wider community, the maintenance of good strategic links is vital for the achievement of
the Plan’s economic and regeneration objectives. Subject to local amenity safeguards, the selective improvement of motorways and trunk roads, together with better InterCity and European Rail Services, convenient access to international airports and enhanced use of waterways for freight, will all assist new industrial development, inward investment, business contacts and the efficient movement of goods and services to external markets. Notwithstanding the Council's priority for economic regeneration, there is also concern that new transport infrastructure should be subject to environmental assessment to overcome adverse impact on local communities and heritage features as well as contributing to global environmental improvements. (See Policy ENV3.2 and ENV3.7.)

6.5.10 Rotherham is currently well served by the national motorway network and may benefit from proposals to widen the M1 between Junctions 31 and 32 and a new B6094/M18 Junction which could provide an opportunity to increase accessibility to the Manvers Regeneration Scheme. Such proposals are subject to further examination as part of the South and West Yorkshire Motorway Box Study. The upgrading of A628(T) across the Pennines is also desirable and scope for highway improvements should be considered as part of joint authority initiatives towards an integrated trans-Pennine transportation strategy.

6.5.11 Rotherham is not directly served by InterCity rail services and is reliant upon local rail links to East Coast Main Line services at Doncaster, which will also be the principal interchange with passenger and freight services to the continent via the Channel Tunnel. Electrification of the Midland Main Line (including an extension to Doncaster) would also widen opportunities for InterCity rail travel and improve long-term prospects for through services to the continent via Sheffield Midland Station and London St. Pancras.

6.5.12 Deficiencies in Trans-Pennine road links and InterCity rail services have led to support by the local business community for the Sheffield/Rotherham Airport which primarily caters for short-haul domestic and European shuttle services and chartered business flights. The Council intends to safeguard the Airport and its approaches, through the development control process, against future development which might prejudice its operation or safety. The existing Leeds/Bradford and East Midlands regional airports and Manchester International Airport will continue to cater for major international and holiday air travel movements.

6.5.13 Unfortunately, there has been little success in achieving freight transfer to rail and the improved Sheffield and South Yorkshire Navigation is still relatively little used, although there is potential for increased leisure use. Developing trading opportunities in the former Eastern Block could lead to increased freight movements via the Humber ports and a revival in canal use assisted by new technological innovations like the ‘split ship’.

Policy T2 Major Road Schemes and Highway Improvements

“The Council will promote appropriate schemes on the Major Road Network and other major road schemes which:

(i) improve access to the national motorway and trunk road network,

(ii) reduce congestion and, in particular, delays to public transport,

(iii) remove extraneous traffic, including heavy goods vehicles, from town centres and other environmentally sensitive areas, and

(iv) support the development of strategic regeneration areas.

In addition, local highway improvements will be promoted which:

(v) improve access and servicing of existing industrial areas, local centres and new development sites,

(vi) support traffic calming and amenity benefits in residential areas,

(vii) assist public transport access to local communities,

(viii) create improvements for more vulnerable road users, including pedestrians, people with disabilities and cyclists, and

(ix) enhance road safety.”

Policy ENV3.2 Environment

Policy ENV3.7 Environmental Protection

Policy ENV3.7.1 Environmental Assessment

Policy ENV3.7.2 Environmental Impact Assessment
Figure 4: Major Road Network (refer to Policy T2)

- Motorway / trunk road
- Primary Route Network
- Roads of more than local importance
6.5 Transportation

Refer to Policies:
HG2, EC1.1, EC2.1, ENV2, ENV3.2, ENV4.1, T8 and RET1

6.5.14 The Borough’s Major Road Network, (see Figure 4: Major Road Network), comprises:

(i) trunk roads and motorways,
(ii) roads forming part of the Primary Route Network, and
(iii) other roads of more than local importance.

6.5.15 Improvements to motorways and trunk roads are the responsibility of the Department of the Environment, Transport and the Regions and the Council’s proposed improvements to the rest of the network (see Figure 5: Major highway schemes), listed below, are subject to review.

A630 Fitzwilliam Road,
A631 (Hellaby to Maltby),
A631 West Bawtry Road,
A633 Rotherham Road, Parkgate, and B6463 Dinnington to A57(T) Improvement.

6.5.16 Such schemes can be important to the environment and local amenity in diverting through traffic and in assisting economic development by the efficient movement of goods and services between communities in the Borough and providing convenient access to the strategic motorway and trunk road network.

6.5.17 Notwithstanding these benefits, the availability of resources through the sanctioning of expenditure and grant receipts from Central Government, will require schemes to be prioritised and judged against environmental factors and possible alternative measures. Government policy encourages smaller scale local highway improvements, bus priorities and area safety schemes within integrated packages. Future investment in new public transport systems, examined in the Rotherham Integrated Transportation Study, will also have implications, necessitating a review of the above highway schemes. Revisions to the Highways Programme and new public transport proposals will be promoted at appropriate stages during the course of preparing the Local Transport Plan and reviewing this Plan.

6.5.18 Rotherham has a traditional dependency on public transport with car ownership remaining below the national average. Many disadvantaged groups, people with disabilities and non-car owners are reliant on public transport. However, bus patronage has continued to decline, due to successive fare increases since the ending of the former County Council's cheap fares policy in 1986 and the effects of bus deregulation on service quality and reliability.

6.5.19 Public transport should be improved with services responding to the needs of various sections of the community if patronage is to be held and expanded. Access to public transport for people with disabilities and other special needs groups has to be improved through a range of initiatives like community transport, the licensing of more accessible taxis and the detailed design of interchanges and the manufacture of vehicles to Disabled Persons Transport Advisory Committee (DPTAC) standards. Services to the Borough’s rural areas will also have to be supported and maintained in order to safeguard economic and social activity within outlying communities, particularly those affected by colliery closures.

6.5.20 Anticipated future growth in traffic and increased demand for travel by car leading to congestion, with attendant economic, environmental and energy resource implications, cannot be ignored. Improvements to public transport, allied with an innovative approach to the management of travel demand at both the local and national level, could help to reduce private car usage. Consumer expectations will have to be met by maintaining socially necessary services and fare concessions, and by upgrading bus stops, transport interchanges, vehicle standards and travel...
Figure 5: Major highway schemes (refer to Policy T2)

- Motorway
- Major road network
- Major highway schemes (subject to review)

1. A630 Fitzwilliam Road
2. A631 (Hilliaby to Maltby)
3. A631 West Bawtry Road
4. A633 Rotherham Road, Parkgate
5. B6463 Dinnington to A57(T) Improvement
information, if public transport is to seriously compete with the private car and assist the Plan’s social, economic and environmental objectives.

6.5.21 Public transport is a more efficient and environmentally friendly means of passenger conveyance, particularly when linked to the Plan’s objective of supporting existing commercial centres and infrastructure and to locate major new developments so as to be convenient to existing public transport service networks. (See Policies T6 and RET1.)

6.5.22 The Council supports the South Yorkshire Passenger Transport Authority’s programme of improvements to public transport infrastructure.

Policy T3.1 Bus Priority Measures and New Systems

“The Council will make provision, where appropriate, for bus priority measures in addition to investigating scope for the development of new transport systems on key corridors within the Borough.”

Refer to Policy: T8

6.5.23 Public transport will largely continue to be bus based and this mode will need to become more competitive with the private car. In addition to considerations of service quality and reliability, which are beyond the scope of the Plan, ways need to be found to make the bus more convenient and attractive in terms of travel time advantage and accessibility to business, commercial and cultural centres.

6.5.24 Bus priority measures, such as dedicated bus lanes, bus gates and signal priorities, incorporated into road improvements and traffic management schemes, and supplemented by “park and ride” facilities on main radial corridors within the Rotherham urban area. (See Figure 7: Rotherham Integrated Transportation Study: Concept Plan which broadly outlines the concept of the study focused on radial transport corridors and motorway junctions). The Study findings have implications on the Council’s Highways Programme as listed previously in paragraph 6.5.15. The consultants’ recommended the preferred option for each corridor is again BRT, although the additional cost of Guided Light Transit (GLT) is not entirely ruled out and could prove viable on the Thorpe Hesley - Maltby corridor. Preliminary analysis indicated that investment required for Light Rail Transit (LRT) is unlikely to be justified but there may be potential, beyond the Plan period, for an LRT route from the Waverley Regeneration Area to Supertram Line 2, incorporating “park and ride” provision to relieve congestion on Sheffield Parkway, and linking through to Rotherham.

Policy T3.2 Local Rail Infrastructure

“The Council will support the development of local rail infrastructure to assist the further improvement of Section 20 Rail Services in response to public demand, catering particularly for commuter travel, and improving access from outlying communities to employment centres.”
Figure 6: Main public transport corridors and interchanges (refer to Policy T3.1)

- Rail corridor
- Potential rail corridor
- Bus service corridor
- Existing interchange
- Potential interchange

Not to scale
6.5 Transportation

6.5.27 Local rail services are important to raising the profile of public transport. Rail is potentially the most car competitive mode, particularly for journeys to work, thereby assisting economic development. In contrast to bus services, patronage of local rail services has increased by over 20 percent since 1986, mainly as a result of the Passenger Transport Executive’s Rail Plan which has led to the expansion of services and the development of new stations. Nevertheless, rail still only accounts for a low proportion of total public transport trips and there is concern over the implications of privatisation on maintaining service levels and investment in local rail infrastructure.

6.5.28 The Council is committed to the continuing development of rail infrastructure. Local rail service improvements will help to both widen access to job opportunities in the employment centres of both South and West Yorkshire and to reduce traffic congestion.

The following projects appear in ‘Rail Plan 21’ which is subject to review.

- Dual-tracking of Holmes Chord,
- Swallownest interchange,
- Swallownest Curve and Meadowhall Link,
- Parkgate Retail World (Rotherham Central Line) interchange,
- Manvers interchange, and
- Treeton interchange.

**Policy T4  Traffic Management**

“The Council will promote comprehensive traffic management schemes, including appropriate provision, pricing and control of car parking and public transport promotion measures as a means of optimising highway capacity, facilitating improved functioning of commercial centres, increasing opportunities for cycling, reducing road accidents and achieving benefits to air quality and the residential and pedestrian environment.”

Refer to Policies:
HG2, EC1.1, ENV3.7, ENV4.1 and T3

6.5.29 Traffic management is an important component in an integrated transportation policy and is likely to be the most cost effective means of regulating travel demand as this becomes warranted by increasing traffic and congestion problems during the Plan period.

6.5.30 The many potential benefits of traffic management reinforce the advantages and desirability of a comprehensive and co-ordinated approach. Quality public transport services should compensate for highway measures aimed at restraining the use of private cars. Car restraint and public transport promotion are unlikely to succeed in isolation from central area car parking provision and pricing policy.

6.5.31 Traffic management is a useful device to manage the capacity of available road space, to give priority to other user modes including cycling and public transport, to facilitate environmental improvements such as pedestrianisation schemes, to regulate heavy goods vehicle movements, and to achieve traffic calming and pedestrian safety benefits, particularly in residential areas. The Council is mindful of the need to incorporate within traffic management schemes, suitable provision for access and parking for shoppers, disabled drivers and accessible stopping points for taxis and community transport services.

6.5.32 The Council will implement the following comprehensive schemes during the Plan period:

**Rotherham Town Centre Traffic Management Scheme**

The Council has carried out several major improvements catering for traffic flows around the town centre and rationalising traffic entering the commercial core. These measures have also enabled extensions to the pedestrianised area and the refurbishment of the central bus station.

**Dinnington Town Centre Improvements**

The relief road to the west of the town centre, between the B6060 Outgang Lane and Church Lane, will facilitate works in Laughton Road aimed at creating a much improved pedestrian environment.

**Wath Town Centre Improvements**

Local concerns about highway safety and the need to protect and enhance the amenity and viability of the town centre have led to an ongoing
6.5 Transportation

Figure 7: Rotherham Integrated Transportation Study: Concept Plan (refer to Policy T3.1)

- Population / development corridors
- Secondary corridors
- Area of Search for possible "Park and Ride"
- Supertram Line 2
6.5.33 In addition, the programme of traffic management and improvement packages will eventually be expanded to all the town centres defined in Policy RET1 and, more specifically, will include examination of the following:

Maltby (A631/High Street),
Thurcroft (Green Arbour Road),
Kiveton Park (Wales Road),
Swallownest (High Street),
Bramley (Cross Street/Main Street),
Parkgate (Broad Street/Rawmarsh Hill), and
Swinton (Church Street/Queen Street/Station Street).

Furthermore, the Council will expand its programme of local safety schemes in line with Road Safety Plan objectives and guidance from the Department of Transport. Scope for further local safety schemes will be investigated within communities with high accident statistics. Details of town centre traffic management schemes and urban safety schemes will be drawn up and promoted within the Local Transport Plan.

Policy T4.1 Car Parking Control

“Development likely to give rise to parking and manoeuvring on any highway constituting part of the major road network will generally be unacceptable.”

6.5.34 The Major Road Network is promoted as the principal communications system within the Borough. The efficient functioning and continuing improvement of the network should not be hampered by unauthorised parking which greatly reduces road capacity, restricts the efficient operation of bus services, introduces road safety hazards and local amenity conflicts. Parking controls will be implemented and enforced wherever necessary on the major road network.

Policy T4.2 Car Parking in Rotherham Town Centre

“Short stay off-street parking will be provided for shopping and business users in various sectors of the town centre, convenient for pedestrian access to commercial areas and to minimise cross-town vehicular movements. In peripheral areas long stay off-street parking facilities will be provided and supplemented by the control of on-street parking on radial routes, the southern orbital route and within residential parking zones.”

Refer to Policies:
EC4.1 and RET1

6.5.35 The availability of convenient, secure, well maintained and reasonably priced car parking has a bearing on the commercial competitiveness and viability of Rotherham town centre. This has to be balanced against the manipulation of car parking as a traffic management device.

6.5.36 The base supply of public off-street parking is approximately 1,390 spaces (January, 1995). This is supplemented by a further 640 temporary spaces on potential development sites. A further 150 spaces are notionally available on-street. Parking spaces reserved for people with disabilities issued with orange badges are maintained in suitable locations to give convenient access throughout the town centre for shopping, business and employment uses.

6.5.37 It is intended to concentrate parking into four primary facilities serving discrete sectors of Rotherham town centre:

- Interchange multi-storey (operated by SYPTE existing capacity 770 spaces).
- Wellgate multi-storey (existing capacity 290 spaces),
- redeveloped Drummond Street car park (capacity increased to between 450 and 635 spaces), and
- new facility in the vicinity of Market Street (notional capacity 200 spaces).

Smaller facilities will provide around 100 spaces.

6.5.38 As these facilities become available, temporary facilities within the central area will be phased out with base capacity increasing by around 400 to 600 spaces. Rationalisation of the parking stock in this way will be dependent on development pressures and the availability of resources, requiring the position to be closely monitored.

6.5.39 It is likely that parking will continue to be managed primarily to assist the continuing viability of commercial and business activity in
6.5.40 In the meantime, the Council will apply appropriate car parking standards and locational policy to specific categories of new development, together with the continuing promotion of public transport. In certain instances, the Council may seek contributions from developers to assist in reinforcing parking capacity or public transport services in lieu of parking provision.

Policy T5  Freight Transfer to Rail and Canal

“The transfer of movements of freight, raw materials and waste from road to canal and rail will be encouraged and industrial development sites with potential canal wharbage and rail siding facilities promoted.”

Refer to Policies: EC2.1, EC6 and MIN5

6.5.41 Transferring freight and bulk commodities from road to rail and canal will help to reduce heavy goods vehicle movements with significant environmental, energy conservation, highway maintenance, road safety and traffic decongestion benefits. The Council will continue to support appropriate applications for Freight Facilities Grants, under Section 139 and 140 of the Railways Act, 1993, towards the establishment of rail sidings and wharves. Furthermore, the Council will identify sites with potential wharbage and siding facilities, together with opportunities for leisure development, as part of the economic regeneration strategy (see Policies EC2.1 and EC6).

6.5.42 Rotherham’s business community needs convenient access to freight handling facilities if it is to respond to the Single European Market. The Doncaster Freight Terminal will provide direct links to the continent via the Channel Tunnel.

Policy T5.1  Road Freight

“Industrial and commercial developments, including warehousing, distribution and transport depots, giving rise to high levels of heavy goods vehicle movements, should be located with easy access to the major road network and include provision for loading and unloading off the highway incorporating suitable access, parking and turning arrangements.”

Refer to Policies: EC2.1 and EC3

6.5.43 Despite the desirability of promoting the transfer of freight movements from road to rail and canal, the Council accepts that heavy goods vehicles will continue to be the principal means of conveying freight due to their inherent flexibility and cost advantages.

6.5.44 However, the location of development with HGV generation characteristics in close proximity or with direct access to major roads will lessen heavy vehicle movements through residential areas as well as avoiding road and bridge maintenance problems on unsuitable roads. The provision of adequate manoeuvring space off the highway will lessen environmental and road safety conflicts and help to maintain the efficient operation of the highway network. Such considerations will also influence the Council’s stance on the location of commercial vehicle operating centres and the provision of overnight parking and serviced accommodation for commercial vehicles.

Policy T6  Location and Layout of Development

“In considering the location of new development, the Council will have regard to the increasing desirability of reducing travel demand by ensuring that:

(i) land-uses are consolidated within existing commercial centres and settlement patterns which are already well served by transport infrastructure,

(ii) major trip generating land-uses, such as major employment, leisure, retail and high density residential developments, are located in close proximity to public transport interchanges and service corridors,
6.5 Transportation

(iii) the development of sites which cause unacceptable traffic congestion on motorways, and local approach roads and trunk roads is avoided,

(iv) development patterns, where appropriate, provide opportunities for living close to places of work, and

(v) a range of services and facilities are available in villages and local centres with safe and convenient access for pedestrians, cyclists and people with disabilities.

In addition, the detailed layout of development should have regard to accessibility by private car, public transport, service vehicles, pedestrians and cyclists and people with disabilities.

Refer to Policies:
HG4, EC2.1, EC5, EC5.1, ENV1, T8, RET1, RET6 and CR2.6

6.5.45 In the context of advice contained in PPG 13 (Transport), locational decisions should be made in the light of the implications of development on both existing transportation infrastructure and potential extensions, bearing in mind the desirability of energy conservation, reducing congestion and the continuing efficient operation of networks.

6.5.46 Under the Highways Act, 1980, the Secretary of State has a duty to provide and maintain a network of trunk roads and motorways. The primary purpose of these roads is to provide for the safe and expeditious movement of long distance through traffic. This necessitates limiting the formation of new accesses and ensuring that the implications of road safety and traffic flow are taken into account when considering development proposals in the vicinity of trunk roads and motorways. Government policy on development affecting these roads is set out in DoT Circular 4/88. The Highways Agency must be consulted where it appears that development is likely to create a material increase in the volume of traffic entering or leaving the trunk road or motorway. A 5% growth in the volume of traffic would be regarded as a material increase, although a smaller percentage may be material where the road is already at or near capacity.

6.5.47 Where existing or proposed trunk roads or motorways cannot cater for forecast traffic generated by proposed development, highway improvement or enhancement works will be needed prior to development commencing in order to accommodate envisaged traffic flows. The need for such works and their details would have to be agreed by the Highways Agency which is responsible for trunk roads and motorways. The Agency requires that road works brought about by development are constructed to similar standards to those applied to its own schemes, in particular, a design year of 15 years after the first opening.

6.5.48 In the detailed layout of development, good highway design will mitigate against local circulation, safety and amenity problems. In considering the detailed design of new highways, car parks, pedestrian precincts, transport interchanges and traffic management schemes, the Council will have regard to established highway design principles and good practice, including the needs of pedestrians, cyclists and people with disabilities. The Council is particularly concerned about the need to upgrade the quality of existing car parks and to promote high standards in the design of car parking facilities which should be safe, secure and well maintained. Police forces throughout the country promote the concept of ‘Secured Car Parks’ which includes guidance and best practice for enclosed and outdoor car parks. The Council wishes to ensure the proper layout of development in terms of circulation efficiency, safety and amenity by applying established guidelines such as in “Design Guide for Residential Roads” (South Yorkshire County Council, 1982), “Revised Guidelines for Reducing Mobility Hardships - towards a Barrier-Free Environment” (Institution of Highways and Transportation, 1991), “Layout Considerations” (Design Bulletin 32 DOE/DOT, 1992), “Transport in the Urban Environment” (Institution of Highways and Transportation, 1997) and “Places, Streets and Movement - A companion guide to Design Bulletin 32 Residential Roads and Footpaths” (Department of the Environment, Transport and the Regions, 1998).

Policy T6.1 Car Parking Standards

“Provision should be made in new development for appropriate levels of off-highway car parking. In Rotherham Town Centre and local centres parking...
Figure 8: Potential Long Distance Footpaths Network (refer to Policy T7)

N.B. These are target routes only. Most of the routes as shown do not follow existing rights of way and there is no presumption that the public have any rights of access along the routes shown. Each route will be surveyed in detail during the Plan period and an actual route will be defined by agreement with landowners and through separate public consultation.
requirements for new development will be assessed against the levels of existing parking and public transport provision together with traffic management and traffic reduction objectives prevailing in the locality. Throughout the rest of the Borough and in instances where access to available parking and public transport services cannot be demonstrated, development will be assessed against advisory standards which are set out separately as supplementary planning guidance.”

6.5.49 Parking requirements are important considerations in determining the location and layout of new development. Inadequate parking provision can compromise the optimum functioning of both development and highway. Car parking provision should also be safe, secure and well-maintained. Advisory car parking standards (including provision for disabled drivers) for various categories of development are set out separately in supplementary planning guidance (SPG Transportation 1: Car Parking Standards). In certain circumstances where development falls outside the specified categories and in instances of integrated mixed use development, the onus will be on developers to demonstrate appropriate car parking provision commensurate with the scale and nature of the development concerned. Account should also be taken of other factors such as the availability of alternative parking nearby, the existence of convenient public transport services and prevailing traffic management objectives, including traffic reduction targets. There may be situations, particularly within town centres, where developers may be invited under planning obligations to make commuted payments towards the reinforcement of public parking facilities or public transport services.

6.5.50 Walking is a healthy and environmentally friendly form of basic personal transport and an important leisure pastime. The public rights of way network is a valuable resource and will be safeguarded both in the course of the Review of the Definitive Rights of Way Map and in considering the implication of individual developments on parts of the network. The Council recognises that the proper management and maintenance of the network is essential in order to obviate trespass onto farmland. The dedication of new rights of way would be welcomed where they support recreational access and land management objectives. Footpath Creation Orders are only likely to be used in exceptional circumstances and the creation of new rights of way will be generally by agreement with the owners and occupiers of land.

6.5.51 The public rights of way network is also considered to be an important means of linking Urban Greenspace and, in particular, providing a backbone in areas where Urban Greenspace features would otherwise be disjointed (see Policy ENV5).

6.5.52 The Council will be alert to opportunities to expand the network. Linear features such as disused railways, canal towpaths and river banks are particularly valuable opportunities in creating new routes such as round walks, interpretative trails and strategic long-distance routes. The Council supports the development of a long distance footpath/cycleway network including the establishment of the multi-use “Trans Pennine Trail” linking the east and west coasts. Appropriate routes will be safeguarded and promoted within the Borough including sections of the “Trans Pennine Trail” linking with Sheffield and Chesterfield.

6.5.53 The Government has advised in Circular 2/93 (Public Rights of Way) that the effect of development on a public right of way is a material consideration in the determination of applications for planning permission. The granting of a planning permission does not entitle developers to obstruct rights of way, neither does it mean that an order to divert or extinguish a right of way will be confirmed. The Council will, however, wish to consider whether any rights of way that might be affected by the granting of a planning permission can be diverted along a route which would be generally acceptable to the public. Applicants should, therefore, submit details of affected public rights of way, together with proposals for any diversions thought necessary.

Policy T7 Public Rights of Way

“The Council will safeguard, maintain, promote and, where appropriate, create footpaths, cycleways and bridleways as a means of serving local communities, linking areas of Urban Greenspace and improving access to the countryside for recreation purposes. Proposals for the diversion or rationalisation of routes will only be supported if they are in the public interest and in keeping with local land management and planning requirements.”

Refer to Policies:
ENV2.4, ENV5,
CR2, CR2.3 and CR2.5
6.5 Transportation

Policy T8  Access

“The Council will seek to meet the access needs of people with mobility and sensory handicaps by promoting careful design and improved provision in both the refurbishment and development of buildings, public spaces, community facilities and transport networks through the development control process and in the course of public service delivery.”

Refer to Policies:

6.5.54 Disability, whether temporary or permanent, potentially affects everyone at some stage in their lives. In response to the Audit of Skills in Rotherham, 6% of male and 4% of female respondents classified themselves as disabled, implying a Borough-wide figure of around 10,000 disabled people. The proportion of disabled people increases with age and covers 10% of all 55-64 year olds. The Community Care Plan estimates that in 1993 there were probably 27,600 people with disability, including 4,200 with severe disability and up to around 28,000 carers.

6.5.55 Rotherham Priority Health Trust has estimated that the number of elderly people with walking disabilities may rise by 110 per year between now and 2001. About 50% of people over the age of 75 have some form of limiting illness and/or disability and this age group is expected to grow by over 16% between now and 2001. The number of blind and partially sighted people within the Borough continues to grow, with 1,585 on the statutory register in 1992. Research by the RNIB suggests that there is likely to be substantial under-recording, with a possible 600 to 700 additional people over 75 with impaired vision.

6.5.56 Between November, 1991 and October, 1992, the demand for all types of disability services from the Council's Department of Social Services rose by 10%, and demand for assistance with equipment for daily living and with adaptations to private housing units rose by 33%. The Council is determined that people with access difficulties are not prevented from leading a full and active life in the community by poor design in the environment. The Council is committed to improved access to land, buildings and transport networks through the development control process and in achieving improvements to its own facilities and services. Better access will benefit all pedestrians, not just the disabled.

6.5.57 PPG 1 (General Policies and Principles) sets out advice on access issues, stating that “the development of land and buildings provides the opportunity to secure a more accessible environment for everyone, including wheelchair users and other people with disabilities, elderly people, and people with toddlers or infants in pushchairs. Developers and local authorities are encouraged to consider the issue of access at an early stage in the design process. Local planning authorities should ensure that they are fully informed about ways in which access needs can be met, and can offer appropriate advice to developers. The appropriate design of spaces between and around buildings and of parking provision is particularly important in ensuring good access to buildings. When a new building is proposed, or an existing building is being extended or altered, developers should consider the needs of people with disabilities who might use the building as a place of work, or as visitors or customers.”

6.5.58 Section 76 of the Town and Country Planning Act, 1990, requires local planning authorities to draw the attention of developers, when granting planning permission, to the relevant provisions of the Chronically Sick and Disabled Persons Act, 1970, and BS5810 “Code of Practice for Access for the Disabled to Buildings” (1979). This latter Act requires developers of specified types of buildings to provide suitable means of access, parking and toilet facilities to meet the needs of people with disabilities where practicable and reasonable. The types of building to which the Act applies are those open to the public (such as shops, restaurants, hotels, places of entertainment and leisure, and community buildings), places of employment, education buildings and most types of buildings other than residential dwellings. The Building Regulations 1991 - “Access and Facilities for Disabled People”. Approved Document M (1999 Edition), also applies to certain aspects of new buildings including domestic dwellings. These Regulations will be more appropriate than planning provisions for the detailed application of design standards and specifications.
6.5.59 PPG 1 (General Policies and Principles) emphasises, where the public are to have access to buildings, the local planning authority should consider the extent to which the securing of provision for disabled people can be justified on planning grounds. The sphere of planning control is limited in this context and it will always be preferable that the scope for access provision is agreed through negotiation. The Council commends the recommendations of “Designing for Accessibility” (Centre for Accessible Environments, 1999 ISBN 0 903976 23 4).

6.5.60 More general purpose housing which is suitable for the needs of disabled people should be built. People with disabilities should have a choice of different housing type and tenure, and to enable people to remain in their homes if they become disabled, more housing should be constructed to specifications enabling subsequent adaptation. People who use wheelchairs are as varied in their housing needs as the rest of the population. Little existing housing, or conversions, are suitable for people who permanently use a wheelchair. In considering proposals for new housing, private developers and Housing Associations will be encouraged to meet the housing requirements of disabled people having due regard to the Access Committee for England’s “Criteria for Accessible General Housing” published in “Building Homes for Successive Generations” 1992. The Council will apply those criteria related to the external environment of new housing developments as set out in SPG Housing 8: Access. In larger residential developments it would be desirable for some units to be specifically designed to be capable of adaptation to the standards set out in “Wheelchair Housing” (Housing Development Directorate occasional paper 2/75, DOE, 1975).

6.5.61 The need for special needs residential accommodation catering for the elderly is increasing as a result of population changes and the Care in the Community programme. Elderly people have the highest levels of disability and it is important that homes are designed to the highest level of accessibility that is reasonable and practicable and that they comply with requirements under the Registered Homes Act 1984 and the Nursing Homes Regulations 1984. Further guidelines are set out in Health Facilities Note 19 “The design of residential care and nursing homes for older people” (NHS Estates, 1998 ISBN 0 9534158 0 5). The provision of accommodation for people in need of care through change of use or redevelopment should be conveniently located for local shops, services and public transport.

6.5.62 Around 10% of the Borough’s population is unlikely to be able to use conventional public transport due to disability. Under Section 57(2) of the Transport Act, 1985, Passenger Transport Authorities and Executives have a “duty . . . to have regard to the transport needs of members of the public who are elderly or disabled. The Council supports the provisions of the Disability Discrimination Act concerning the design and construction of new public transport vehicles and the PTA’s programme of accessible interchange development and refurbishment. The PTA provides funding for Rotherham Community Transport to provide accessible Dial-a-Ride, Dial-a-Bus and basic Shopmobility services. The Council supplements this support in the furtherance of its wider social policy objectives and promotes the licensing of more accessible taxis.

6.5.63 Convenient access and car parking should be maintained within town centre traffic management. The Council will continue to improve access provision within traffic management schemes including access routes and parking and setting down points for orange badge holders, community transport services and accessible taxis. The location of car parking facilities should take account of the limited mobility range of many disabled people. The Council’s parking standards, set out separately as Supplementary Planning Guidance in SPG Transportation 1, accord with the recommendations of "Revised Guidelines for Reducing Mobility Handicaps - Towards a Barrier-Free Environment" (Institution of Highways and Transportation, 1991). Careful design of the pedestrian environment is particularly important for people with impaired mobility. The Council commends the standards, set out in the latter reference, for the layout and construction of footways and pedestrian areas; the selection and positioning of street furniture; the construction of road crossings including dropped kerbs and tactile surfaces; lighting; and signing. “Guidance on the use of Tactile Paving Surfaces” was published by DETR in 1998.

6.5.64 Access to local shops and services is vital to people with disabilities and it is important that local facilities are safeguarded and that suitable provision is made within larger new developments. The Council also considers it desirable for accessible public toilet facilities to be provided in large stores and shopping centres. Guidance on the design of Automatic Teller Machines (ATMs) is published by the Centre for Accessible Environments in “Access to ATMs” (ISBN 0 903976 32 3).
6.5.65 The Council regards easy access to public leisure facilities, such as parks, libraries, sports centres and community facilities as integral components of an accessible environment. Tourist accommodation and attractions, including countryside recreation sites and footpaths should also have suitable facilities for people with sensory impairments or impaired mobility, including wheelchair users. The Council is working towards the promotion and maintenance of a network of accessible rural footpaths. Recommendations and design guidance for tourist facilities and access to the countryside are available in “Tourism for All” (English Tourist Board and Holiday Care Service, - 1989) and “BT Countryside for All Standards and Guidelines - A Good Practice Guide to Disabled People’s Access in the Countryside” (British Telecommunications plc / The Fieldfare Trust Ltd, 1997). The Building Regulations 1991 “Access and Facilities for Disabled People”, Approved Document M (1999 Edition) also sets out minimum standards of provision for people with disabilities within restaurants and bars; hotel accommodation; changing facilities in recreational buildings and; seating in theatres, cinemas, and sports stadia.

Policy T9 Motorway Service Areas

“The Council will consider proposals for the establishment of facilities to meet the needs of motorway travellers on their merits and subject to the other provisions of the Plan. Planning applications for motorway service areas in the Green Belt will only be approved in exceptional circumstances having regard to the following criteria:

(i) there should be clear and compelling justification on need and road safety grounds, bearing in mind the characteristics of passing motorway traffic; the proximity of existing MSAs, their facilities, use and scope for extension and; the distribution of existing or prospective facilities for motorway users on or close to the motorway network,

(ii) proposals should not compromise the efficient and safe management of traffic on the motorway and conform to guidance concerning gapping, signing and minimum facility requirements,

(iii) facilities should be designed to take account of the needs of motorway users, including disabled persons and should not become destinations in their own right,

(iv) proposals should not generate additional levels of traffic which would have an adverse impact on the efficient and safe functioning of the local road network,

(v) proposals should harmonise with the locality by being carefully sited and laid out; by being of appropriate scale; by the use of appropriate materials and sensitive lighting and; by attaining a high standard of design,

(vi) proposals should not be incongruous in the landscape and existing features should be safeguarded and enhanced, wherever possible, within landscaping schemes,

(vii) proposals should not have adverse effects on agriculture and heritage resources and should take account of the purpose of any planning designations which may cover the site or surrounding area,

(viii) proposals should not give rise to unacceptable impact on the amenity of residential areas in terms of noise, air and light pollution, and

(ix) proposals should not prejudice the winning and working of mineral resources and, where appropriate, should contribute to the reclamation of derelict, contaminated or unstable land.”

Refer to Policies:
HG1,
EC6,
ENV1, ENV1.2, ENV1.4, ENV2 to 2.4, ENV3, ENV3.1, ENV3.2, ENV3.6, ENV3.7, ENV4.1, ENV4.2, ENV6.2,
T1, T2, T6, T8, and
MIN8
6.5.66 MSA spacing policy aims to balance road safety benefits of allowing drivers frequent access to services with the introduction of new on- and off- motorway MSA traffic movements which have implications of their own for safety and the free flow of traffic. In addition, there is a need to avoid the proliferation of development alongside motorways and motorway junctions, particularly in areas of planning restraint such as green belt. Earlier Government guidance, set out in Circular 1/94 considered an acceptable balance would be achieved through a network of MSAs at roughly thirty mile intervals. More recently, in an attempt to increase competition and choice, PPG13 introduced the possibility of infill facilities at intervals of around 15 miles.

6.5.67 The Government considers this policy to have had limited success and has now issued a new supplementary policy statement pending the revision of Circular 1/94 and PPG13 Annex A. The latest guidance reverts back to emphasising the need to concentrate on the completion of the “thirty mile” network. Infill facilities will only be approved in exceptional circumstances where a clear and compelling need and road safety case can be established. This would particularly apply in areas of planning restraint, such as green belts, where inappropriate development is discouraged.

6.5.68 Application of the gapping guidance to the stretches of motorway through the Borough indicates there could be scope for an infill facility on the M1 between the existing MSAs at Woodall and Woolley which could involve provision within Rotherham. Annex A to PPG13 advises that development plans should contain guidance on criteria by which applications for MSAs should be judged.

6.5.69 Opportunities for MSA development in the Borough are only likely to occur in the Green Belt where there is a presumption against inappropriate development and planning permission will only be given in exceptional circumstances. The Council is mindful of the range of facilities for motorway users which already exist in and adjoining the motorway corridors within the Borough and looks to developers to clearly demonstrate the need for additional facilities in seeking to justify exceptions to Green Belt policy. Furthermore, the Council will require developers to mitigate the likely impact of development on the local road network, landscape, heritage resources and local amenity. To this end the Council will require the submission of an Environmental and Traffic Impact Assessment with planning applications for MSA development and will secure mitigation measures through planning conditions and obligations as appropriate.
Introduction

6.6.1 Over the past twenty years, retailing has constantly adapted to changing economic and social conditions and these, together with changes in shopping habits, have brought about changes in both shops and shopping areas. During the 1980s, retailing established itself as the most dynamic sector of the national economy and, as such, has continued to have important implications for development planning and control by local planning authorities. This recent surge in retail spending and investment has led to a variety of new shopping floorspace, locations and trading formats, notably, out-of-centre shopping centres (as at Meadowhall in Sheffield) superstores (Asda at Dalton) and retail warehouse parks (Retail World at Parkgate). These new developments have an impact over a wide area and are challenging the traditional role of existing town centres (see Figure 9: Retailing).

6.6.2 Retailing in the late 1980s provided an important element in the regeneration of the Borough, acting as a catalyst to encourage other developments and redevelopments. Given that the outlook in the 1990s is likely to be less favourable, with lower retail growth and more selective investment, it is critical that confidence is retained in Rotherham as an attractive location for retailing to support the wider role of its town centres.

6.6.3 The Strategic Planning Guidance recognises that existing town centres should continue to be the main areas for new shopping facilities. Retail development is seen as assisting in urban regeneration. However, it also emphasises the benefits to the public from a greater choice and a wider range of shopping facilities but indicates that unless there are any further significant increases in purchasing power in particular areas of the County, the scale of recent out-of-centre retail developments would restrict the potential for further new proposals. It stresses that there is no place for major retail development in the Green Belt nor generally in the open countryside.

6.6.4 Central Government guidance has been issued against this background of unprecedented growth in retailing in the second half of the 1980s, fuelled by both town centre and out-of-town developments. PPG 6 (Town Centres and Retail Developments) issued by the Secretary of State for the Environment, in June, 1996, emphasises the role of town centres and sets new retail development in the context of town centre vitality and viability. This latest guidance places emphasis on a planned approach to promoting development in town centres, both through policies and the identification of locations and sites for development.

6.6.5 Town Centres should, wherever possible, be the preferred locations for developments that attract many trips. The PPG’s objectives seek to encourage sustainable development, and, in particular, reduce the need to travel and reliance on the private car. PPG 13 (Transport) of March 1994, advises that shopping should be promoted in existing centres which are more likely to offer a choice of access, particularly for those without the use of a private car.

6.6.6 The proximity of Sheffield City Centre, Meadowhall Regional Shopping Centre and, to a lesser extent, other shopping centres, has resulted in a loss of locally generated retail spending in the Borough. This has been primarily related to car-
Figure 9: Retailing (refer to Policies RET1 - RET4)

- Town centre
- Superstore
- Retail warehouse park
borne shopping trips, an important factor in the Borough, which has the highest level of car ownership in South Yorkshire. Increasing customer mobility is likely to aggravate this situation in future years. The impact of Meadowhall and its associated Retail Park in particular, with over 27 million visitors per annum, has added a further dimension, yet to be fully assessed. However, 139,350 square metres (1,500,000 sq. ft.) of shopping floorspace in an attractive environment with accessible car parking, clearly provides a powerful attraction to retail spending outside the Borough. Within the Borough, Retail World at Parkgate is symptomatic of the pressure for out-of-centre durable goods retailing, having evolved into the largest unrestricted retail park of its kind in the country. The rise of Meadowhall and Retail World have gone hand in hand with the decline of Rotherham town centre; key multiples have left and retail vacancies have increased.

6.6.7 In the light of the above, the Council’s shopping policies seek to redress the present imbalance of provision between town centre and out-of-centre retailing and to ensure that no section of the community is adversely affected. The main aim of the Borough’s shopping policies is therefore, to retain as much of its potential retail spending as possible within the Borough and to channel new retail investment, both food and non-food, to the established town centres in the first instance. Local planning authorities are urged to adopt a sequential approach to selecting sites for new retail development. First preference should be for town centre sites, where suitable sites are available, followed by edge-of-centre sites and only then by out-of-centre sites in locations that are, or can be made, accessible by a choice of means of transport. Out-of-centre, non-food shopping development that cannot be accommodated within or directly adjoining the existing town centres will be limited to three committed locations. Thus a major objective is to ensure that adequate provision of modern shopping floorspace, in a variety of trading formats, is made available and accessible to all, to avoid social polarisation of the most disadvantaged and least mobile of the Borough’s residents.

6.6.8 For the purposes of Policies RET1 to RET6, the following ten shopping, employment, civic, cultural, social and business centres will be treated as town centres:


**Policy RET1  Town Centres**

“The Council will sustain and enhance the vitality, viability and regeneration of defined town centres including those at Rotherham, Wath-upon-Dearne, Swinton, Rawmarsh-Parkgate, Bramley-Wickersley, Maltby, Thurcroft, Aston-cum-Aughton, Dinnington and Wales-Kiveton Park, in order to optimise the scale and range of goods and services, residential, entertainment and leisure facilities, within an attractive, convenient and safe environment.

In defined town centres in the Borough, the following Use Classes will be acceptable, subject to the requirements of Policy RET1.2:

- **A1 Shops**
- **A2 Financial and Professional Services**
- **A3 Food and Drink**

and, where they complement the retailing function of the centres:

- **B1 Business Uses**
- **C1 Hotels and Hostels**
- **C2 Residential Institutions**
- **C3 Dwelling Houses (above ground floor level)**
- **D1 Non-Residential Institutions**
- **D2 Assembly and Leisure Car Parks**

Development proposals for uses not listed above, will be decided on their individual merits.”

Refer to Policies:
EC4, EC4.1, ENV3.1, T2, T3, T4, T4.2, T6, T6.1 and T8

6.6.9 Over the centuries, town centres have grown as focal points and market places where
buyers and sellers come together, close to where people live and where major routes converge. The market place and its retail function, therefore, underpin the structure and development of each town centre in the Borough. These town centres exhibit a mixture of land-uses which are often interdependent and perform a variety of roles. Town centres provide a central location for new shops, offices, residential development, leisure, entertainment and the arts. Such a location allows new developments to build upon earlier investment and infrastructure. The retail function should continue to underpin such centres. Town centres are nodal points for public and private transport networks. Since one journey to a town centre can serve several purposes, town centre developments can help to keep private car usage to a minimum, thereby reducing vehicle emissions.

6.6.10 Retailing is an important function of a town centre and shopping is a necessary feature of everybody’s life. It provides jobs and services in the community. Retail development can stimulate local businesses and financial services; it can affect the flow of traffic and the provision of public transport; and its proximity to residential and office accommodation can influence traffic demand and the use of public transport by people living and working in the area. Good retailing contributes to the vitality and viability of town centres. However, vitality and viability depend on more than just retailing; they stem from the range and quality of activities that take place there and their accessibility to people living and working in the area. Variety and activity are essential elements in the vitality and viability of town centres.

6.6.11 Policy RET1 follows Central Government advice as set out in PPG6 (Town Centres and Retail Developments) that town centres should, wherever possible, be the preferred locations for developments that attract many trips and local planning authorities should adopt planning policies to:

- locate major generators of travel in existing centres where access by a choice of means of transport, not only by car, is easy and convenient,
- enable town, district and local centres to meet the needs of residents of their area,
- safeguard and strengthen existing local centres, in both urban and rural areas, which offer a range of everyday community, shopping and employment opportunities,
- maintain and improve choice for people to walk, cycle or catch public transport, and
- ensure an appropriate supply of attractive, convenient and safe parking for shopping and leisure trips.

Town centres provide a focus for civic pride, a sense of place and community identity. Town centres are major generators of trips for shopping, employment, services, education, entertainment and many other uses. They are the focus for a large number of trips and typically act as the hub of public transport networks. Focusing development there can make it easier to provide good public transport, or enable one car journey to serve several purposes and thus can help to reduce the number and length of car journeys. Town centres, therefore, can play an important role in reducing the need to travel and reliance upon the car. The appointment of a Town Centre Manager for Rotherham and the drawing up of a Town Centre Initiative, have both contributed to better communications between the public and private sectors, promoted the town centre itself, improved the identification and use of resources, generated civic pride amongst local residents and helped give confidence to investors, customers and retailers.

6.6.12 It is the Council’s intention actively to support the substantial infrastructure that already exists in these ten defined town centres and, where appropriate, to channel new retail investment into them. These town centres are nodal points for both public and private sector transport modes and represent the Borough’s greatest concentrations of shopping, employment, social, business, civic and cultural uses. They are critically important to many elderly people, people on low incomes and young mothers who may rely upon public transport or walking for their shopping needs. The Council does not wish to see a significant increase in vacant properties or a marked reduction in the range of services that these town centres provide, such as could lead to their general physical deterioration and to the detriment of their future place in the economic and social life of their communities.

Policy RET1.1 Shopping Environment

“The Council will seek a high quality, attractive and secure environment within shopping areas by:

(i) requiring proposals for new, altered or extended properties to be integrated in
respect of design, layout and function with neighbouring properties,

(ii) requiring proposals for new, altered or extended properties to be considered with regard to any adverse visual impact or effect on neighbouring properties, street form and scene, and the scale and character of the locality,

(iii) requiring doorways to incorporate suitably designed access for people with restricted mobility, and equipment such as cash dispensing machines to be at a height suitable for wheelchair users, wherever practical,

(iv) promoting the provision of public toilet facilities to all residents, including people with disabilities, in shopping centres and large stores,

(v) encouraging the highest standards in the control of shop frontage and sign detailing, and

(vi) encouraging and promoting development proposals which are equally accessible to people arriving by car, public transport, bicycle or on foot.

Refer to Policies: ENV2.10, ENV2.11, ENV2.12, ENV3.1, ENV3.8, ENV4.1 and T8

6.6.13 The quality and attractiveness of town centres can be further enhanced by a clean, secure, well maintained and attractive environment designed for pedestrian use; convenient and well-managed access for shoppers and other users, whether by public transport, by car, by cycle or on foot; and well-publicised special events and traditional activities, such as markets, as part of a holistic approach to upgrading town centres.

6.6.14 A significant aspect of the retailing revolution of the 1980s was the much higher quality of shopping floorspace which came to be provided and expected in shopping centres. In a situation where people are increasingly exercising choice as to which shopping centres to use, attractiveness is one factor, alongside comfort, safety, accessibility and the range of shops, which influences that choice. Pedestrianisation of Rotherham town centre and the Old Town Hall refurbishment are examples of successful attempts to achieve a quality shopping environment. Unimaginative and badly executed schemes on the other hand, diminish the quality and character of town centres as a whole.

6.6.15 The Council seeks to ensure that new developments, by respecting their setting and contributing to the overall character and attractiveness of a centre, assist in maintaining and improving the image and viability of the Borough’s primary shopping areas. Shopfronts and advertisements also play an important part in making or marring the quality of centres. They are designed to attract attention, but this needs to be done sympathetically to the building upon which they are imposed and to the streetscene in general. The promotion of good shopfront and advertisement design is therefore seen as essential and the Council will produce design guidance to encourage national companies to modify their “house-style” to fit more closely to the character of the town centre, in terms of fascia and the street frontage.

Policy RET1.2 Prime Shopping Streets

“In prime shopping streets, the Council will limit ground floor use to Class A1 of the Town and Country Planning (Use Classes) Order, 1987 (as amended) unless a proposed use contributes to the vitality and viability of the centre and does not undermine its retail character and function. In secondary locations in town centres, proposed uses will be acceptable in accordance with Policy RET1.”

6.6.16 A town centre is much more than a collection of shops. Associated services and outlets providing for visiting members of the public are appropriate and essential: banks, cafes, pubs, estate agents and take-aways are just a few examples, all of which can reinforce pedestrian flows and are preferable to long-term vacancies. A key objective of Central Government expressed in PPG6 (Town Centres and Retail Developments) is to ensure the availability of a wide range of shops, employment, services and facilities to which people have easy access by a choice of means of transport. Local planning authorities are, therefore, urged to encourage diversification of uses in the town centre as a whole. The sequential approach described in PPG6, also applies to other key town centre uses as well as retailing, including commercial and public offices, entertainment, leisure and other uses which attract a lot of people. The Council has followed this latest guidance by providing Mixed Use Areas, each with different “menus” of acceptable uses. Some of these are located on the...
edge-of-town centres, to encourage those new developments, which cannot be accommodated in the town centre, to locate on accessible, edge-of-centre sites. The Council’s policy is not to prevent uses which genuinely complement shops and shopping, and which contribute to the attractiveness, convenience and general sense of liveliness of town centres, nor to restrict them unreasonably to upper floors and secondary frontages. It is intended to ensure that proper account is given before the granting of planning permission, to the impact of a change to non-shop use on the vitality and viability of the centre or prime shopping street in question. When judged to be complementary, non-shop uses will be allowed.

6.6.17 However, a certain degree of regulation is necessary to ensure that non-shop uses do not undermine the retail attraction of the centre. The service which such uses provide needs to be considered in the context of variety, choice, liveliness, trade of neighbouring shops and stock of shop units. Additionally, some smaller town and local centres still play a key role as convenience shopping areas for their localities. Excessive non-shop use may diminish their ability to function as such.

6.6.18 For the purposes of this policy, prime shopping streets are identified in Chapter 7 (Area Policy Application and Proposals).

**Policy RET1.3 Amusement Centres**

“The Council will oppose proposals for the establishment of amusement centres in prime shopping streets of the defined Town Centres, local shopping centres, close to housing, Conservation Areas or other places of special architectural or historic character, near to schools, churches, hospitals and hotels.”

6.6.19 Central Government’s policies in respect of amusement centres are set out in Annex B of PPG 6. It is the Government’s view, supported by this Council, that amusement centres are unlikely to be acceptable in prime shopping streets, close to housing, Conservation Areas or other places of special architectural or historic character, or near schools, churches, hospitals or hotels.

6.6.20 The Council is concerned to identify appropriate locations where amusement centres may be suitably accommodated. Amusement centres are most appropriately sited in secondary shopping areas or in areas of mixed commercial development according to Central Government, a view shared by this Council. Where an amusement centre is proposed in an area of mixed uses near to residential properties, its effect on amenity is likely to be greater in the evenings when noise levels are generally lower. It will not normally be reasonable to expect amusement centres to be quieter than their neighbours. Noise and general disturbance greatly affect amenity, although noise can sometimes be attenuated by the imposition of suitable planning conditions. Account will always need to be taken of the amount of noise already generated in the area. However, account should be taken of the likely impact on the neighbourhood of any disturbance generated, if, for example, an amusement centre were to become a focal point for gatherings of young people. In such circumstances, it may be appropriate to attach conditions limiting opening hours, to any planning permission granted. An amusement centre which is likely to affect visual amenity or cause noise or disturbance, or impede the free flow of traffic, or result in a loss of amenity to neighbouring residential properties, will normally be out of place and resisted.

---

**Policy RET2 New Retail Developments**

“The Council will promote and support retail developments of an appropriate type and scale within or immediately adjoining defined town centres, and will apply a sequential test to proposals for new retail development. The first preference will be for sites in defined town centres, followed by edge-of-centre sites and only then by out-of-centre sites. Out-of-centre proposals will only be permitted provided that it can be demonstrated that:

(i) no suitable town centre or edge-of-centre site is available,

(ii) there is no detrimental impact on the vitality and viability of defined town centres,

(iii) the site is accessible to a choice of means of transport and to the primary road network, and

(iv) the development of the site would not have an adverse impact on overall travel patterns or on the demand for car travel.”
Refer to Policies:
ENV3.1,
T3, T6, T6.1, T8, and
RET6

6.6.21 The Council agrees with Central Government’s latest advice as set out in PPG 6 (Town Centres and Retail Developments) that new retail development should be located in town and district centres. Town centres should be the preferred locations for developments that attract many trips. Town centres can, therefore, play an important role in reducing the need to travel and reliance upon the car. Local planning authorities should, therefore, adopt a sequential approach to selecting sites for new retail development. First preference should be for town centre sites, where suitable sites are available, followed by edge-of-centre sites, district and local centres and only then by out-of-centre sites in locations that are accessible by a choice of means of transport. The Government recognises that the approach requires flexibility and realism from local planning authorities, developers and retailers. Developers and retailers will need to be more flexible about the format, design and scale of their developments and the amount of car parking, relating these to the local circumstances.

6.6.22 The principle of town centre location and the sequential approach apply as much to comparison shopping as they do to food shopping. Comparison shopping should continue to be the mainstay of retailing in most sizeable town centres. The Council will encourage comparison shopping to locate in town centres and, in line with Central Government’s advice, avoid the sporadic siting of comparison shopping out of centres, especially along road corridors.

6.6.23 The Council considers that because of the retail situation identified in the Borough, all applications for retail developments over 500 square metres (5382 sq. ft.) gross floorspace, outside defined town centres, should be supported by evidence on:

- the applicant’s approach to site selection and the availability of suitable alternative sites,
- their likely economic and other impacts on town centres, local centres and villages, including consideration of the cumulative effects of recently completed developments and outstanding planning permissions.
- their accessibility by a choice of means of transport, giving an assessment of the proportion of customers likely to arrive by different means of transport,
- and where appropriate, the likely changes in travel patterns over the catchment area and any significant environmental impacts.

6.6.24 In assessing the impact of a major new retail development on existing centres, local planning authorities are advised by Central Government to consider not only the incremental effects of the new development, but the likely cumulative effects of recently completed developments and of outstanding planning permissions in the catchment areas of these centres. For this reason, the Council will notify the Secretary of State of departure applications consisting of more than 5,000 square metres (53,821 sq. ft.) of gross retail floorspace and of any other applications if, by reason of their scale, nature or location, they would significantly prejudice the implementation of development plan policies and proposals. Any retail proposal in excess of 2,500 square metres (26,910 sq. ft.) will be subject to the requirements of Circular 15/93 Town and Country Planning (Shopping Development) (England and Wales) (No. 2) Direction, 1993.

6.6.25 Circular 2/99 advises of the need for an Environmental Assessment for major shopping proposals. For new retail proposals in urban areas on land that has not been previously intensively developed, a development of more than 10,000 square metres (107,440 sq. ft.) gross, may require an Environmental Assessment.

6.6.26 It is the Council’s intention to continue to improve the range and quality of shopping floorspace, by channelling future retail investment, wherever possible, to existing town centres, thereby reinforcing their focus and attractiveness as centres of their local communities. The Council agrees with Central Government’s latest advice, that retail development should not, however, be used simply as a mechanism to bring vacant or derelict sites into development, unless it would help to support the vitality and viability of existing centres. New retail development should support the Government’s objectives of sustaining and enhancing existing centres and should be in accord with the strategy for retail development set out in the development plan. Planning applications for retail development will not normally be allowed on land designated for other uses in an approved development plan. This applies especially to
6.6 Retailing

industrial/employment sites and land designated to playing fields and open space.

**Policy RET3 Food Superstores**

“The Council will, in principle, support food shopping proposals within or immediately adjoining defined town centres and will apply a sequential test to proposals for new food shopping development. The first preference will be for sites in defined town centres, followed by edge-of-centre sites and only then by out-of-centre sites and such proposals will be subject to an assessment of the suitability and availability of town centre and edge-of-centre sites and the impact on the vitality and viability of defined town centres. Particular consideration in all cases will be given to locations which are accessible both to a choice of means of transport and to the primary road network and to the impact of traffic generation.”

Refer to Policies: ENV3.1, T3, T6, T6.1, T8, and RET2

6.6.27 Superstores are now a well established form of retail development and clearly meet strong customer demand for convenient car-borne weekly food shopping trips. Superstores are defined as single level, self-service stores selling mainly food or food and non-food goods, usually with a gross trading floorspace more than 2,500 square metres (26,911 sq. ft.) with supporting car parking. There are a number of superstores operating within the Borough, including some within existing town centres. Food supermarkets and superstores in town centres often play a central role in meeting the community’s shopping needs. In particular, they may provide an essential service for the less mobile members of the community. If the proposed new development is likely to lead to the disappearance of food retailing from a town centre, the Council will weigh very carefully, the effects of the proposed development on less mobile consumers generally.

6.6.28 It is likely that additional proposals for food superstores will arise during the Plan period. It is the Council’s view that such developments should, ideally, be located in existing town centres although this may not always be possible. Policy RET3 therefore allows for the possibility of further edge-of-centre food superstores in appropriate locations, provided that they cannot be accommodated within existing centres and would not have a serious impact on the amenities of adjoining uses, particularly residential. Large new stores, especially those selling convenience goods, should be located where they can serve not only car-borne shoppers but also those who rely on other forms of transport. Edge-of-centre locations will be determined by what is an easy walking distance for shoppers walking to, but more importantly, away from the store, carrying shopping. The limits will be determined by local topography, including barriers to pedestrians, such as major roads and car parks, but, generally most shoppers are unlikely to wish to walk more than 200 to 300 metres carrying shopping. It is, therefore, important that such stores be designed with the store on the part of the site nearest to the town centre, preferably with a direct street frontage so that the shop is equally welcoming to those people arriving on foot.

**Policy RET4 Out-of-Centre Retail Warehouses**

“Out-of-centre retail warehouse proposals catering specifically for bulky durable goods, which may not be readily accommodated within existing town centres, will be acceptable in principle on a limited number of sites at Canklow Meadows, Cortonwood and Parkgate-Aldwarke, as identified in the Plan.”

Refer to Policies: ENV3.1, T3, T6, T6.1, T8, and RET2

6.6.29 For the purposes of this Policy, retail warehouse development is defined as a building over 1,000 square metres (10,760 sq. ft.) for the sale of bulky durable goods i.e. DIY, furniture, carpets, electrical goods, garden equipment and motor accessories.

6.6.30 Retailers of some ‘comparison’ goods such as carpets, furniture, electrical appliances and DIY products, find it advantageous to move to off-centre or out-of-centre locations. Such developments can include what are known as retail warehouses, sometimes three or more grouped together in retail warehouse parks. Large retail warehouses over 2,790 square metres (30,000 sq. ft.) have shown themselves to be a successful way of catering for major household goods, bulky DIY items, etc.
6.6.31 During the 1980s, Rotherham saw the development of free-standing, retail warehouse units 2,790 square metres (30,000 sq. ft.) at B&Q, Masbrough, small groups, 13,000 square metres (140,000 sq. ft.) at Canklow Meadows and a retail warehouse park, 41,800 square metres (450,000 sq. ft.) at Retail World, Parkgate, within the former Enterprise Zone. Rotherham’s Enterprise Zone was designated in August, 1983, and remained in force until August, 1993. Retailing was included as an acceptable use within the Zone by the Planning Scheme and has led to the development of the Parkgate Retail World, 41,800 square metres (450,000 sq. ft.) and Great Eastern Way Retail/Business Park, with 15,900 square metres (171,000 sq. ft.) of retail warehousing. This represents the culmination of the out-of-centre trend locally, with units provided within a planned and purpose-built environment, catering for a sub-regional catchment area. The three sites identified in Policy RET4 reflect existing retail warehouse development and commitments.

6.6.32 The latest guidance from Central Government PPG 6 (Town Centres and Retail Developments) advises the Council that retail warehouse parks may provide large showrooms that cannot be accommodated easily in town centres. Exceptionally, some types of retailing, such as large stores selling bulky goods or requiring large showrooms, may not be able to find sites either in or on the edge of town centres. In such cases, the Council will seek to ensure that such developments are located where they will be accessible by a choice of means of transport. Retail warehouse parks are capable of changing their composition over time. Therefore it would be sensible to use planning conditions to ensure that the development does not subsequently change its character unacceptably, for example, to prevent the development from being subdivided into a large number of smaller shops or to restrict the range of goods to be sold.

6.6.33 The Council considers that, given the existing substantial stock of out-of-centre retail warehouse floorspace around the Borough, the availability of vacant units, current retail expenditure patterns and future expenditure growth forecasts, there is no justification for further retail warehouse floorspace beyond that currently committed, within the Plan period. The sporadic development of further retail warehouse floorspace would, inevitably, prejudice the vitality and viability of established centres.

Policy RET4.1 Factory Outlet Shops

“Factory Outlet Shops (except those that are located on the site where the goods that they sell are manufactured) will be treated as Class A1 of the Town and Country Planning (Use Classes) Order, 1987 (as amended) and will be subject to the requirements of Policy RET2.”

Refer to Policy: EC3.3

6.6.34 Factory Shops are now a well-established ancillary feature of certain manufacturing operations. When tied to selling products manufactured on the site, such retail operations are considered to be an incidental part of the Borough’s range of retail outlets. Factory Outlets Malls, however, whereby a number of Factory Shops are grouped together often on a location quite remote from their manufacturing bases, selling product lines normally found in town centres, are considered to run counter to the guidance contained in PPG 6 (Town Centre and Retail Developments) and PPG 13 (Transport). According to the latest Central Government guidance, the issue for planning purposes is not whether goods are sold at a discount, but whether such retail developments would divert trade in comparison goods from existing town centres, whether they would be accessible by a choice of means of transport and, in particular, whether they would have a significant effect on overall car use. Therefore, even where developers propose or accept restrictions on what may be sold, they should be assessed on the same basis as other retail developments.

Policy RET4.2 Warehouse Clubs

“Warehouse Clubs will be treated as Class A1 of the Town and Country Planning (Use Classes) Order, 1987 (as amended) and will be subject to the requirements of Policy RET2.”

Refer to Policies: ENV3.1, ENV3.2, T3, T6, T6.1 and T8

6.6.35 Warehouse Clubs are out-of-centre retailing businesses specialising in bulk sales at reduced prices of quality goods in unsophisticated buildings with very large car parks. Such uses often trade in a range of both convenience and comparison goods and may therefore pose a threat
to the vitality and viability of existing shopping centres. Membership-based Warehouse Clubs by extending their appeal beyond a trade-only basis, seek retail customers (albeit from specific sections of the community).

6.6.36 Despite restrictions on those who may shop at Warehouse Clubs, these outlets often share many of the characteristics of very large retail outlets in which case, the Council will treat such proposals as if they were retail businesses, subject to the same policy considerations as other retail uses.

Policy RET5 Out-of-Town Shopping Centres

“The Council will not permit proposals for the development of out-of-town shopping centres selling the range of goods normally available in existing town centres.”

Refer to Policy: RET1

6.6.37 Competition and the pressure for improved accessibility, greater economies of scale, increased facilities and improved shopping environments, has generated the concept of the regional shopping centre. These centres aim to provide the complete shopping environment, with better accessibility and facilities than established town centres and directly competing with them. Meadowhall in Sheffield, with 139,350 square metres (1.5 million sq. ft.) of floorspace immediately adjacent to the M1 motorway and focal point of the Lower Don Valley, is the first of these centres in South Yorkshire and has already established a regional catchment in competition with Rotherham, Sheffield and other major shopping centres. The impact of such a regional centre is uncertain as yet but it is estimated that the loss in Rotherham town centre’s non-food trade could be in the range of 12-20%.

6.6.38 Experience has shown that new regional shopping centres with more than 50,000 square metres (537,190 sq. ft.) of gross floorspace can have a substantial impact over a wide area and severely harm the nearest major centres. Thus, although there may be circumstances where they could fulfil an important retail need, full account needs to be taken of all likely impacts.

These circumstances will be limited to where:

- there is a deficiency of higher-order centres,
- continued private sector investment in nearby town centres is unlikely to be seriously jeopardised,
- there is no loss of Green Belt, or important open space, habitats or countryside, or the best and most versatile agricultural land,
- public transport can adequately serve a wide population, and
- the effect on the road network and on the overall use of cars would be acceptable.

6.6.39 The Council is of the opinion that the above conditions do not apply in the Borough, and as a consequence, will not permit any proposals for the establishment of a large, out-of-town shopping centre. The existing shopping centres provide good facilities, opportunities for additional growth and refurbishment and further scope for environmental improvements. The Council will oppose proposals for retail development on land designated for other uses in the Plan (particularly on industrial land where retailing operations might have the effect of limiting the types of industrial development that would subsequently proceed).

6.6.40 In assessing major, out-of-centre, shopping proposals in PPG6 (Town Centres and Retail Developments) the Government’s experience is that new regional shopping centres with more than 50,000 square metres (537,190 sq. ft.) of gross floorspace, can have a substantial impact over a wide area and severely harm the nearest major centres. The role and scope for such developments should be assessed in the preparation of regional planning guidance, which should indicate clearly, whether there is likely to be any prospect of developing a new regional shopping centre in the region. It is the Government’s view that in most regions, since there is a well-developed hierarchy or network of existing centres, there is unlikely to be scope for an additional centre of this scale, without adversely affecting the vitality and viability of existing centres. In the Regional Planning Guidance for Yorkshire and Humberside of March, 1996, this issue is dealt with as follows:

“Even the largest shopping centres such as Leeds and Sheffield, are not immune to the economic effects of competition from large regional out-of-centre shopping centres or stores, particularly when these are linked to a wide-ranging and effective communications
network. Research has shown, for example, that Meadowhall shopping complex in Sheffield has had a major impact on the centre of Sheffield and affected shopping facilities in towns at a considerable distance . . . In the light of the development at Meadowhall and the planning permission which already exists for a major out-of-town centre on the fringe of Leeds (the White Rose development) it is unlikely that any further regional-scale facilities would be appropriate in Yorkshire and Humberside.”

6.6.43 Many people, including the elderly, people with physical or sensory disabilities, mothers with young children and those on low incomes, rely upon public transport or walking for their shopping trips. Their needs must continue to be catered for by easily accessible shops especially those smaller shops that cater for a wide range of day-to-day needs amongst all sections of the community.

6.6.44 Despite the steady decline in village and ‘corner shops’ over the past 80 years, the Council is anxious to maintain the vitality of local shopping facilities. Suitable development proposals designed to maintain or improve, through renewal or refurbishment, local shopping environments, car parking or servicing provision, or expanded convenience shopping facilities, will be supported. The Council will apply the same design standards as in Policy RET1.1. In keeping with the PPG6 (Town Centres and Retail Developments) the Council will encourage and promote a wide range of facilities and services in district and local centres, including villages, to meet people’s day-to-day needs, so reducing the need to travel. Village shops play a vital role in rural areas. The loss of the village shop can be very damaging for its local community. PPG7 (The Countryside and the Rural Economy) advises local planning authorities on the need to main a healthy rural economy. This will be taken into account by the Council when considering planning applications for changes-of-use of existing shops into dwellings.

Policy RET6 Local Shopping Provision

“The Council will support development proposals for convenience shopping facilities serving local communities generally and the needs of those residents with restricted mobility in particular, in established local shopping centres or in new locations of residential growth. The Council seeks to maximise access for all residents, including people with disabilities, to shops and other local services by encouraging the retention of existing local shops and services and opposing changes from retail use to other uses, particularly of village shops, ‘corner shops’ and shopping parades, unless it can be demonstrated that the retail use is no longer viable.”

Refer to Policies: HG2, HG4, HG4.1, HG4.2, ENV3.1, T6, T6.1, T8, RET1.1, CR1 and CR1.5

6.6.41 Despite the trend towards larger stores, there continues to be a strong demand for the services provided by smaller shops which cater for the daily, more casual shopping needs that are not so conveniently met by the larger stores, or which provide more specialist goods and services.

6.6.42 Shopping trips are one of the most frequent reasons for going outside the home. The mobility restrictions affecting the lives of many people with disabilities mean that the provision of shopping facilities close to their homes and the provision of accessible shops, services, toilet facilities and cash dispensers significantly increase the opportunities for people with disabilities to make shopping trips.

Policy RET6.1 Farm Shops

“Planning permission will not be granted for retail development in the open countryside. Where farm shop proposals require planning permission, they will be permitted provided that:

(i) it can be shown that the farm shop will sell goods which are the produce of the holding and other fresh and specialty products,

(ii) the proposals are acceptable on environmental, amenity and highway grounds,

(iii) the farm shop can be shown to support the viability of the remaining agricultural unit with which it is associated, and

(iv) it can be demonstrated that such provision is unlikely to significantly undermine existing village shops in the immediate locality.”
6.6.45 Both urban and rural ‘corner shops’ have significant local economic and social functions. The loss of the traditional ‘village shop’ can have a particularly severe impact on the community it serves. Whilst the Council would not wish to see sporadic retail development in the countryside, it does recognise that farm shops can help meet the demand from consumers who want fresh produce at the point of production. In assessing such proposals the Council will, in line with the PPG6 (Town Centres and Retail Developments) take account of the desirability of the farmer to provide a service throughout the year, the potential impact on nearby village shops and the likely impact of traffic generated and access and parking arrangements.

6.6.46 It is the Council’s view, supported by PPG7 (Countryside and the Rural Economy) that the sale, on a farm, of only those goods produced on that farm, is a use which is ancillary to the use as a farm which, therefore, does not require specific planning permission. However, the sale of a significant amount of ‘imported’ produce is a separate use and, as such, will be the subject of full planning control. The construction of a building for use as a Farm Shop, may require specific planning permission, or may be permitted by the Town and Country Planning General Development Order, 1988.

Policy RET6.2 Garden Centres

“Garden Centres will be permitted on sites adjacent to main road frontages on the edge of built-up areas, provided that each proposal is acceptable in environmental, amenity and highway terms and would not result in an unacceptable intrusion into the open countryside as a result of its built development, cultivation, display or car parking needs.”

Refer to Policies: ENV3.1, ENV3.2, T6, T6.1 and T8

6.6.47 Garden centres often have similar locational requirements to builders merchants, motor dealers and caravan suppliers but often require additional land for cultivation and display purposes. Their most suitable location is considered to be on the fringe of urban areas with an appropriate main road frontage. Each garden centre proposal, because of its particular requirements, will be judged on its individual merits.
Community and Recreation

Introduction

6.7.1 The Council recognises that if regeneration is to be achieved, a wide ranging approach is needed incorporating both economic and social measures aimed at improving the quality of life of the Borough’s residents. In social terms, there is a need for the provision of a wide range of community facilities, the demand for which will vary in response to the demographic and economic changes in society and the needs of different groups in the community. These facilities, including libraries, hospitals, schools, surgeries, places of worship, nurseries, day care provision, indoor and outdoor recreation, cultural and leisure facilities, youth centres, village halls and emergency service buildings, are vital if the Plan is to achieve its fourth aim of enabling the people of Rotherham to fully realise their potential and live fulfilling lives.

Policy CR1 Community and Social Provision

“The Council will seek to enable the provision and retention of a range of community and social facilities through a variety of local authority, private sector and local community partnerships, wherever appropriate, which enhance the quality of life and serve the changing needs of the resident population, in particular, identified target groups including people with disabilities.”

Refer to Policies: T3, T6.1, T8 and RET6

6.7.2 Social interaction, whether for recreational, educational or social reasons, is vital to the development of a healthy community. It helps to break down the barriers of age, sex, race, cultural background and physical, sensory or learning disability, and supports integration into society. In order for this interaction to take place, there needs to be a wide range of suitable, easily accessible facilities available for people to meet. Such provision varies in size from a Borough-wide facility, such as Herringthorpe Leisure Centre, to a small community centre or village hall, but whatever its size, the facility needs to be adaptable in order to meet the varying demands placed upon it. Accessibility by public transport is essential to promote use of facilities by those without access to private cars or who are otherwise of restricted mobility.

6.7.3 The social fabric also depends upon a range of community services including health care, education and emergency services. The Council will endeavour to enable appropriate provision for these services wherever possible, consistent with other policies of the Plan. As it is only one of a number of agencies involved in the provision and operation of community facilities and services, the Council will continue to promote co-operation and partnership between the public, private and voluntary sectors in order to ensure that as far as possible a full range of facilities and services is available to all. Those sections of the community suffering from social and economic disadvantage deserve particular consideration. Groups considered to have special needs, include the very young, the elderly, the unemployed, people with disabilities and ethnic minorities. The Council will ensure that
all newly created facilities are accessible to people with disabilities, and that existing facilities are adapted where practicable.

6.7.4 Major new developments not only create demands for new infrastructure but also impact upon wider community and civic provision. For example, a large new housing development may place a burden on the capacity of existing shops, schools, nurseries, libraries, and social services or may exacerbate a situation where an under-provision already exists in the area. Similarly, a large employment proposal might better serve the workforce if an element of shopping, banking and creche facilities is included as an integral component of the scheme.

6.7.5 The Town and Country Planning Act, 1990 (Section 106) enables local planning authorities to enter into agreements with developers to provide community benefits which planning conditions cannot always secure. These agreements (planning obligations) can relate to land, roads, or buildings other than those covered by the planning permission, provided that there is a direct relationship between the two.

6.7.6 D.O.E. Circular 16/91 and PPG 12 (Development Plans and Regional Planning Guidance) mention that: “where planning obligations are to be sought regularly in connection with certain types of development, the local planning authority’s policy should be made clear in the Plan”. Planning obligations are most likely to be sought regularly in connection with affordable housing and open space provision in new housing areas (see Policies HG4.7 and HG5). However, the Council will seek planning obligations wherever it considers that a planning proposal’s effect upon the surrounding area is sufficient to warrant improved benefits for that community.

Policy CR1.1 Community Activities

“The Council will generally support new developments and changes-of-use of suitable premises where the proposal is designed to foster community involvement and activity provided that the proposal:

(i) serves a genuine need,

(ii) is not likely to be a ‘bad neighbour’ use, and

(iii) conforms with other relevant Policies in the Plan.”

Refer to Policies: T3, T6.1 and T8

6.7.7 As the needs and aspirations of the community change over time, the types of facility required will also vary, making it difficult to predict with any accuracy the land-use implications of community development needs over the Plan period. However, the Council desires that as many as possible of these needs and aspirations are achieved and to this end, has embarked upon a social policy initiative which seeks to empower some of the more disadvantaged individuals and communities in Rotherham. This initiative could lead to pressure for the provision of additional community facilities in areas where existing provision is poor (for example, a neighbourhood facility in Ferham). Many community needs can be accommodated on relatively small areas of land or within suitably adapted buildings which are too small to be shown as specific allocations on the Proposals Map. It is likely, therefore, that some future proposals for community facilities will include land or buildings allocated for another purpose.

Policy CR1.2 Educational Facilities

“The Council will strive to ensure that the development proposals arising from the educational needs of the Borough’s resident population are met.”

Refer to Policies: HG4.1, HG4.2, T3 and T8

6.7.8 There are 115 primary schools, 3 nursery schools, 7 special schools and 17 secondary schools maintained by Rotherham Local Education Authority and 1 private school catering for the educational needs of the 3-16 year olds. Housing proposals for Maltby, Thorpe Hesley and Sunnyside will, create the need for additional primary education provision in these areas. Sites for these developments have been identified on the Proposals Map.

6.7.9 The majority of 16-19 year olds choose to study either in the eight secondary schools with sixth forms, the three Further Education Colleges or in the Sixth Form College. Alternatively, students may opt for Youth Training, the principal provider in Rotherham being the Council’s own Rotherham
Managing Agency. Further and higher education are increasing in popularity as adults utilise their increasing leisure time to gain better qualifications or just 'broaden the mind'. The Council recognises the importance of these further education needs being met. Rotherham’s three Further Education Colleges and one Sixth Form College are now incorporated under the Further and Higher Education Act, 1992 and are no longer maintained by the Rotherham Local Education Authority. The Council will support the retention, improvement and consolidation of Rotherham College of Arts and Technology Campus within Rotherham Town Centre. New developments associated with the College will be acceptable within the area allocated for business use between Percy Street and Doncaster Gate. A new further education facility, the Dearne Valley College, situated at Golden Smithies Lane, Swinton, is seen as an important feature of the regeneration of the Dearne Valley. It is hoped that this facility will continue to grow, throughout the Plan period and eventually attain University College status. It is hoped that this facility will continue to grow, throughout the Plan period and eventually attain University College status. The Council will continue, through adherence to the Education Department’s Design Note 18, to improve accessibility for people with disabilities at educational establishments.

6.7.10 Where school playing fields become surplus to requirements, local open space provision will be investigated with a view in the first instance to the facility providing a community benefit (Policy CR2.2 refers).

Policy CR1.3 Health Care

“The Council will support development proposals arising from the health needs of the Borough’s resident population.”

Refer to Policies: HG4.1, HG4.2, T3 and T8

6.7.11 A healthy environment is a pre-requisite of a healthy population and the Council will adopt appropriate safeguards against adverse health implications of development and land-use proposals (see Policies ENV3.7, UTL3.1 and EC3.5). The Community Care Plan, which is the result of close working between the Council and the five main health care organisations working in the Borough, details what action has been taken and what is proposed, to extend and improve “Care in the Community” provision. The Council supports the “Health for All” campaign and similar initiatives designed to raise the population’s awareness of health matters. Such campaigns could create pressure for additional health centres, doctors’ surgeries, dental surgeries and pharmaceutical outlets over the Plan period. Dalton, East Herringthorpe and Canklow have already been identified as areas of under-provision of one or more health facilities. The Council will generally be supportive of measures to address the under-provision of health facilities in specific areas, providing relevant development control criteria can be satisfied.

Policy CR1.4 Emergency Services

“The Council will support the provision of new facilities by the Emergency Services to ensure the safety of the general public, except where such provision would be in conflict with other planning policies and a special case cannot be made.”

Refer to Policies: HG1, HG3, HG4.1, HG4.2, EC1, EC2, EC2.1 and ENV1

6.7.12 The safety of the Borough’s population depends to a large extent on the emergency services being able to provide efficient cover to all areas. The optimum location of fire, police and ambulance stations may vary as service requirements change. The Fire Service is the only service that has to meet specific standards, as laid down by the Home Office, which affect the location of its stations. The South Yorkshire Fire Service Review identified the need for a new fire station in the vicinity of Junction 31 of the M1 motorway, this has now been built at Aston, adjoining the A57.

Policy CR1.5 Community Facilities

“Those areas allocated on the Proposals Map for Community Facilities will, wherever possible, be retained or developed for such purposes during the Plan Period. In addition, land or buildings currently used or last used for community purposes, but not identified as such on the Proposals Map will be similarly safeguarded wherever possible.

Development proposals which involve the loss of key community facilities shall only be permitted where the local planning authority is satisfied that the retention of the land or building in community use is no longer viable, or where adequate alternative provision has been made or where some
other overriding public benefit will result from the loss of the facility."

Refer to Policy: ENV3.1

6.7.13 This Policy is included to retain and ensure an adequate distribution of such facilities within the Borough.

6.7.14 Commercial opportunism may often lead to pressure to displace community uses in favour of more profitable forms of development. This can be damaging to the interests of the local community dependent on such facilities. It may be particularly damaging for rural communities where key village services are lost. Such services may include churches, chapels, schools, village halls, local shops including post offices, public houses, doctors surgeries, social clubs etc. Consequently, the Council will seek to prevent the loss of such community facilities to other forms of development, unless alternative provision is made or it is clear that there is insufficient demand to warrant their retention.

Policy CR2 Recreation Provision

“The Council will seek to enable a range of recreation and leisure opportunities to be realised, through the local authority, private sector and local community partnerships, wherever appropriate, to meet the aspirations of the resident population and in particular to provide for the needs of identified target groups including people with disabilities.”

Refer to Policies: HG1, HG3, HG4.1, HG4.2, HG5, EC6, ENV1.7, ENV5, T3, T7 and T8

6.7.15 Demand for recreational activities and facilities has increased in the Borough during the 1990s. Many residents are devoting more time to leisure activities because of shorter working hours, earlier retirement, extended annual holidays and persistently high levels of unemployment. At the same time, interest in sport and recreation is heightened by the growing concern for personal health and fitness. The strong relationship between recreation/leisure and tourism is seen as an added incentive to the promotion and development of new recreational facilities. Visitor spending not only benefits the local economy in general but the additional use of facilities by visitors will also help to support their upkeep, thereby helping to maintain a good level of provision, to the benefit of the local community.

6.7.16 Strategic Planning Guidance points to the social and economic importance of sport, recreation and leisure which “not only enhances the quality of life for residents but also encourages new investment”. The availability of a good range and quality of recreation and leisure facilities is being increasingly recognised as an important influence in investment and relocation decisions. The development of such facilities can also help reduce social inequalities and contribute to environmental improvement.

6.7.17 PPG 17 (Sport and Recreation) states that:

“It is the policy of the Government to promote the development of sport and recreation in the widest sense: to enable people to participate in sport, whether as players or spectators, and to encourage the provision of a wide range of opportunities for recreation, so that people can choose those which suit them best. Such opportunities should, wherever possible, be available for everyone, including the elderly and those with disabilities for whom access to facilities is especially important.”

6.7.18 The Yorkshire and Humberside Council for Sport and Recreation’s Regional Recreation Strategy, “Principles, Partners and Players (Oct. 94)”, highlighted the changes in society which shaped the requirements for sport and recreation provision during the 1990s. Whilst most communities in the region are said to now enjoy reasonable access to a wide range of community and specialist facilities, there are still areas and activities for which provision could be improved. The strategy suggested that the immediate priority would be for a shift of investment away from increasing the number of facilities, towards a more targeted approach: identifying particular local needs; improving the range of specialist facilities; supporting performance and excellence programmes; and replacing or refurbishing worn out buildings.

6.7.19 The Borough’s projected population over the next decade reveals a potential increase in the under 20’s age-group, a decline in the 20-34 age-group, with rises in the over 35’s generally and, more particularly, in the over 75’s. Demands can be expected from all age-groups but especially from
the very young and the elderly. Whilst women’s participation levels in sport and recreation are increasing from a low base, inadequate creche and child-care provision in relation to recreation facilities is a significant obstacle limiting women’s participation. Disability may affect anyone at any age but is an increasing problem with advancing age. People with disabilities need special consideration if they are to participate equally in community life. Participation in many recreational pursuits can often be enabled by the sensitive design of access arrangements (see Policy T8).

6.7.20 The Council is a major provider of a wide range of sport, recreation and leisure facilities. These facilities are supplemented by those provided by parish councils and by the local coal and steel industries e.g. The former Coal Industry and Social Welfare Organisation (CISWO). Various private sector facilities exist including four golf courses at Wath, Sitwell, Lindrick and Thrybergh.

6.7.21 However, at a time when financial resources available to local authorities for recreation provision and improvements are severely restricted and following compulsory competitive tendering for most public sector recreational services, it is likely that the Council’s role as a direct provider will decline, whilst there is likely to be an increase in provision by the private sector. In the past, the private sector has tended to concentrate on recreation provision when there has been an economic return rather than simply as an overall benefit to the community. The Council will continue to promote co-operation and partnership between the public, private and voluntary sectors in order to ensure, as far as it is possible, that a full range of sport and recreational facilities are available to all.

6.7.22 The Council intends to review its recreation strategy in conjunction with the Sports Council and other interested bodies, in order to amplify some of the general principles of the Plan. In particular, it will review the current and future needs of the Borough’s residents, the adequacy of facilities and the public and private sector initiatives required to meet identified needs. This process will then feed into proposals contained in future reviews of this Plan.

6.7.23 The Plan is primarily a land-use based document concerned with the provision of recreational land as a resource for the community’s long-term needs. The policies of the Plan will seek to safeguard existing recreational space and promote new recreational space in accordance with identified deficiencies and adopted standards of open space provision.

6.7.24 In order to assess the adequacy of the existing level of provision for outdoor recreation within the Borough in furtherance of Policy CR2, it will be important to adopt a minimum standard of provision to be used as a benchmark. In PPG 17 (Sport and Recreation) the Government states that local planning authorities should draw up their own standards of provision for open space. It concludes that it is for local planning authorities to identify deficiencies in provision and to justify the amount and location of new provision against other competing pressures for the use of land. The PPG makes reference to the National Playing Fields Association Standard (NPFA) and those adopted in the Greater London Development Plan.

Policy CR2.1 Outdoor Playing Space Standards

“The Council will seek to achieve and maintain the NPFA minimum standard for outdoor playing space of 2.4 hectares per 1,000 population, accessible to residential areas.”

Refer to Policies: HG1, HG3, HG4.1, HG4.2, HG5, ENV5, ENV5.1, ENV5.2 and T8

6.7.25 The National Playing Fields Association’s (NPFA) minimum standard of 2.4 hectares (6 acres) per 1000 population provision of outdoor playing space, has gained wide acceptance as a national standard since it was first put forward in the 1920s. The NPFA re-confirmed the standard in its 1989 Review which included a detailed breakdown between youth/adult facilities. Outdoor playing space provision should include a variety of types of facility: not only formal playing pitches and equipped children’s playgrounds, but also areas of casual and informal playspace for children to enjoy imaginative play.

6.7.26 The NPFA standard is regarded as an acceptable interim target until such time as local standards are developed and adopted by the Council. The Council has therefore adopted the standard and will work towards achieving it within the Plan period, both by maximising the use of existing playing facilities and seeking the provision of additional facilities wherever possible by:
6.7 Community and Recreation

(i) promoting the community use of educational facilities,

(ii) requiring provision of new Greenspace within major new housing developments (see Policy HG5 and guidance published separately in SPG Housing 4: Requirements for greenspace in new housing areas),

(iii) reclaiming derelict land for recreational purposes where appropriate,

(iv) promoting more effective use of existing open space by conversion from informal to formal use and by improvement and upgrading facilities (e.g. by developing floodlit and all-weather facilities in appropriate locations), and

(v) making best use of grants and other funding opportunities and initiatives as and when they arise, to enable the provision of new facilities.

6.7.27 The Council accepts that the demand for further recreational facilities and improvements to existing facilities is likely to increase. However, in the current economic climate, it will not be possible for the growing demands of the Borough’s residents to be met solely by the Council. Localised deficiencies are likely to persist in terms of both distribution and specific facility type. A positive approach to initiatives from the private and voluntary sectors is required, to enable these demands to be met, either by direct provision or through public, private and voluntary sector partnerships.

6.7.28 Within the constraints of the current financial climate, dual-use of education and community facilities can have an important role. Education facilities can provide a recreational focus for the community, where purpose-built recreational facilities are not otherwise available. Education facilities such as sports halls, pitches and changing rooms are often under-utilised outside school hours. Dual-use enables more efficient use of expensive premises on an easily accessible basis.

6.7.29 The potential of synthetic pitches for improving the standard of provision is considerable. They can accommodate a variety of sports at all levels of performance, provide a consistent surface in all weather conditions and can be used intensively, especially when accompanied with floodlighting. However, where facilities are used more intensively, it will be essential to ensure this will not adversely affect any adjoining uses.

6.7.30 In order to achieve and maintain the target of the NPFA standard for outdoor playing space provision, it will generally be essential to protect existing facilities from development for other land-uses, particularly in the inner area where Urban Greenspace is at a premium and not easily replaced.

Policy CR2.2 Safeguarding Recreation Areas

“Land presently used or last used for sports grounds, playing fields or allotment gardens, will be retained for this purpose during the Plan period except where:

(i) it can be demonstrated that the land is surplus to the requirements of the local community, or

(ii) alternative provision of equivalent community benefit is made, and

(iii) the land has no other Urban Greenspace value.”

Refer to Policies: ENV5, ENV5.1 and ENV5.2

6.7.31 Private sports grounds and facilities, in both urban and rural locations, supplement public sector facilities and in recent years have been especially at risk as they are increasingly seen as financial assets with alternative development value. School playing fields are often particularly well located to serve the local community. However, in response to fluctuating school populations and changing policies and priorities occasioned by Local Management of Schools, there has been evidence in recent years of pressure to dispose of land and buildings surplus to education requirements.

6.7.32 PPG 17 (Sport and Recreation) states that all playing fields regardless of ownership “are of specific significance both for their recreational and amenity value and, in towns and cities, for their contribution to the greenspace of an urban environment” (see Policies ENV5, ENV5.1 and ENV5.2). Therefore, it is important that they remain in their existing use unless it can be shown, to the satisfaction of the Council, that they are surplus to the requirements of the local population, when judged against such factors as the NPFA standard,
accessibility and amenity value. Alternatively, the Council may allow their development for another use in cases where acceptable compensatory provision is made.

6.7.33 Allotment gardens provide a valuable recreational resource for the community. Some allotment gardens have statutory protection, but the Plan seeks to extend protection, where appropriate, to all allotments within the Borough. There will be a general presumption against the development of allotment gardens, unless it can be demonstrated that there is no need for the facility in the locality and the site has no other Urban Greenspace value. (See Policies ENV5 and ENV5.1).

6.7.36 It will be a general objective of the Council to seek to accommodate the increasing demand for formal and informal countryside recreation activities and to ensure that they are available to all members of the community. Access arrangements will be of particular importance if people with disabilities are to share equally in the benefits of countryside recreation. In this respect, useful sources of established guidance are set out in paragraph 6.5.65.

6.7.37 Almost two-thirds of the Borough comprises open countryside and the majority of this is protected by Green Belt designation. Whilst there is a general presumption against inappropriate development in the Green Belt, recreation is one of the land-uses which may be appropriate and may offer a means to improve the existing landscape quality or assist in farm diversification and growth of the rural economy. It is not always possible to accommodate all recreational uses within urban areas. Some activities, such as golf, require large areas of land, whilst others require to be located at or near the natural resources on which they are based. The development and use of the countryside for recreational purposes requires a balanced and sustainable approach in order that potential conflicts with other interests such as nature conservation, landscape, amenities of rural residents and the needs of agriculture are minimised.

6.7.39 Rotherham’s three Country Parks (Rother Valley, Ulley and Thrybergh) provide a wide range of active recreational opportunities in the countryside, especially water sports, as well as more informal recreational activities. They are capable of supporting large numbers of visitors and accommodating large special events. They are well-used but it is recognised that they have scope for enhancement and improvement. The introduction of additional appropriate uses would benefit local people and contribute to the Council’s aim of improving leisure facilities and promoting the development of tourism.

6.7.39 Although the three Country Parks fall within the Green Belt, they serve to provide a focus of recreational activity which channels pressures away from more sensitive Green Belt areas. Concentrating activities in this way facilitates the
provision of visitor services and effective management of patterns of recreational use. Paragraphs 6.7.40 to 6.7.51 refer to the recreational potential of Rotherham’s three Country Parks and the Major Potential Recreational Areas identified on the Proposals Map and referred to in Policy CR2.3.

**Rother Valley Country Park**

6.7.40 Rother Valley Country Park, at 304 hectares, is the largest recreation park in the Borough and enjoys regional if not national significance. It is well used, with over 0.5 million visitors a year. Recent facilities within the Park include the development of an 18 hole golf course, driving range and clubhouse.

6.7.41 The proposed northerly extension of the Park, incorporating the 117 hectares Pithouse West site, presents opportunities to re-orientate the Park’s main access, to gain a more direct link to the M1 Motorway via the Aston By-pass, and to introduce additional facilities, including visitor centre/amenities (Swallownest Environment Centre), overnight accommodation, camping/caravanning site, events area, nature conservation areas and extensive tree planting to complement the South Yorkshire Forest initiative. The extension area should be available for recreational after-use by 2001. The Council intends to publicise future development options prior to adopting a new Park Plan as a basis for attracting investment in future leisure developments. (See Policy EC6.3).

**Thrybergh Country Park**

6.7.42 Thrybergh Reservoir was acquired by Rotherham M.B.C. in 1980. Since that time, it has been developed into a popular Country Park with watersports and nature conservation interests. Activities include angling, sailing, windsurfing, canoeing and sub-aqua. There is also a camping and caravanning site. During the winter, the Park becomes a nature reserve and forms a significant refuge for wintering wildfowl and, as such, plays an important role in countryside interpretation and education.

**Ulley Country Park**

6.7.43 Ulley Country Park lies in attractive open countryside. Whilst the Park offers more formal recreation pursuits, including water sports and coarse fishing, it also serves as a focal point from which to explore the surrounding countryside.

**Cortonwood Colliery Site**

6.7.44 The Cortonwood Colliery site has planning permission for a comprehensive new mixed-use development following reclamation of the site. The proposed development includes housing, industry, retail and leisure, with a water feature and extensive areas of open space with potential for active and passive recreation. The opportunity exists to take advantage of the adjoining recreational route in Barnsley (footpath, canal and disused railway) to link this site with the Elsecar Heritage Project.

**Manvers Regeneration Scheme**

6.7.45 Reclamation of land in the Manvers Regeneration Scheme had re-modelled the landscape to create a major new recreation facility including the development of extensive water areas, wildlife areas. Additional proposals include visitor facilities, a golf course and strategic recreational footpath route (the Trans-Pennine Trail) together with the enhancement of existing sports facilities at Baths Field and Wath Sports Centre and the development of new playing fields at Wet Moor Lane. This area may develop as a new Country Park serving the north of the Borough and be capable of further development, linking with new facilities being developed on adjoining land in Barnsley.

**New Stubbin Colliery**

6.7.46 The site of the New Stubbin Colliery lies in the open valley between Rawmarsh and Greasbrough, which is protected by Green Belt. This area is considered suitable for a Country Park style of treatment. Restoration of the former colliery site, with multi-purpose urban fringe forestry, could provide the framework for more formalised recreation pursuits, with links to the strategic footpath network.

**Meadowhall Road Land-fill Site**

6.7.47 This land-fill site, operated by Caird Environmental, is programmed for progressive restoration over the period to 2007. The site which extends to over 24 hectares will be re-modelled and landscaped to provide a major informal public open space area and an effective Green Belt buffer at this important gateway into Rotherham. Other areas of tipping may present recreational opportunities e.g. Riverside and Treeton Lane Tips, Catcliffe.
6.7 Community and Recreation

**Orgreave Colliery Tip**
6.7.48 Following opencasting of the Orgreave Coking Works site and associated tips, part of the area will be restored for open space purposes. The timescale of the opencasting and restoration is likely to put the final use beyond the Plan period.

**Maltby Colliery Tip**
6.7.49 The restoration of Maltby Colliery tip is likely to yield some 61 hectares of open space suitable for informal countryside recreation.

**Thurcroft Colliery Site**
6.7.50 Comprehensive restoration of the former Thurcroft Colliery complex through tip recycling and waste disposal measures will provide opportunities for a mix of after-uses including agriculture, forestry and informal leisure, compatible with the site's Green Belt location by 2004.

**Dinnington Colliery Tip**
6.7.51 Following the closure of the colliery and clearance of the site, most of the land is being redeveloped for industrial purposes. However, a substantial area of former tip, to the west of Edinburgh Drive, is being restored to open space.

**South Yorkshire Forest**
6.7.52 The Council fully supports the South Yorkshire Forest initiative. A major implementation agency, the South Yorkshire Forest Project Team, has encouraged community input into the production of the South Yorkshire Forest Plan, and will enable public and private involvement and coordinate action to achieve the aims of the Forest Plan. This ambitious programme seeks to create, over time, a multi-purpose forest landscape on the urban fringe. Whilst it is envisaged that agriculture will remain the predominant land-use, the Forest initiative will promote extensive new tree planting, land restoration and sensitive land management to provide opportunities for improved public access to the countryside, new informal recreation, countryside sport and leisure facilities and environmental education. (See Policy ENV6).

**Policy CR2.4 Canals**

“The Council will be supportive of proposals for the sensitive restoration and maintenance, to navigable status, of the canals within its boundaries and will, wherever feasible, seek to protect the lines of those canals or an alternative, designated route from developments likely to prejudice any such future restoration and maintenance.”

Refer to Policies: EC6.2, EC6.4, ENV3, T7 and T8

6.7.53 Canals can be a great source of recreational potential, particularly for leisure-boating, fishing and walking. For the canals in Rotherham to realise this sort of potential a great deal of restoration work will be necessary. The Council recognises the contribution that the canals could make to the overall recreational provision in the Borough and the potential to attract tourists to the area.

**The Chesterfield Canal**
6.7.54 Following an initial Core Area Study, the Council, together with Derbyshire County Council, Chesterfield District Council and N.E. Derbyshire District Council, has now endorsed the “Chesterfield Canal - Strategy for the Protection and Restoration”, following consultations with British Waterways, the Chesterfield Canal Society, landowners and other appropriate bodies.

6.7.55 The Council recognises that the canal constitutes a major recreational amenity and natural history resource and is an important heritage feature. The ultimate intention will be the restoration of the canal to navigation, protection of the line of the towpath as part of the “Cuckoo Way” long distance footpath, and the sensitive development of new features and facilities which preserve the amenity of the canal and surrounding areas but realise its wider recreational and educational potential. The Council will resist proposals for development which would hinder the successful conclusion of proposals to restore the canal whilst this remains tenable.

**The Dearne and Dove Canal**
6.7.56 The reinstatement of the Dearne and Dove Canal to its original route through the Manvers area is generally accepted as being unviable. However, the Borough Council supports the principle of restoring this canal, which, as an integral section of the ‘Yorkshire Ring’ of canals, it is recognised, would have considerable potential as a recreational waterway. Alternative routes for the canal, possibly using the River Dearne, should be investigated.
6.7 Community and Recreation

The Sheffield and South Yorkshire Navigation

6.7.57 This Canal was improved as far inland as Rotherham in the early 1980s, principally as a commercial waterway but it too has potential for recreational use. Towpath improvements between Rotherham and Sheffield and a major redevelopment of the canal basin in Sheffield could be the catalyst needed to generate more interest in this canal from leisure-boating enthusiasts. In order to further the tourism aims of the Plan the Council will investigate methods of encouraging leisure-boaters to stop en-route and visit the town and its environs, for example, by improved mooring facilities close to the town centre.

Policy CR2.5 Proposals for New Outdoor Sport and Recreation in the Countryside.

“Proposals for sporting and recreational activities in the countryside will be acceptable providing that:

(i) they would not detract from the open character of the Green Belt in any location which is particularly vulnerable because of its prominence or narrowness,

(ii) they would not materially detract from the surrounding landscape character,

(iii) they would not give rise to undue disturbance caused by excessive noise or the attraction of large numbers of people or excessive traffic,

(iv) they are sited and designed so as to avoid any adverse impact on identified heritage interest or agricultural interests, and

(v) they can satisfy other relevant policies of the Plan.”

Refer to Policies:
EC3.6,
ENV1, ENV1.2, ENV1.7, ENV2, ENV3.1,
ENV3.6,
T3, T6, T6.1 and T8
RET1

6.7.58 A principal concern in the countryside will continue to be the conservation and enhancement of its natural beauty. Consequently, there will be instances where certain formal recreational uses cannot be satisfactorily accommodated, e.g. in areas of High Landscape Value. More organised sporting activities which require intensive development, such as football and indoor activities, are generally best located in urban or urban fringe areas. The open countryside, on the other hand, will be best suited to low-key informal recreational activities which relate to existing natural features and respect the scale and character of their surroundings.

6.7.59 Many recreational activities are compatible with established environmental objectives, especially if they are quiet, passive pursuits. However, certain sporting activities are unsuitable in urban areas and are also difficult to locate in the countryside, because of noise or other effects (e.g. motor sport, clay-pigeon shooting and war-games). Such activities can upset local residents and other recreational users, and conflict with nature conservation interests. In certain instances, these conflicts may be overcome by careful management, but clearly the environmental impact of the activity needs careful consideration. Opportunities for accommodating such uses will be limited, but where the demand arises, the Council will endeavour to accommodate them where wildlife, landscape and amenity interests are not prejudiced.

6.7.60 The Council’s Countryside Study has recognised the importance of the increasing recreational role of the countryside and the need for careful countryside management in order to conserve resources and reconcile conflicts of interest between competing users of the countryside. An on-going programme of Core Area Studies has been initiated which will enable an assessment to be made of the type and intensity of activity that the area can sustain.

6.7.61 In considering proposals for additional recreational uses within the countryside, the Council will have due regard to the impact on other land-uses in the locality, especially agriculture and forestry, and on areas of heritage or landscape value. In assessing impact, the level and type of vehicular and pedestrian traffic likely to be generated will be taken into account. For example, equestrian facilities may be more attractive if conveniently located in respect of the local bridleway network. The extent to which proposals are related to environmental improvement or reclamation will also be an important consideration.

6.7.62 In general, it will be important that outdoor elements predominate in any scheme and, where ancillary indoor elements are proposed, they should respect the existing landscape in their scale and prominence. Where ancillary buildings are
necessary, they should wherever possible relate to an existing grouping of buildings, rather than introduce new, built development into an open landscape.

Policy CR2.6 Indoor Recreation

“The Council will support proposals for new indoor facilities, and the improvement and adaptation of existing premises to cater for the recreation, leisure and social needs of the community, subject to:

(i) satisfactory access to the highway network and public transport where appropriate,

(ii) satisfactory means of pedestrian access without disturbance to neighbouring properties,

(iii) acceptable noise levels,

(iv) the provision of adequate car parking,

(v) appropriate limits on hours of use where necessary, and

(vi) compatibility with other relevant Policies in the Plan.”

Refer to Policies: HG1, EC3.3, T3, T6, T6.1 and T8

6.7.63 Indoor recreation embraces a wide range of activities, active recreation, leisure, entertainment and culture. Premises may include sports halls, swimming pools, bowling alleys, cinemas and theatres, for example. An improved distribution of such facilities across the Borough can help everyone to use and benefit from them. The demand for indoor facilities is not fully met at present. In particular, local sports halls fall below the Sports Council’s recommendations for provision. The provision and improvement of local indoor facilities within or accessible to each community is mainly governed by finance, but this will form an important issue for the Council’s recreation strategy. Site reservation will be carried out within the local policy framework set in this Plan and in planning briefs when financial resources become available.

6.7.64 In general terms, the Council will endeavour to facilitate as wide a range of recreation and leisure opportunities as possible in accessible locations to ensure the widest possible choice and participation by all age-groups and cultures. Sites well-served by public transport will be favoured in order to encourage use by those people without access to a car or with restricted mobility.

6.7.65 The provision of such facilities can be made by the public or private sector and be either a purpose-built development or the adaptation of an existing building (e.g. village or church hall). Certain leisure and entertainment proposals will require special consideration. Facilities such as nightclubs, theatres, cinemas etc. are likely to attract large numbers of people and can cause unacceptable disturbance to people living nearby. Developments of this type are generally only suitable in town centres or edge of centre locations where they will also contribute to sustaining and enhancing the vitality and viability of the town centre. Amusement arcades and centres are seen as special cases and Policy RET1.3 indicates the constraints on their location.

6.7.66 Proposals for new leisure facilities and adaptations of existing buildings to enable leisure use will be welcomed by the Council, provided that they are consistent with the planning policies for the area. In considering proposals for new indoor facilities, the Council will be concerned to ensure in particular that there is no unacceptable loss of residential amenity and that the proposal makes adequate provision for car parking.
6.8 Minerals

Introduction

6.8.1 Minerals are a fundamental national resource, providing both raw materials for civil engineering and construction purposes (such as aggregates, brick-clay and dimension stone) and a major proportion of our energy sources (coal, oil and gas). Their extraction contributes to national and local prosperity and creates direct employment, often in remote areas, where other opportunities are scarce, as well as indirect employment in secondary industries and services.

6.8.2 The Borough has reserves of coal, (both deep-mined and opencast), brick-clay and magnesian limestone, together with limited deposits of sandstone (see Figure 10: Geology). All have been worked within the Borough. Coal remains the dominant mineral produced, despite drastic contraction of deep mining in recent years which has reduced the number of deep mines from 12 in 1980 to just one (Maltby) in 1995. Shallow coal seams lying beneath much of the central and western areas of the Borough have been historically worked by opencast methods to varying degrees, though only on a significant commercial basis since the Second World War. Existing opencasting activity within the Borough is currently concentrated at Catcliffe. The Borough is not a major producer of aggregate minerals, production of which is currently limited to a single, medium-sized limestone quarry at the Harry Crofts site near South Anston. There are no sand and gravel workings. In recent years, testing for oil and natural gas has been carried out, though to date this has not resulted in any commercial exploitation.

6.8.3 The Council, in conjunction with the other South Yorkshire District Councils, is responsible for ensuring that the County’s share of the regional demand for minerals is met at the best balance of social, environmental and economic cost, having regard to Central Government’s objective of achieving sustainable development. The Council is required to prepare the minerals content of its Plan in accordance with relevant legislation, together with comprehensive advice from central Government contained in a series of Minerals Planning Guidance Notes (MPGs). The Strategic Planning Guidance for South Yorkshire gives local context to this overall framework. It seeks to ensure that South Yorkshire’s contribution to local, regional and national demand for minerals is maintained having regard to the assessments of the Yorkshire and Humber Region Aggregates Working Party (RAWP) and bearing in mind the advice in MPGs. Unitary Development Plans are required to identify any areas where there is a presumption in favour of mineral workings; ensure against the unnecessary sterilisation of mineral resources by other forms of development; and set out the criteria for determining mineral proposals.

6.8.4 The Council’s Plan must have particular regard to the government’s objectives (MPG Note 6, Guidelines for Aggregates Provision in England, April, 1994 and MPG Note 3, Coal Mining and Colliery Spoil Disposal, March 1999) of sustainable development for minerals planning, which are defined as:

(i) to conserve minerals as far as possible, whilst ensuring an adequate supply to meet the needs of society for minerals,

(ii) to minimise production of waste and to encourage efficient use of materials.
This figure shows, in simplified form, the solid geology of the Borough to comprise over much of its area of outcropping rocks of the Coal Measures Series. These are made up of alternating seams of sandstone, mudstone and coal, having a general dip to the north-east. The exception is in the south-east of the Borough where the Coal Measures are overlain at the surface by more recent rocks of the Permian Age. In the east the Permian strata mainly comprises magnesian limestone which lies unconformably on the underlying Coal Measures and dip gently towards the north-east.
including appropriate use of high quality materials and recycling of wastes.

(iii) to encourage sensitive working practices during minerals extraction and to preserve or enhance the overall quality of the environment once extraction has ceased,

(iv) to protect areas of designated landscape or nature conservation from development, other than in exceptional circumstances where it has been demonstrated that development is in the public interest, and

(v) to minimise impacts from the transport of minerals.

Policy MIN1 Minerals Strategy

“The Council recognises the important contribution which minerals make to the national and local economy and that provision needs to be made for mineral working in the Borough. Provision will be made for continued aggregate mineral extraction in the Borough during the Plan period in an orderly and sustainable manner by the identification of Areas of Search, in accordance with levels established by national and regional guidance. Proposals to work industrial, energy and other non-aggregate minerals will be assessed on their merits against all material planning considerations. The Council will seek to accommodate all new minerals development in a manner and in locations which minimises impact on the environment, water resources and local amenity.”

Refer to Policies:
ENV1 and T5

6.8.5 Minerals can only be worked where they occur by accident of nature. Such circumstances can frequently coincide with areas of landscape quality, best and most versatile agricultural land or areas of significant conservation interest. Mineral extraction is a potentially very destructive activity in terms of its impact on the environment. Careful attention to planned working methods, screening, transportation and restoration techniques, can often limit the impact of such development to acceptable levels. In other circumstances, the potential effect on the locality may be so severe as to justify overruling economic arguments for working the mineral and warrant refusal of planning permission.

Policy MIN2 Aggregate Minerals

“Proposals for aggregate mineral extraction will be assessed by the Council against the overall situation for aggregates, calculated at the South Yorkshire county level. The Council, in conjunction with the other South Yorkshire District Councils, will seek to maintain a landbank of permitted reserves of aggregate minerals, in accordance with and at the level established in government advice, and also meet its share of aggregate demand in the region on the advice of the Yorkshire and the Humber Regional Aggregates Working Party, unless exceptional circumstances prevail, in accordance with national guidance.”

Refer to Policy:
ENV1

6.8.6 Construction aggregate materials mainly comprise naturally occurring ‘primary’ aggregate minerals - namely sand and gravel and crushed rock. In addition some ‘secondary’ and recycled materials can be used for construction purposes including colliery spoil; industrial wastes such as steel slag and power station ash, as well as recycled materials such as crushed demolition rubble and tarmacadam road planings. Currently ‘secondary’ sources only contribute about 10% of the overall national aggregate requirement.

6.8.7 Government guidance favours overall assessment of aggregate minerals supply and demand being calculated at the County level. Such projections should seek to secure continuity of output by making provision for future requirements beyond the timescale of this Plan. It also expects that the County’s mineral planning authorities should try to ensure that sufficient land with planning permission is available to meet projected demand.

6.8.8 Advice on aggregates supply and demand is provided to mineral planning authorities in South Yorkshire by the Yorkshire and the Humber Region Aggregates Working Party under national guidance issued by the Department of the Environment (DETR). This guidance is contained in MPG 6 (Guidelines for Aggregates Provision in England) which has been recently revised (April, 1994). Government projections of primary aggregate...
demand published in 1991 had caused concerns from the RAWPs (as well as informed environmental bodies) that continuing to meet such levels of provision would have increasingly unacceptable environmental implications. The subsequent draft of MPG 6 published in January, 1993, promoted a change of emphasis to a more sustainable approach to aggregates planning in that the extraction of land won primary aggregates should be limited, with the shortfall increasingly made up from alternative sources such as recycled products, secondary aggregates and coastal super quarries. Demand projections were revised downwards to an estimated future requirement for aggregates in England and Wales of between 370 and 440 million tonnes per annum over the 20 year period to 2011. (A total overall 20 year requirement of between 5,900 and 6,500 million tonnes, representing a 10% reduction on the 1991 forecasts.) A regional breakdown of the 1993 projections produced a demand estimate for the Yorkshire and the Humber Region of 446 million tonnes over the period 1992-2011, with a resulting sub-regional apportionment for South Yorkshire of 120 million tonnes (comprising 101 million tonnes of crushed rock and 19 million tonnes of sand and gravel).

6.8.9 This shift towards a more sustainable approach was confirmed in the published MPG 6, which furthermore requires aggregate planning considerations to be constrained within a reduced timescale to 2006 (instead of the previous 20 year period 1992-2011) - “so that options for future supply from alternative sources are not foreclosed by long-term land won provision”. The Yorkshire and Humber Region Aggregates Working Party sub-regional guidelines have accordingly been revised downwards such that the constituent mineral planning authorities (MPAs) in South Yorkshire need to make planned provision to 2006 for some 87 million tonnes of primary aggregates reserves (comprising 76 million tonnes of crushed rock and 11 million tonnes of sand and gravel). In preparing development plans MPAs are also required to be able to demonstrate that a landbank of reserves can be maintained at the requisite level throughout (and at the end of) the Plan period, and to have regard to the continuing need to bring further resources forward as necessary beyond the end of the Plan.

6.8.10 The Borough Council will continue to actively support the Yorkshire and the Humber Region Aggregates Working Party and, through the Working Party and local authority associations, will promote co-operation between local authorities in order that a co-ordinated approach to minerals planning is maintained.

6.8.11 Only Doncaster and Rotherham are primary aggregate producing Authorities in South Yorkshire. For geological and historical reasons, Doncaster provides the bulk of South Yorkshire’s production of aggregates and this pattern will continue throughout the period of this Plan and beyond. Nevertheless, Rotherham’s share of the revised figure of 87 million tonnes (based on historical apportionment levels continuing) amounts to a requirement of some 4.5 million tonnes of aggregates to be provided over the period to 2006. Rotherham’s Plan therefore contains proposals which make provision for doing so through a combination of existing permitted reserves and a new “Area of Search” at the Harry Crofts/Lindrick Dale location at South Anston. An Area of Search adjoining the existing Harry Crofts quarry to the west has been identified which is of sufficient size to secure adequate reserves and to allow flexibility in the event of a variable resource (see separately published SPG Minerals 1: Primary aggregate production in the Borough and Chapter 7.12, Harthill Woodsetts Area Statement).

Policy MIN2.1 Areas of Search

“Within Areas of Search identified on the Proposals Map, planning permission will normally be granted subject to the relevant environmental, working and restoration policies of the Plan. Planning permission for aggregate mineral extraction will only be granted outside identified Areas of Search where:

(i) need is established and where the relevant Areas of Search have been investigated and have not proved viable, or

(ii) where Policy MIN8 applies or where mineral extraction would enable the reclamation of derelict or degraded land,

provided that in all cases, the requirements of Policies MIN5 and MIN6 are met.”

Refer to Policies:
ENV1, ENV1.2, ENV2 and ENV3.2

6.8.12 In addition to controlling the use of existing sites, the Council will consider the rate at which identified reserves of workable minerals can be released to meet future demand, and take steps to minimise the environmental damage which can be caused. The Council’s policy is to seek to identify
potential areas where working would be least damaging and to encourage industry to select suitable sites in those areas rather than elsewhere. There will be circumstances when it is not always appropriate to restrict mineral working to such areas, for example where covered by Policy MIN8 below.

6.8.13 Areas of Search are intended to provide a reserve of minerals for the Plan period and, by identifying land where minerals are likely to exist, provide longer-term protection of resources. They indicate land which should be investigated to establish commercial viability and should be sufficiently large to accommodate uncertainties about mineral deposits and the intentions of landowners. There is a presumption against working outside these areas until they have first been investigated/exhausted. It is important to stress that the successful application of any "landbank" policy depends on the industry playing its part by the ready provision of information on reserves and production and by ensuring that proposals for development come forward at the right time.

Policy MIN2.2 Buffer Zones

"In order to ensure that all mineral operations or waste disposal operations during restoration are not unnecessarily restricted, Buffer Zones will be provided around the Areas of Search and existing permitted workings. The Council will, within the Buffer Zones, seek to prevent non-minerals development which would affect the ability to carry out such operations or which would be adversely affected by them."

6.8.14 Areas of Search and existing permitted workings, require a Buffer Zone around them to restrict development which would affect the ability to quarry within them or suffer from a quarrying operation. In addition, mineral workings provide an opportunity for waste disposal either once extraction has ceased or, occasionally, as a concurrent operation to facilitate progressive restoration. Because waste disposal activities create similar environmental problems to those generated by mineral extraction, it will be necessary to retain Buffer Zones until a quarry has been restored to a permanent use.

Policy MIN2.3 Planning Permission

"Where a planning application refers to a site within an Area of Search, it should not be assumed that the Council will automatically grant permission for mineral working, but such applications will be considered on their merits in accordance with the policies contained in the Plan, including those relating to Areas of Search."

Refer to Policy: ENV3

6.8.15 In considering applications within Areas of Search, the Council will satisfy itself that the proposal fulfils no more than ten years reserves at the recent annual average rate of working, unless exceptional circumstances prevail, in order to ensure that the development does not represent an undue increase in production of a mineral beyond that which is reasonably required to satisfy current accepted forecasts of demand.

6.8.16 The Plan contains a presumption in favour of extending existing workings rather than creating new sites, in order to minimise environmental disruption and provide long-term security and investment for the industry. However, it is recognised that circumstances may arise which favour the working of proven mineral reserves in locations outside the Areas of Search and where all environmental safeguards can be met. Circumstances may arise, for example, where derelict land is to be reclaimed and minerals can be recovered as an integral part of restoration with little increased disturbance to the locality.

Policy MIN3 Minerals other than Aggregates

"Proposals to work minerals other than aggregates (including energy minerals) will be assessed on individual merit against all material planning considerations, including national policy and guidance, together with the relevant policies of the Plan."

Refer to Policies: ENV3 and UTL3.4

6.8.17 Potentially workable mineral resources which occur in the Borough apart from aggregates are principally coal and brick earth (clay). Past exploratory testing for oil and natural gas did not
6.8 Minerals

identify any commercially viable reserves, though it is possible that further testing could be carried out at a future date. Unlike the case of aggregate minerals, there is no formal framework, equivalent to the Regional Aggregate Working Party, to consider future requirements for these resources; proposals for which must be considered on their merits in the light of national policy and the relevant policies of the Plan. No Areas of Search have, therefore, been identified on the Proposals Map for mineral resources falling within this category. A Buffer Zone has been defined around the single current brick-clay working area within the Borough at Maltby which has extensive reserves with planning permission, sufficient for well beyond the Plan period at current extraction rates. Almost three-quarters of the Borough area lies on the shallow coalfield (Figure 10: Geology), the extent of which is identified on the Proposals Map, together with constraints to working the mineral such as Areas of High Landscape Value and Borough Heritage Sites. Current Government guidance MPG 3 (Coal Mining and Colliery Spoil Disposal) recognises that reserves of the larger deep mines which can be economically worked are effectively limited to those which can be accessed from present workings and that the majority of new applications to work coal will be by opencast means. The single remaining operational colliery within the Borough at Maltby has extensive permitted underground reserves sufficient for well beyond the Plan period. Therefore, there are no specific proposals in the Plan relating to new deep mining activity, and opencasting is likely to remain the most significant surface mineral working activity in the Borough during the Plan period. Applications to work coal by opencast methods will be considered against Policies MIN3.1 and MIN3.2 below, together with other relevant Policies of the Plan.

Policy MIN3.1 Opencast Coal Workings

“The Council will judge applications to work coal by opencast methods against all material planning considerations including national policy and environmental, nature conservation, agricultural, landscape, traffic and other effects of the proposals. Planning permission will only be granted for opencast coal proposals where it can be demonstrated that the overall benefits deriving from the scheme outweigh disturbance to the locality resulting from the proposed operations.”

Refer to Policies: ENV1, ENV2, ENV3, ENV3.2, ENV3.6, ENV3.7, ENV4, ENV4.2 and T6

6.8.18 Minerals activity is closely geared to the state of the national economy and current market conditions. However, coal production, including opencast coal production, is also sensitive to national energy policy. MPG 3 (Coal Mining and Colliery Spoil Disposal) indicates the national policy considerations which need to be taken into account by mineral planning authorities, in drawing up opencast coal policies and some of the factors to be considered when determining individual planning applications. The Guidance recognises that coal which can be mined economically in an environmentally acceptable way remains an important indigenous resource. The right balance must be struck between the industry’s interest in maximising the recovery of a low-cost energy resource and protecting the environment. In determining opencast proposals, the Council can only take environmental considerations into account; the need for, and level of, opencast coal production are issues to be determined by market forces.

6.8.19 The rapid pace of technological change combined with increased environmental awareness have over the last 20 years or so led to significant advances in working methods and in the quality of site restoration and aftercare at opencast sites. Changed agricultural priorities have in turn led to innovative alternative forms of restoration including recreation, nature conservation, amenity and compaction suitable for built development - with the corresponding build up of expertise on the part of the industry and affected agencies. Opencast coal working involves the stripping, storage and backfilling of very large volumes of overburden material in relation to the mineral recovered (this can be as high a ratio as 25:1) over a timescale rarely in excess of 10 years at any one site. Sites can usually be worked rapidly, therefore, and early restoration can be achieved without the residual voidspace problems which other forms of mineral extraction can produce.

6.8.20 Nevertheless proposals for opencasting can give rise to considerable local concerns because of their potential major impact on a locality due to noise, dust, traffic, blasting, visual intrusion and general disturbance while workings are in progress, as well as the quality of restoration and subsequent agricultural productivity of the land. Where proposals relate to large sites or sites which may
be worked over many years, it is particularly important that the proposals are discussed at an early stage with the local community. Should permission be granted, particularly for major operations, developers will be encouraged to set up a liaison committee consisting of representatives of the developer, the contractor working the site, the local authority, members of the local community and interested bodies to ensure a proper understanding of working practices. However, there may be cases where the environmental factors, either singly or together, add up to such a severe effect on the environment and on the quality of life for a locality that the Council may conclude that planning permission should not be granted.

Policy MIN3.2 Opencasting Proposals

“The Council will normally only grant planning permission for opencast coal extraction where one, or a combination of the following circumstances can be demonstrated to apply:

(i) where extraction and subsequent restoration will lead to significant overall environmental benefits, in particular, through the clearance of derelict, degraded, despoiled and neglected land, and where such development is not detrimental to the programming of key proposals for the planned economic development and regeneration of the Borough,

(ii) applications to extract coal which would otherwise be sterilised by other forms of development where this can be done in an environmentally acceptable way, and where the resulting landform and the projected timescale are compatible with the intended after-use, and

(iii) in the context of (i) and (ii) above, proposals which would facilitate the comprehensive working of the coal deposits of an area in an efficient and environmentally satisfactory way as well as providing for the efficient and economic working of any other mineral deposits which may be present within the site.”

Refer to Policies: ENV3 and ENV4.2

6.8.21 The accelerated contraction of Rotherham’s traditional heavy industrial base of coal and steel over the last decade has created dereliction on an unprecedented scale. Between 1982 and 1988 recorded derelict land in the Borough rose by more than 60% from 294 hectares to 489 hectares (source Department of the Environment). Opencasting can provide major opportunities for the clearance and redevelopment of derelict and degraded areas on a self-financing basis, so complementing the reclamation programmes as discussed in paragraph 6.4.96. In particular, it can make a significant contribution to the regeneration strategy of this Plan by providing opportunities for hard (economic) after-uses, as well as for waste disposal, conservation and recreation. Such schemes may sometimes represent the only effective economical means of treating significant problems of contamination, redundant industrial features and waste tips.

Policy MIN4 Oil and Natural Gas

“The Council will support exploration for the purposes of determining the extent of oil and natural gas deposits in the Borough, as a contribution to determining the extent of national energy resources, provided that:

(i) local residential amenity is not unduly affected,

(ii) full site restoration is carried out on the completion of testing,

(iii) no long-term harm to the environment is caused,

(iv) any drilling activities are appropriately sited so as to reduce environmental impact and make use of derelict or non-agricultural land wherever practicable, and

(v) the interests of safety are of paramount importance.”
6.8.23 The Council supports exploration for oil and natural gas, whilst wishing to ensure that drilling activities do not cause undue disturbance and that sites are fully restored. Wherever possible, derelict or non-agricultural land should be used rather than agricultural land.

Policy MIN5 Criteria in the Assessment of all Mineral Extraction Proposals

“Proposals for mineral working will be assessed with regard to the following considerations:

(i) the effect on local amenity in terms of visual impact, blasting, dust, noise and other potential disturbance, taking into account any protective measures which are proposed,

(ii) the likely duration of working,

(iii) the proposed final appearance and landform of the site,

(iv) the effect on landscape, including areas of High Landscape Value, attractive villages and Borough heritage sites,

(v) the effect of working and restoration (especially where waste disposal is involved) on water resources, including pollution and possible disturbance to surface drainage and groundwater levels. It will be expected that waste disposal is evaluated as a mechanism for restoration and that it is adopted, wherever feasible and compatible with the intended after-use and environmental considerations,

(vi) the impact on the best and most versatile agricultural land. Where minerals development is proposed on such agricultural land involving restoration to agricultural use, the objective will be to restore this land to its previous agricultural quality or better if reasonably practical. Amenity or forestry may be appropriate alternatives to agricultural use, but in such cases restoration and aftercare steps should enable the retention of the land’s longer term potential as a high quality agriculture resource,

(vii) the amount of agricultural land-take, with release of land being restricted to that which is reasonably required for carrying out the working in accordance with the best existing techniques,

(viii) the suitability of restoration and aftercare proposals to return the development site to a beneficial after-use once working has ceased,

(ix) the effect on farm structure, the likely effectiveness of restoration proposals and the effect on agricultural productivity by reason of noise, dust or traffic disturbance, both of the land the subject of the proposal and adjoining agricultural land,

(x) the effect which traffic generated by the proposal will have on road safety, property and the amenities of the people living in the vicinity of the development, or along the transportation routes likely to be used,

(xi) the availability or provision of adequate access to a suitable highway, and

(xii) the potential for non-road transport opportunities, the use of canal, rail, pipeline or conveyor facilities being encouraged in order to reduce disturbance caused by road traffic, wherever physical and economic factors permit.”

Refer to Policies:
ENV1, ENV1.1, ENV1.2, ENV3.2, ENV3.6, T5, T6, UTL1, UTL1.1 and UTL1.3
6.8.24 This policy seeks to strike a balance between the requirements of the industry and the local environment when mineral proposals are being considered. Minerals can only be worked where they occur by accident of local geology. This often results in the establishment of a heavy industrial use in the countryside, with the consequent disturbance which it may represent. That same geology shapes the natural landscape and, as is often the case with hard rock, can mean that areas of potential mineral reserves frequently occur within the more attractive rural locations. Wherever possible, minerals should be obtained from sources outside Areas of High Landscape Value. However, economic haulage distances and the demand for particular mineral products will be taken into account where proposals are made within such areas. Mineral extraction need not be incompatible with Green Belt objectives provided that high environmental standards are maintained and that the site is well restored.

6.8.25 The disposal of waste in quarries is desirable (where surface and ground water pollution control requirements of the Environment Agency can be met) in order to help restore mineral workings as well as to help solve the shortage of suitable sites for waste disposal. Disposal of appropriate waste materials will be expected to be evaluated and, where appropriate, included as an integral part of restoration proposals. Opencast coal development and tip washing schemes can create opportunities for engineered landfill space to be built into the scheme of restoration where amenity, environmental, site programming and traffic considerations can be accommodated.

6.8.26 There is a need to conserve the best and most versatile agricultural land; therefore, the working of minerals on land of lower rather than higher agricultural quality is to be preferred, followed generally by restoration to an agricultural after-use where, in consultation with the Ministry of Agriculture, Fisheries and Food, this is considered appropriate. A detailed assessment of land quality is normally made when individual planning applications for extraction are submitted, in order to effectively implement the provisions of the Town and Country Planning Act, 1990 (Section 72) in respect of restoration and aftercare. Amenity or forestry afteruse may be an appropriate alternative to agricultural use, but where the best and most versatile agricultural land is involved the restoration and aftercare steps should enable the retention of its longer term potential as a high quality agricultural resource.

6.8.27 Mineral operations can be substantial generators of traffic, often in rural areas. In assessing applications to work minerals, the Council will consider such matters as vehicle routeing, access and wheel-washing provision. Adequate access to a suitable highway is necessary for mineral workings and the provision of rail and/or canal transport facilities will be encouraged where these are available and provide a feasible alternative to road transport.

Policy MIN5.1 Mineral Working involving Waste Disposal

“In assessing applications for mineral working involving the tipping of waste or for the tipping of waste in existing or former mineral workings, the Council will take into account the need for waste disposal sites, alternative landforms if landfill were not to take place, the nature of the material to be tipped, any water pollution implications, the need to minimise environmental disturbance and the problems of birdstrike in areas adjacent to airfields.”

Refer to Policies: ENV3, ENV4.2 and UTL1.3

6.8.28 Because of the sensitive nature of waste disposal, each application will need to be considered carefully on its merits following consultation between the Council and the Environment Agency. In accordance with Policy MIN5 (v) the Council will favour the importation in particular of clean, inert excavation wastes to facilitate phased restoration of mineral extraction voids to original or near original level, bearing in mind the intended afteruse. Where controlled wastes are concerned, a waste management licence will be required from the Environment Agency. Conditions will be placed on the licence to cover the scheme of tipping, the type and quantity of waste, operational matters and measures to protect amenity. A pre-condition for the issue of a licence is that a planning permission for waste disposal has been obtained. Tipping should, if practicable, be concurrent with mineral working and requires close co-operation with the mineral operator.

Policy MIN6 Methods and Control of Working

“Surface mineral working will be required to be carried out in such a way as to minimise its impact on the locality and to secure an appropriate form of restoration.”
6.8 Minerals

to a suitable standard within an agreed timescale. The operator will be required to carry out development in accordance with an agreed scheme of working and restoration which will be approved as part of the grant of planning permission, and to have regard to the Council's Supplementary Planning Guidance on methods and schemes of working and restoration."

Refer to Policies:
ENV3, ENV4.2 and UTL1.3

(Guidance is published separately as SPG Minerals 2: Methods and schemes of mineral working, restoration and after-care).

6.8.29 The effective control of mineral workings and the certainty of restoration to a beneficial use, are vitally important in deciding whether working should take place at all. Where appropriate, the Council will require an Environmental Statement under the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations, 1999, to be submitted in support of applications for mineral extraction. All mineral applications must be accompanied by detailed information to prove the existence of a viable mineral deposit. Planning permission can be refused on the grounds of lack of the information necessary to determine applications.

6.8.30 The Council will normally require full schemes of working to be submitted with planning applications. These should make clear the applicant's full proposals, in terms of phasing and duration of operations, together with full details of the methods to be employed to reduce any impact on the locality due to noise, traffic, dust, blasting and general intrusion.

Policy MIN6.1 Planning Conditions

"Where mineral development is permitted, the Council will attach appropriate planning conditions and employ all appropriate powers to ensure that the development is carried out in such a way as to minimise its impact on the locality and secure an appropriate form of restoration to a suitable standard and within an agreed timescale."

Refer to Policies:
EC2, ENV3.2 and ENV4.2

6.8.31 The impact of mineral working on a locality can be significantly reduced by careful design and planning of such issues as the screening of working areas and essential plant; direction of working; the design of access arrangements and an appropriate programme of restoration and landscaping. Whenever feasible, the Council will require progressive working and phased restoration, which has environmental benefits in that the amount of land taken out of agriculture or other use is kept to a minimum and overall impact on a locality is reduced. Such matters will be the subject of conditions attached to planning permissions.

Policy MIN6.2 Time Limits

"A condition will be placed on each new planning permission for mineral working to limit the duration of the permission to a suitable period of time. In addition, the planning permission will specify time limits within which restoration (and aftercare where appropriate) will be commenced and implemented following the completion of various phases of working."

6.8.32 The Town and Country Planning Act, 1990, requires all planning permissions for mineral working to be subject to a time limit condition, requiring development to cease not later than the expiration of 60 years or such longer or shorter period as the mineral planning authority shall specify. Despite control of the amount of land granted permission and the use of progressive working techniques, there can still be problems in ensuring restoration of worked land where the planning permission pre-dated the Town and Country Planning Act, 1990. However, the Act now enables the Council to make Suspension and Prohibition Orders and these can be used where working has ceased for a period of at least one year in the case of Suspension Orders, or two years in the case of Prohibition Orders.

6.8.33 In cases where working appears to have permanently ceased and an operator refuses to comply with restoration conditions because mineral reserves remain on a site, the Council can issue a Prohibition Order. The Order can provide for the removal of plant and compliance with conditions attached to a planning permission. It can also
provide for restoration and after-care, even if such conditions were not attached to the original planning permission. Where working has temporarily ceased, a Suspension Order can be made which can provide for the preservation of amenity and the maintenance of land. However, compensation may be payable in such cases.

6.8 Minerals

Policy MIN7 Recycling

“The Council will encourage the recycling of aggregates, fuel recovery, and the wider use of waste materials as substitutes for mineral products wherever this is feasible and where it can be carried out in an environmentally acceptable manner.”

Refer to Policies: WM1.9 and UTL3.4

6.8.34 Various waste materials can be used as substitutes for quarried minerals, thereby helping to conserve finite resources and reduce the loss of agricultural land. The contribution of secondary materials is, however, determined by their variable quality and the competition from relatively cheap primary sources. Such materials include colliery spoil, power station ash, steel and blast furnace slags, as well as recycled demolition rubble. It is difficult to make planned provision to secure a consistent contribution of such materials to overall mineral requirements since their level of availability is invariably linked to the vagaries of other industrial processes. Approximately 0.5 million tonnes of coated slag is produced from steel works waste in Rotherham per year, and used principally for road construction purposes. The Council will encourage research into the wider use of wastes and advocate their use by other agencies. This wider use may require changes in the financial basis and technical specifications governing the place of such materials in the market.

Policy MIN7.1 Waste Tips and Embankments

“Planning permission for the extraction of fuel and other materials as mineral substitutes from former waste tips and railway embankments will be granted where it can be demonstrated that the operations will result in significant environmental improvement and will not cause unacceptable environmental disturbance whilst they are taking place. Any proposals to work tips or disused railway embankments which have become established landscape features will be assessed against the criteria set out in Policy MIN5 and other relevant Policies of the Plan.”

Refer to Policies: ENV3.2, ENV4, ENV4.2 and ENV4.4

6.8.35 Planning permission is normally required for the removal of material of any description from a mineral working deposit (for example a colliery spoil tip) from a deposit of pulverised fuel ash, other furnace ash or clinker, or from a deposit of iron, steel or other metallic slags, together with the extraction of minerals from a disused railway or embankment. The extraction of fuels and other materials can provide some economic benefits, though these are usually small and may be outweighed by the environmental disturbance that the operations can cause. Whilst promoting the wider use of waste materials as mineral substitutes the Council will nevertheless have particular regard to the potential level of such disturbance to a locality and will critically examine in particular any schemes which propose removal of features which have become established parts of the landscape or where restored domestic refuse tips are involved.

Policy MIN7.2 Limitations on Reworking

“The Council will have regard to the number of waste tips or railway embankments to be worked in a locality and to the anticipated levels of traffic and environmental disturbance when considering planning applications for reworking.”

Refer to Policies: ENV3 and T6

6.8.36 This policy recognises those situations, which are common in some of the more heavily industrialised parts of the Borough that have suffered widespread decline in recent years, where numerous waste tips and disused railway embankments exist in close juxtaposition, often in close relationship to residential areas. A concentration of extraction activities in any particular location may result in an unacceptably high level of environmental disturbance and traffic.

Policy MIN7.3 Control of Reworking Operations

“Where planning permission is granted for extraction of materials from waste tips or railway
embankments, the Council will impose conditions to:

(i) control the operations and matters such as noise, dust and hours of working, so that environmental disturbance is kept to a minimum during the period of working, particularly near to residential areas,

(ii) ensure access suitability and avoidance of traffic disruption on the public highway, and

(iii) ensure proper restoration to a suitable after-use.

Refer to Policy: ENV4.4

6.8.37 The re-working of old industrial waste tips etc., can give rise to considerable environmental concerns, particularly with regard to potential problems of dust and contaminated materials. Where permission for extraction is granted, the Council will impose conditions to minimise environmental disturbance and control access, traffic, working methods, duration of operations and restoration. The Council will require a site investigation to be carried out and an appropriate method statement to be submitted in support of any proposal to work a site where there is a perceived risk of contamination. An operator will be required to contact the Council should hazardous materials be accidentally encountered during normal operations at any site.

6.8.38 In certain cases where development is proposed on land under which economically viable reserves are present, the prior extraction of the mineral, where feasible, is an alternative to the restriction of development and will be sought wherever possible. This situation is particularly applicable where non-building development is proposed such as land reclamation and colliery spoil tipping. The principle of dual-use, leading to both the protection of agricultural land and non-sterilisation of the mineral reserve, is a valid and desirable aim and a degree of short-term disturbance to surrounding development may have to be accepted in appropriate cases.

6.8.39 The Council will normally require the developer to investigate the extent of the mineral and assess the feasibility of its recovery in the context of the overall scheme, as part of a planning application.

Review of existing workings

6.8.40 The Town and Country Planning Act, 1990, confers on the Council the duty to undertake periodic reviews of mineral working sites in its area in order to assess the continuing effectiveness of existing working, restoration and aftercare arrangements at individual sites and where necessary, to identify where improvements can be introduced. Any action by the Council subsequent to a formal review to secure such improvement can be effected either by agreement with the individual operator, or by using various Orders under the Planning Acts, including Suspension and Prohibition Orders. The mechanism for carrying out reviews of mineral working sites and the role of mineral planning authorities in the procedure is set out in Minerals Planning Guidance MPG14 “Review of Mineral Planning Permissions” - Sept. 1995.

6.8.41 Where early planning permissions for mineral working are already in existence within the Borough, with either no conditions or ineffective means to regulate such development, the Council will seek to secure improvements through negotiation and agreement and, where appropriate, will use the provisions of the Town and Country Planning Act, 1990.
6.9 Waste Management

Introduction

6.9.1 Modern society produces vast quantities of waste, the safe handling, treatment and disposal of which has attracted wide interest in the light of increased environmental awareness and concerns for public safety. In Rotherham, some 2.7 million tonnes of waste was produced in 1989/90 of which about 70% was disposed of by landfill methods within the Borough. Of the remainder, much crosses the Borough boundary for disposal or recycling in the adjoining areas of Sheffield and Doncaster. There are no major incineration or chemical treatment plants within the Rotherham area and thus wastes are not imported for this form of specialised treatment. However, significant quantities of solvent, oil and ferrous/non-ferrous metals are brought into Rotherham for recycling.

6.9.2 Waste disposal development in England and Wales is currently controlled by two Acts of Parliament - the Town and Country Planning Act, 1990, which regulates forward planning and controls all land-use development, and the Environmental Protection Act, 1990, which regulates waste collection and disposal and requires all disposal sites for controlled waste to be licensed. The 1990 Act supersedes the Control of Pollution Act, 1974 and introduces fundamental changes.

6.9.3 In particular, although the Council continues to have a statutory responsibility in respect of the collection and disposal of waste arising within its area, the waste disposal function is henceforth discharged through a separate disposal operator on a renewable contract basis, secured by competitive tender. Since August, 1993, this role has been fulfilled in Barnsley, Doncaster and Rotherham by B.D.R. Waste Disposal Limited, an ‘arm’s length’ company, in which these three South Yorkshire Councils have a 20% interest, with 80% controlling interest held by Yorkshire Water plc. This new operating company is known as a Local Authority Waste Disposal Company (LAWDC). The company operates in a free market situation utilising existing landfill capacity ‘transferred’ from the Councils as well as promoting new initiatives (including alternative methods of waste disposal, such as incineration) where need or opportunities arise over the contract period (10-15 years). The land-use implications of any such initiatives will be assessed by the Council against the relevant policies contained in the Plan. Critical to the overall consideration of waste disposal issues in the UDP, it is a recognition of the major role played by the private waste disposal industry. Commercial waste disposal operators collect, handle and treat or dispose of large volumes of waste within the Borough, and a wide range of local industries and businesses operate their own in-house arrangements for the treatment and/or disposal of internally generated wastes and by-products of the commercial and industrial processes. The Council’s own direct involvement in waste disposal (principally discharging its statutory responsibilities for the safe and effective treatment of household waste) is complementary with the role of the private waste disposal industry and effectively represents a partnership arrangement in terms of meeting overall waste treatment needs in the Borough. In its role as the Local Planning Authority, the Council recognises the value of partnership arrangements both in the effective operation of existing facilities through the Development Control process, and in the planning of future land use arrangements for waste development, and will cooperate with other interested parties in both the public and private sectors in the assessment of...
suitable opportunities to deal with the waste materials.

6.9.4 In 1996 a separate waste regulatory authority (the Environment Agency, a centrally appointed body) assumed responsibility for the day-to-day operational control and site licensing of all controlled waste management sites, as well as having responsibility for collecting comprehensive statistical data on waste matters on a regional basis to guide the development plan making process. As yet such information is not available. In the absence of such guidance, the Plan has had to rely instead on the provisions for the treatment of waste contained in the Council’s existing approved Waste Disposal Plan prepared under earlier legislation (Section 2, The Control of Pollution Act, 1974) and published in 1990. The overall objective of the Waste Disposal Plan is to help minimise waste and regulate the disposal of all controlled waste situated within the Borough at the least overall cost, which is consistent with achieving the standards necessary to protect public health and the environment in the long-term as well as the short.

6.9.5 In preparing development plans, local planning authorities must have regard to Government guidance, which increasingly must implement European Community directives - within the legal framework of Member states. Member states are charged with requiring the proper implementation of the European Community Waste Framework Directive by adapting their domestic regulatory arrangements (including the planning system) for the disposal and recovery of wastes so as to achieve the relevant objectives of the Directive. These objectives promote an ascending waste hierarchy; promoting the environment and human amenity; promoting waste minimisation techniques and practices; promoting the principles of self-sufficiency and proximity; along with establishing an integrated and adequate network of waste management installations, taking account of the best available techniques, not entailing excessive costs (BATNEEC). It is recognised in the Directive that not all of the objectives of the Directive can be implemented through all of the control regimes, but that each regime will play its part according to its particular responsibilities. For example, waste minimisation and the development of ‘clean’ technologies, more sparing in their use of natural resources will be issues more appropriately addressed by the waste regulatory regime, though the planning system should ensure that development plans are at least not inconsistent with such objectives. It is the Government’s intention within the timescale covered by the Plan to re-organise waste regulation throughout the country on a regional basis acting through the Environment Agency which is responsible for all site control matters as well as for providing a strategic overview in accordance with broad guidance which will be issued from time to time by central Government. Land-use planning aspects of waste control will continue to remain firmly with the local planning authority.

Policy WM1 Waste Management Strategy

“The Council will seek to secure that adequate provision is made for sufficient sites and facilities to cater for the waste disposal needs arising within the Borough during the Plan period, subject to all appropriate environmental safeguards being met. Waste minimisation, recycling, energy recovery and methods of waste disposal alternative to landfill, such as incineration and anaerobic digestion (composting) with their potential for energy recovery, will be supported subject to all other requirements of the Plan. The Council recognises the desirability of a strategic approach to waste management on a sub-regional basis and will co-operate with neighbouring authorities and other interested parties in the identification and assessment of suitable opportunities to deal with waste materials during the timescale of the Plan and, in the longer term through the formal Plan review process as appropriate.”

Refer to Policies:
ENV3.4, ENV4.2, UTL1.3 and UTL3.4

6.9.6 The Strategic Planning Guidance for South Yorkshire and the approved Waste Disposal Plan, both recognise that landfill will remain the main method of disposal for domestic and commercial waste, as well as for colliery spoil during the Plan period. The Guidance requires that the selection and management of sites for such purposes should be such as to “minimise pollution and impact on the environment”. A co-ordinated approach to waste disposal policy formulation by the four South Yorkshire Councils is expected. The Council is mindful of Government guidance contained in PPG 23 (Planning and Pollution Control, July, 1994) which promotes the ‘proximity principle’ under which, “waste should be disposed
6.9 Waste Management

of (or otherwise managed) close to the point at which it is generated. This creates a more responsible, and hence sustainable, approach to the generation of wastes, and also minimises pollution from transport”. In line with this proximity principle, each region should aim to be self-sufficient in waste disposal facilities and be able to take responsibility for all the waste it produces.

6.9.7 In the absence of any County overview at the present time, as an interim solution the Council will seek to secure that waste disposal arrangements within Rotherham are self-sufficient so far as is practicable, consistent with all relevant environmental considerations. The advantages of a longer-term, strategic overview of waste matters, involving co-operation with neighbouring authorities and other agencies, are recognised by the Council.

6.9.8 A shortfall of landfill capacity has been identified to meet projected waste disposal needs arising in the Borough during the Plan period (see detailed assessment published separately as SPG Waste Management 1) and, therefore, a Waste Disposal Area of Interest has been identified on the Proposals Map at the former Thurcroft Colliery site. In June, 1998 the Secretary of State for the Environment, Transport and the Region granted planning permission for integrated landfill coal reclamation at the former Thurcroft Colliery Site. The approved scheme proposes the filling of an engineered void space of 3.75 million cubic metres and disposal of waste at the site at a rate of 300,000 tonnes/year. This represents a landfill life of some 12.7 years.

6.9.9 Reducing at source the volume of waste entering the waste stream (waste minimisation) is likely to become an issue of increasing public concern during the Plan period and although outside the Council’s direct control, is an issue which is considered in this Plan. Waste minimisation and recycling, as well as conserving resources, also reduce the final volume of waste for disposal and, ultimately, landfill capacity requirements. They therefore have important land-use planning implications.

6.9.10 Government policy set out in the White Paper on the Environment “This Common Inheritance” recognises the need for greater recycling of waste materials and, therefore, sets a target that 50% of all recyclable waste should be recycled by the year 2000. The Council has prepared a Waste Recycling Plan which has a target of a minimum of 25% (25,000 tonnes) per annum of household waste being recycled within the timescale set down by central government, subject to scheme viability and to certain market demand assumptions for recovered materials.

6.9.11 Landfill can provide other benefits in addition to cheap and convenient disposal, a major one being that it is very often the only effective way of restoring mineral working sites. Where circumstances are suitable, the landfill gas produced by the decomposition of organic matter within some sites can be extracted and managed as a source of local energy. Tipping above ground to produce new landforms (“landraising”) is a development of this method where voids are absent and local topography is suitable. Difficulties with landfill gas migration tend to be less problematic with this technique, though the operation itself may be more environmentally intrusive.

6.9.12 Increasing constraints on this method of disposal will mean that the potential for identifying new sites for landfill within the Plan period will become more difficult. At the same time, the relative cost of landfill will increase, which is likely to place renewed emphasis on other methods of waste treatment and disposal that are more environmentally advantageous, such as composting and incineration.

6.9.13 Although local landfill is currently accepted to be the cheapest method of waste disposal, such methods are also increasingly being recognised as environmentally questionable and wasteful of resources. The Council will seek, therefore, to reduce the reliance on landfill as the primary method of waste disposal and will promote this objective through its own waste collection and disposal operations and by encouraging the private sector.

Policy WM1.1 Land Reclamation Schemes

“The Council will favour waste disposal proposals which assist the reclamation of derelict or degraded land or mineral working sites, judged against the criteria set out in Policy WM1.2. All such sites will be investigated to assess their potential as sites for the disposal of waste, including the Waste Disposal Area of Interest identified on the Proposals Map at the former Thurcroft Colliery site.”

Refer to Policies: ENV4.2 and UTL1.3
6.9.14 Land reclamation schemes often involve massive earth-moving operations and may, in the process, offer opportunities for landfill ‘airspace’ to be deliberately created, where suitability of access, the ability to secure environmental screening from sensitive areas and convenience of location to waste generation points combine to favour a particular location. Such opportunities may arise in the wake of closure/reclamation of heavy industrial/colliery areas, though in any comprehensive regeneration scheme (for example, the Council’s current Templeborough and Manvers Regeneration Areas) the requirement for early demonstrable economic regeneration and environmental improvement to overcome past decades of often severe disadvantages will clearly impose severe constraints on any but the most favourable circumstances for waste tipping. Such schemes may involve either the planned creation of void space or tipping above ground to create new landforms.

6.9.15 Subject to appropriate environmental safeguards, the Council considers that the disposal of waste into quarries is desirable in order to help restore former (and, if appropriate, active) mineral workings as well as to help solve the shortage of suitable sites for disposal (see Policy MIN5.1). Proposals for land reclamation and/or minerals development (including tip reworking for metals, fuels or secondary aggregate materials and opencast coal development) may, in appropriate cases, provide the opportunity for planned void space to be built into any progressive scheme of restoration from the outset, incorporating suitable measures for environmental and amenity protection. Such sites are often sufficiently large to be able to provide the necessary ‘buffer’ areas to any surrounding sensitive uses and may possess the further advantage of existing access arrangements suitable for heavy vehicle movements.

6.9.16 A common source of tipping space in the past within Rotherham has been disused railway cuttings, though frequently the capacity in such arrangements has been limited and sporadic, at sites often in rural locations with poor accessibility. There are still disused railway lines with landfill potential in the Borough, though it is unlikely that any such sites which may be identified as being ‘environmentally’ suitable for infilling via the planning process will be of any more than of a very local significance, and disposal in them is likely to be primarily directed towards land reclamation for some identified after-use.

6.9.17 All forms of waste treatment and disposal have potentially adverse environmental effects on

---

**Policy WM1.2 Assessment of Waste Management Proposals**

“In assessing development proposals for waste disposal sites and waste facilities (including waste transfer stations, incinerators, skip hire, recycling points, and waste separation units) the Council will have regard to the following criteria and considerations:

(i) demonstrated need for the facility,

(ii) suitable location in relation to the main source of waste,

(iii) suitable location to the transportation network, taking into account the effect that traffic movements generated by the proposal would have on the locality, and

(iv) the need to avoid a proliferation of sites in a locality such as would be likely to have a detrimental impact by virtue of their cumulative effect,

together with the potential impact on:

(v) residential amenity,

(vi) agriculture,

(vii) nature conservation and heritage interests,

(viii) air quality,

(ix) water resources and drainage regimes,

(x) public health and safety, and

(xi) landscape quality.

The Council will resist proposals which would have an unacceptable impact on the amenity of local communities, the environment, and existing and proposed land-uses due to pollution, visual intrusion and disturbance.”

Refer to Policies: HG1, HG3, HG4.1, HG4.2, EC2, EC2.1, ENV1.2, ENV3.6, ENV3.7, T5, T6, UTL1, UTL1.1, UTL1.2 and UTL1.3

---
their surroundings. The Council will give priority to the protection of the environment and local amenity and seeks to minimise environmental damage and pollution arising from waste disposal both during and after disposal operations. In assessing all proposals involving the handling, treatment, sorting or disposal of waste materials, the advice will be sought of all internal and external agencies having an interest, including the Ministry of Agriculture, Fisheries and Food, the Environment Agency, the Health and Safety Executive and relevant and the Council Departments. The Council will have full regard to the advice and guidance given by such agencies in the determining of waste development proposals where this concerns matters relevant to land-use planning and will require to be satisfied that such proposals take account in their design and operation, of an appropriate standard of amenity and environment for adjacent residential properties and other sensitive land uses. The Permian rocks occupying the eastern third of the Borough comprise a major aquifer. It is likely, therefore, that any new waste disposal (or treatment) proposals will be limited to the western parts of the Borough comprising rocks of the Coal Measures Series (overlain by variable thicknesses of drift deposits) which though still constituting a minor aquifer, are less vulnerable to potential pollution problems. A combination of factors contribute to demonstrating the need for waste management facilities (for example, the implementation of national policy or an identified shortfall of provision on a local or regional basis), mineral restoration requirements and the need to reduce distance travelled. In order that an appropriate appraisal of “need” can be undertaken, applicants are encouraged to liaise with the Local Planning Authority to reach agreements upon particular factors which should be addressed in any specific planning application.

Policy WM1.3 Waste Management Site Control

“In granting planning permission for waste disposal sites and facilities, the Council will attach conditions to control the site’s and facility’s duration, means of access, method of working (including measures to minimise environmental and amenity problems) and screening and landscaping, and, where appropriate, to planning considerations, the types of waste to be treated or deposited.”

6.9.18 Where the criteria for waste disposal sites and facilities are met, the Council will take steps to ensure that any development which is permitted, is carried out in accordance with best current practices and that controls are attached to any permission granted to prevent pollution and minimise disturbance and damage to local amenity and the environment. Government guidance is that planning and site licensing controls should complement each other and that any duplications should be avoided. The site licence controls the types of waste which may be handled as well as day-to-day operational matters, whilst planning control is concerned primarily with issues of land-use, restoration and aftercare. Current guidance recognises, however, that occasions may arise where there are sound planning reasons for restricting the types of waste which can be handled at a site.

Policy WM1.4 Agricultural Tipping

“Proposals for the express purpose of improving agricultural land quality by landfilling with imported waste materials will only be permitted where:

(i) a reduction in land quality has arisen as a result of factors outside the farm holding, and

(ii) a comprehensive statement of justification can show that all alternative land uses and methods of treatment have been investigated and demonstrated to be inappropriate.”

Refer to Policies: ENV3 and UTL1.3

6.9.19 Prior to 1988, the tipping of wastes could take place on agricultural land, under certain circumstances, to raise levels for ‘agricultural improvement’ purposes without the need to obtain planning permission. This often resulted in isolated, disruptive tipping activities in the countryside involving H.G.V. movements on unsuitable rural lanes. Any such schemes which involve importation of wastes from outside the farm holding now require planning permission in all but a very limited range of circumstances. The principle motivation behind such development in the past has been convenient, low-cost tipping and revenue receipt by the farmer, with land improvement of secondary importance, even if this had actually been achieved. Against a background of changed national priorities for agriculture, there are recognised to be more acceptable options to resolving such problems as low lying and ill-drained land in all but the most compelling circumstances. The opportunities for
nature conservation in particular are developed in the Council's approved Countryside Study which generally seeks to resist speculative landfill in the countryside.

### Policy WM1.5 Waste Collection Facilities

"The Council will encourage the provision of a Borough-wide network of facilities in accessible and convenient locations for the collection of waste materials for recycling, subject to local amenity considerations."

Refer to Policies: HG1 and EC1

6.9.20 Waste recycling requires convenient facilities for the collection, storage, sorting and processing of suitable industrial, commercial and domestic material. The range of such material is potentially very wide, including scrap metal, solvents, steel slag, used oil, textiles, plastic, glass, paper and cans. Some recycling activities are carried out commercially, whilst others are ancillary to industrial processes. Recycling domestic waste will require a range of facilities including local low key, neighbourhood collection points, often provided by a variety of agencies, public, voluntary or private sector. The impact on local amenities of recycling facilities, will vary depending on the nature and scale of the activities. Whilst the Council will encourage the provision of an accessible network of facilities, every effort will be made to ensure the local amenities are protected.

### Policy WM1.6 Waste Transfer, Handling and Storage

"Proposals for waste transfer, separation, handling and storage facilities will be viewed favourably by the Council where evidence of need can be established and where the following criteria are met:

(i) suitable locations in terms of easy accessibility to the main highway network and to the main sources of waste,

(ii) appropriate siting in locations which will ensure that the proposal will not give rise to problems of noise, dust, smell, vermin, visual intrusion or general disturbance to residential areas and other sensitive land-uses. (A location on an existing industrial estate, or in an industrial area will normally be preferred),

(iii) appropriate safeguards to prevent hazards or problems of pollution to the land, groundwater and surface water regimes or the atmosphere, and

(iv) satisfactory landscaping and screening, with all waste treatment operations contained within buildings wherever possible."

Refer to Policies: EC3.1, EC3.5, ENV3.7, T5, T6 and UTL1.3

6.9.21 Sites for waste transfer, recycling and handling, will play an increasingly important role in the waste treatment cycle during the Plan period, as conservation of resources and increasing environmental concerns change traditional attitudes to waste management which, in the past, have been largely geared to a 'dump and forget' approach. Sweeping reforms under the Environmental Protection Act, 1990, affecting the handling, treatment and disposal of waste, together with associated long-term liabilities on site operators/owners in respect of monitoring, aftercare and site remediation, are likely to reduce the number of landfill site options to a few, major, high investment sites working in close co-operation with the waste regulation agencies.

6.9.22 Waste transfer stations provide more convenient collection points where waste can be bulked up into larger loads to reduce transport costs to final disposal sites. Such sites usually incorporate facilities for separating out the various categories of materials from the waste stream, for recycling back to industry, e.g. ferrous/non-ferrous metals, plastic, paper, glass, cardboard, etc.

6.9.23 Waste transfer, reclamation and handling facilities can vary widely in scale but all have the potential to cause pollution and disturbance if not correctly managed and controlled. As substantial generators of heavy goods’ vehicular traffic, they need to be well located to the main road network, with good access and vehicular parking/circulation arrangements. They are normally most appropriately located on established industrial sites away from residential areas. Occasionally, they can be integrated as part of major landfill developments where these are longer-term and where all amenity and environmental criteria can be met.

6.9.24 Such proposals have the potential to cause pollution and ground contamination, both
important issues which the Council will take into account in considering individual proposals for development. A combination of factors can contribute to establishing the need for waste transfer facilities, for example, the implementation of national policy, the need to reduce distances travelled and commercial/economic consideration. In order that an appropriate appraisal of “need” can be undertaken, applicants are encouraged to liaise with the Local Planning Authority to reach agreement upon particular factors which should be addressed in any specific planning application.

Policy WM1.7 Colliery Spoil

“The Council will judge proposals for colliery waste tipping against the background of an assessment of alternative colliery spoil disposal options, which will normally be required as an integral element of such proposals. In considering proposals for colliery waste tipping, the Council will seek to strike a balance between meeting the recognised needs of the industry and addressing the potentially adverse impacts on local amenity, loss of agricultural land, nature conservation and other interests of recognised value, which can result from such proposals.”

Refer to Policies: ENV2, ENV3.6 and UTL1.3

6.9.25 Colliery spoil tipping has historically formed the bulk of all waste deposited within the Borough. The future requirement for tipping space for such purposes will continue to decline during the Plan period as a result of colliery closures. Colliery spoil disposal, however, both current and past, represents perhaps the Borough's greatest single environmental problem and a major detraction to regeneration and inward investment. Though there has been extensive national consideration of alternative uses and disposal methods for colliery spoil, increasingly more competitive commercial considerations in the deep mining industry will continue to favour the lowest cost options for spoil disposal by landfill methods at or close to the pit-head. Where colliery spoil requirements coincide with areas where surface minerals are being worked or are present, spoil disposal schemes can sometimes be designed which maximise capacity and avoid sterilisation of valuable mineral reserves. The Council will require all such situations to be fully explored by the industry in the context of Policy MIN8. In this connection following the successful outcome of protracted negotiations, it is planned that all future spoil disposal from the single remaining deep mine within the Borough at Maltby, will be directed northwards into the major limestone quarrying voids at Stainton, in Doncaster. Therefore, no provision has been made on the Proposals Map for any surface extensions of colliery spoil tipping at Maltby within the Plan period. Policy WM1.7 is intended to meet any unforeseen situations which may arise during the period of the Plan.

6.9.26 Invariably, sites for disposal which represent the most cost-effective option for the industry will cause significant local environmental concerns. The Council is anxious to support the deep mining industry as a major employer, but where further tipping requirements are identified, the Council will continue to assess the needs of the industry against the likely impact of individual proposals on the environment and local amenity. Therefore, in respect of all significant proposals for colliery waste disposal, the Council will wish to consider with the industry, the alternative options available (including remote disposal) in the context of the evaluative framework for the Assessment of Alternative Colliery Spoil Disposal Options recommended by central government.

Policy WM1.8 Operational Landfill Requirements

“The Council will only grant planning permission for landfill development where a detailed scheme(s) of working, restoration and aftercare forms part of the proposal. This will normally be progressive and will provide for the following:

(i) a detailed timescale and programme of work,
(ii) prior stripping/storage of soils for re-use in restoration,
(iii) phased operations designed to minimise nuisance and disturbance to surrounding uses from noise, dust, smell and windblown materials,
(iv) site drainage and measures to prevent groundwater and surface water pollution,
(v) appropriate measures to control leachate and landfill gas,
(vi) restoration of the site (progressive, wherever feasible) in terms of final landform, surface
6.9 Waste Management

(treatments and landscaping in keeping with the character of the surrounding area, and)

(vii) a programme of site aftercare.”

Refer to Policies:
ENV3.7, UTL1, UTL1.1, UTL1.2 and UTL1.3

6.9.27 Waste disposal operations, particularly landfill (including “landraising”), are potentially very damaging activities which, if not properly controlled, have the potential to cause extensive pollution and adversely affect the amenity of adjoining residential areas, as well as the environment generally, due to noise, dust, litter, traffic and visual intrusion. The uncontrolled migration of landfill gas from a site poses a significant hazard to any surrounding properties and, on a wider scale, can sterilise the development potential of adjoining land. Landfill is a temporary use of land and in granting planning permission for development, the Council will attach conditions designed to ensure that the site is appropriately and securely restored on completion of tipping and to a form suitable for beneficial afteruse.

6.9.28 The day-to-day monitoring and control of landfill sites, including matters regarding landfill gas and leachate, is controlled through the waste management licence issued by the Environment Agency under the provisions of the Environmental Protection Act, 1990. Site licences are personal to the operator and cannot be surrendered until the Environment Agency is satisfied that the restored site no longer poses a threat in terms of pollution of the environment or harm to human health. (Environmental Protection Act, 1990, Section 39.) Liability for any such residual effects of landfill sites due to leachate or landfill gas generation rests with the licence holder (or in default with the landowner), therefore, following site restoration or cessation of tipping until such time as the surrender of the licence is accepted by the Environment Agency.

Policy WM1.9 Landfill Gas

“The Council will view favourably proposals for the utilisation of landfill gas as an energy resource wherever this is viable and can be demonstrated to be environmentally beneficial.”

Refer to Policy:
UTL3.4

6.9.29 Landfill gas also has its positive aspects. There has been considerable research into the generation and utilisation of such gas as an energy source, to supplement more traditional power supplies on a local basis. Modern landfill methods can be designed to incorporate positive extraction arrangements to provide a reliable local energy source, particularly where there is a ready user close to the generating site.

Waste Management Information
6.9.30 In order to meet the objectives of the Plan and monitor the performance of its policies in relation to changing waste management patterns in the Borough, the Council will prepare, regularly update and separately publish information on waste management issues as Supplementary Planning Guidance.
Utilities

Introduction

6.10.1 The utility companies and agencies providing gas, electricity, water supply, land drainage, sewage disposal and telecommunications services will all have a part to play in shaping future development and the environment of the Borough.

6.10.2 The Plan will seek to promote orderly development through the efficient use of land and service infrastructure. This will be achieved by co-ordinating the demands of new development with existing and future capabilities of the utility companies and agencies in renewing, reinforcing and extending service networks.

6.10.3 In Rotherham, the principal utility companies and agencies involved are:

- British Gas plc,
- The National Grid Company,
- Yorkshire Electricity plc,
- Yorkshire Water plc,
- Severn Trent Water Limited,
- Environment Agency,
- British Telecommunications plc,
- Orange Personal Communications Limited,
- Mercury Communications, and
- Yorkshire Cable.

6.10.4 The privatisation of the utility companies has led to internal re-organisations into discrete business units. These are now run on a commercial basis looking to market diversification, and the attainment of financial objectives and improved productivity which can often be achieved with the deployment of new technology. The short-term effects of these changes on land-use and development remain unclear but it is possible that some limited change could take place within the Plan period.

6.10.5 Close co-operation between the Council, developers and the utility companies will assist the furtherance of many of the Plan’s objectives including:

- Developing partnerships between the public and private sectors to promote conditions to attract new investment development and to create employment opportunities,
- Refurbishing run-down urban areas and improving local amenities, and
- Safeguarding the environment and encouraging the ‘greening’ of urban areas and the conservation of the countryside.

6.10.6 The main issues raised in the preparation of the Plan relate to:

- Safeguarding infrastructure and local amenity - protecting water resources, their environs and service infrastructure from unsuitable development and, conversely, protecting the Borough’s environment against any adverse amenity effects of utility apparatus,
- New Service Supply - capability of extending and reinforcing the existing service infrastructure networks to cater for new development, and
6.10 Utilities

• Utility Industry Restructuring and new technology - considering the future land-use and environmental implications of new technology and the commercial diversification of utility companies.

Policy UTL1 Safeguarding Utility Infrastructure

“In granting planning permission, the Council, in consultation with the utility companies, will require that development proposals take into account any existing and new service infrastructure requirements, such as major pipelines, transmission lines, telecommunications networks, distribution mains, sewers, sewage treatment works, land drainage systems, flood defences, scheduled washlands and surface and groundwater resources, together with associated apparatus, installations and operational land and the need for access for maintenance and repair purposes.”

Refer to Policies:
ENV3, ENV3.2 and ENV3.7

6.10.7 Access to mains and sewers is governed by statutory powers enjoyed by the various utility companies and agencies. The Council, as the local planning authority, assesses the planning implications of proposals through established consultation arrangements.

6.10.8 Besides using watercourses to collect direct run-off, the water industries use the existing river system for the disposal and transportation of wastes from their sewage treatment works. The Borough is drained by three main rivers, the Rother, Don and the Dearne. A vital part of the management of these river systems is achieved by controlling adjacent areas of land used for essential storage of floodwater (washlands).

6.10.9 Policies UTL1.1 and UTL1.2 attempt to ensure that new development is not in risk of flooding and also does not put other areas at risk.

Policy UTL1.1 Scheduled Washlands

“Development will not be permitted in areas of scheduled washlands except where:

(i) the development would not significantly affect the function of the washland, and

(ii) there would be no serious risk to the development from flood debris or pollution.”

6.10.10 Policy UTL1.1 attempts to ensure that any new development within scheduled washlands is not in itself at risk from flooding and also does not put other areas at risk. Policy UTL1.1 will be applied to Environment Agency designated scheduled washlands within the Borough identified on the Proposals Map.

6.10.11 It is important that these washlands are protected from unsuitable development: if a river system is deprived of its washland (for example, by development which raises the height of land or creates a barrier to floodwater) then this could lead to more serious flooding problems elsewhere.

Policy UTL1.2 Flood Defence Outside Scheduled Washlands

“The Council will only permit development where it would not be:

(i) at direct risk from flooding, nor

(ii) likely to materially increase the risk of flooding elsewhere.”

6.10.12 UTL1.2 attempts to ensure that new development is not itself at risk and also does not put other areas at risk from more localised flooding problems.

6.10.13 New development can have significant implications for flood risk. There are three main planning issues concerning development and flood risk.

6.10.14 The first relates to those parts of the Borough liable to flooding (the floodplain). Within the floodplain new development may be liable to flooding and may increase the risk of flooding elsewhere by reducing the capacity of the floodplain and impeding flood flows. The Environment Agency holds information identifying many of the areas known to be at risk.

6.10.15 The second issue relates to surface water run-off. New developments may result in a substantial increase in surface water run-off as permeable surfaces are replaced by impermeable ones such as roofs and paving. This may result in an increased risk of flooding downstream and may
increase the risk of pollution and damage to river habitats. These effects can often be at some distance from the particular development.

6.10.16 The third relates to the need to protect the Borough’s fluvial flood defence. Fluvial flood defences are an important element of the Borough’s infrastructure. A breach in a fluvial defence could lead to serious flooding placing both people and property at risk. The successful operation of fluvial defences requires monitoring and management as a consequence the Council will protect such access to fluvial flood defences from inappropriate development.

6.10.17 The Council in consultation with the Environment Agency will assess the flood defence implications of development proposals. Development proposals will only be permitted where the Council is satisfied that suitable flood defence measures designed to mitigate the adverse effects are included as an integral part of the development.

Policy UTL1.3 Groundwater Protection

“The Council, in consultation with the Environment Agency and other interested bodies, will ensure that development does not prejudice groundwater quality or resources.”

Refer to Policy:
ENV3.7, MIN2.1 and WM1.8

6.10.18 The prevention of contamination of existing and potential groundwater resources and their protection from premature depletion or dewatering, is an essential aspect of national resources management. Currently groundwater provides some 40% of the total UK public water abstraction. Unlike the pollution of a surface water course, pollution of groundwater can result in the loss of groundwater resources for many years. Effective remedial action is frequently not feasible or is excessively expensive and so groundwater control is, by necessity, strongly preventative in nature.

6.10.19 Groundwater pollution can occur in many ways. One is via industrial, agricultural or other pollutants seeping down from surface waters (i.e. rivers and streams) to the underground strata from which groundwater is extracted. A second way is via disturbance to/or development of contaminated land. Another and perhaps the one with the greatest significance, is via mineral extraction and landfill operations. The Council, as far as its powers will allow, will seek to reduce such pollution as set out in Policy ENV3.7.

6.10.20 The working of sandstone and limestone may affect local groundwater levels and possibly groundwater resources and abstractions. Opencast coal mining may have significant local effects because of the depth of the excavation, and local dewatering or contamination. The implementation of the minerals "Area of Search" for limestone extraction must be carried out with Policy UTL1.3 in mind.

6.10.21 Source Protection Zones will be subject to regular re-appraisal by the Environment Agency in the light of new knowledge or changed circumstances. It is advisable, therefore, for developers to contact the Environment Agency at an early stage of their deliberations to see if their development will lay within a Source Protection Zone. If so, the Environment Agency will advise on what measures are needed, if any, to ensure that groundwater quality or resources are not prejudiced. The Council will consult with the Environment Agency at all times to determine whether or not significant planning application sites fall within either Resource Protection Areas or Source Protection Zones.

6.10.22 A majority of landfill operations occur in former mineral workings. As the workings are often in aquifers, there is a risk of groundwater pollution. In liaison with the Environment Agency, the Council will seek to protect groundwater quality and this will require engineering measures (such as containment cells or barriers) on landfill sites to contain leachates.

Policy UTL2 Utility Services for New Development

“The Council, in consultation with the utility companies and agencies, will seek to control the use and development of land having regard to the efficient provision of gas, water, drainage, electricity and telecommunication services to and within areas of future development.”

Refer to Policies:
HG4.2 and EC2.1
6.10.23 To this end, Policy UTL2 restates the Council’s ongoing commitment to meaningful consultation with the utility companies and agencies on all significant land use and development proposals. It is not envisaged that there will be insuperable technical problems in providing most services to all parts of the Borough. In all cases, new connections and reinforcement of service networks will be subject to commercial appraisal by the utility companies and agencies. However, in some instances where service infrastructure capacity is constrained, improvements will be required before development can proceed. In such cases, planning permission will only be granted subject to conditions or agreements to preclude development or use of land until adequate provision is made. Extensive development schemes may need to be subdivided into distinct phases to enable service provision to be incrementally provided to match supply with the growing demand.

Policy UTL3 Environmental Impact of Service Installations

“The Council will seek to ensure that the utility companies and agencies avoid or, where this is not possible, minimise the adverse landscape and environmental impacts of transmission lines, installations and other similar apparatus.”

Refer to Policies: ENV3.1 and ENV3.2

6.10.24 The form and scale of certain service installations and apparatus such as electricity switching stations, sub-stations and overhead power lines, can be visually obtrusive, particularly in residential areas and areas of environmental sensitivity. They can also be a potential source of danger if they are not kept secure from vandalism and trespass. The utility companies and agencies have permitted development rights which mean that local planning authority permission is not required for some installations. In such cases, reliance is placed upon the utility companies and agencies to adhere to their statutory environmental obligations.

Policy UTL3.1 Development close to High Voltage Power Lines

“Applications for development close to overhead power lines should take into account the effect of the transmission towers and cables in the vicinity of the site on the amenity of the occupiers of the proposed development.”

Refer to Policies: HG4.2, EC2.1 and ENV3.2

6.10.25 For reasons of amenity the Council will generally discourage development close to overhead power lines. It will also give great weight to the advice and guidance given on this matter by the National Radiological Protection Board.

6.10.26 Pylons and cables inevitably have an impact on the visual amenity of their surroundings. In particular dwellings located close to power lines, could be dominated by them and views from the properties significantly impaired. Further, under certain conditions some power lines emit noises that could harm the amenity of those occupying development nearby.

6.10.27 Given the flexibility within the Plan’s allocations, there is no need for development to take place close to overhead lines. In particular the Council will seek to discourage development for housing, schools, hotels, industry and all other forms of land use that would result in people spending a significant proportion of their time in a visually poor environment. The exact distance considered appropriate will be dependent upon a combination of factors including the development concerned, the type of line that is nearby and the topography of the land where the development is proposed.

Policy UTL3.2 Telecommunications Development

“The Council will normally grant planning permission for telecommunications development where no satisfactory alternative exists and there is no reasonable possibility of sharing existing facilities, provided that they satisfy relevant planning and highway criteria and do not seriously detract from the character of the surrounding area. Any development will need to be sited and designed so as to minimise its visual impact, subject to technical and operational considerations.”

Refer to Policies: ENV3.1 and ENV3.2
6.10.28 Whilst PPG 8 Telecommunications requires UDPs to “set out Policies and proposals for the location of telecommunications developments” permitted development rights enjoyed by the service providers mean that permission is not required for some installations, although these must be notified to the local planning authority for its comments. In such cases, reliance will be placed on the service provider to adhere to their statutory environmental obligations.

6.10.29 In imposing planning controls over modern telecommunications development, the Council will attempt to reconcile the growing and changing needs of facilities with the need to minimise the development’s visual and amenity impact.

6.10.30 By their very nature, modern telecommunication apparatus, such as satellite dishes and radio masts, will often appear conspicuous or obtrusive when located in rural areas or in established urban areas. Policy UTL3.2 is designed to allow such development to take place in acceptable locations with the proviso that the realistic alternatives, both technological and locational, have been fully considered.

Policy UTL3.3  Energy Conservation

“The Council will encourage new development proposals which promote and improve energy efficiency.”

Refer to Policies: ENV3.1 and ENV3.2

6.10.31 The improvement of energy efficiency in existing and new developments will have important environmental benefits, because energy consumption is closely associated with the use of non-renewable resources and the consequential pollution caused by traditional methods of energy generation. The increased use of finite resources, with their associated pollution problems, is not a sustainable, long term option.

Policy UTL3.4  Renewable Energy

“There will be a presumption in favour of proposals for the generation of power from renewable energy sources against the likely environmental costs and benefits arising in each particular case.”

Refer to Policies: ENV3.1, ENV3.2 and WM1.9

6.10.32 The aim of the planning system is to secure economy, efficiency and amenity in the use of land in the general public interest. Planning decisions have to reconcile the interests of development with the importance of conserving the environment. In planning for the use of land by energy-generating installations, the Council supports Central Government’s aims as set out in PPG 22 Renewable Energy, (February, 1993):

(i)  to ensure that society’s needs for energy are satisfied, consistent with protecting the local and global environment.

(ii) to ensure that any environmental damage or loss of amenity caused by energy supply and ancillary activities is minimised, and

(iii) to prevent unnecessary sterilisation of energy resources.

6.10.33 Renewable energy is the term used to cover those energy flows that occur naturally and repeatedly in the environment - energy from the sun, the wind, the oceans and the fall of water. Plant material is an important source of renewable energy. Combustible or digestible industrial, agricultural and domestic waste materials are also regarded as renewable sources of energy (see WM1.9).

6.10.34 Renewable energy sources offer the hope of increasing diversity and security of supply and of reducing harmful emissions into the environment. Technologies involving the conversion of waste to energy may help alleviate the problems associated with waste treatment and disposal. Some renewable energy sources, such as hydro-power, have already been commercially exploited whilst others, such as the wind, are on the verge of widespread commercial application. A better understanding of the technologies involved and of the planning policies and procedures which apply is needed if their introduction is to proceed smoothly in the coming decades.

6.10.35 Renewable energy systems differ from fossil-fuel and nuclear energy systems in their relationship to land-use and the environment. Renewable energy sources tend to be of lower energy...
output for an equivalent area of land used, when compared with more conventional sources and capital plant requirements may be more expensive per unit of energy production capacity.

6.10.36 A main advantage of using renewable energy is its contribution to limiting emissions of greenhouse gases (the gases which cause global warming). The main greenhouse gas is carbon dioxide (CO$_2$) produced principally from the burning of fossil fuels. Some renewable energy sources (e.g. solar, wind and tidal power) produce no CO$_2$ or other gaseous emissions at all.

6.10.37 Renewable energy is not the only solution to limiting emissions of greenhouse gases. On the demand side, energy efficiency can also make a substantial impact on reducing our need for conventionally produced energy supplies (see Policy UTL3.3, above).

6.10.38 The potential impact of Part III of the Environmental Protection Act, 1990, on the development and commercial viability of renewable energy projects from which a specified statutory nuisance may arise, makes it important that any developer should realistically and carefully assess the potential environmental emissions in planning a renewable energy project.

6.10.39 Renewable energy resources can usually only be developed where they occur and the Council will consider the contribution that the Borough can make to meeting need on a local, regional and national basis. This contribution will reflect the nature and extent of resources in this particular area and other relevant planning considerations.

6.10.40 Sites proposed for the development of renewable energy sources will often be in rural areas, probably in the Green Belt and in visually prominent locations which may also have important archaeological, habitat or heritage interests. Renewable energy installations will usually require connection to the existing electrical network, which could be potentially more visually intrusive than the installation itself. Evidence that all options for routing or undergrounding of such connections have been considered, will be required.

6.10.41 The Council will, therefore, require all planning applications for renewable energy installations to be supported by a comprehensive appraisal of the likely environmental impacts of the proposed scheme. For projects of a significant scale, a formal environmental assessment (E.A.) will be requested by the Council in every case. The principle is now well established that the polluter should pay the cost of meeting acceptable environmental standards and the Environmental Protection Act provides that effects should be minimised by use of the best available techniques not entailing excessive costs (BATNEEC).

6.10.42 Each environmental assessment will be required to evaluate the effects of the proposed development on human beings, flora, fauna, soil, water, air, climate, the landscape, local amenity, visual impact, material assets, traffic implications, archaeological and heritage interests.

6.10.43 As concern for environmental issues grows it is probable that the Council will receive applications for renewable energy generation plant purely to serve a single user e.g. a remote farm, house, business or leisure use. Such schemes are likely to have less impact on the environment than a commercial installation and therefore are unlikely to require the submission of a formal environmental assessment.

6.10.44 When dealing with renewable energy proposals which involve novel or unusual considerations for development control purposes, the Council may seek to enter into a planning obligation with the developer, following the advice of Circular 16/91 (Planning Obligations).

6.10.45 In certain areas there has been a public backlash over the visual intrusion of renewable energy generating apparatus on exposed or prominent sites. As with all major planning applications, the Council will strive to involve local communities fully in the decision-making process.
7.0 Introduction

This Chapter takes the policies detailed in Chapter 6 and analyses them on a geographical basis. It draws attention to local land-use, environmental, transportation, minerals and other proposals which arise from those policies and describes how the policies and proposals will be implemented in a local context. For the purposes of this analysis, the Borough has been divided into twelve community-based areas, as shown on Figure 11, overleaf. Each area is the subject of a separate section of this Chapter. These sections should be read in conjunction with Chapter 6 to gain a full understanding of the Council’s planning policies for the area.

The preparation of these area proposals has been strongly influenced by the many contributions from local groups and individuals. These contributions are highly valued and gratefully acknowledged.
7.0 Introduction

Figure 11: UDP Part II areas

1. Swinton - Wath - Brampton Bierlow
2. Rawmarsh - Parkgate
3. North Rotherham
4. Central Rotherham
5. East Rotherham
6. Rother Valley
7. Bramley - Wickersley - Thurcroft
8. Malby
9. Rural Rotherham
10. Dinnington - Anston
11. Aston - Wales - Kiveton Park
12. Harthill - Woodsetts
Introduction

7.1.1 The area is located in the north of the Borough, in the Dearne Valley. It consists of the settlements of Wath and Swinton, together with the smaller communities of West Melton, Brampton Bierlow and Kilnhurst. These settlements owe their modern expansion to the exploitation of coal, and the subsequent development of the road, canal and railway systems. The settlements have tended to merge along the primary transportation routes, yet the communities have each retained their individual identities.

7.1.2 There were 32,699 residents in the area at the time of the 1991 Census, a decrease of 138 since the 1981 Census. The population structure is marginally older than the Borough average, 19.1% aged 65 or over, compared with 17.2% for the Borough as a whole.

7.1.3 The recent decline in the area’s deep coal mining and associated industries, has resulted in a legacy of dereliction, although parts of Wath and Swinton and much of the surrounding countryside are very attractive.

7.1.4 The area has strong social and economic links with other towns and villages in the Dearne Valley, some of which lie within the Barnsley and Doncaster Metropolitan Boroughs. In 1991, a joint local authority, private sector and Central Government initiative created the Dearne Valley Partnership, to oversee the regeneration of the Dearne Valley. In the same year, the Secretary of State for the Environment announced that the Dearne Valley had been successful in bidding for City Challenge funding. The Dearne Valley Partnership has used the City Challenge funding, (some £37.5 million over five years), as a catalyst to bring its regeneration proposals to fruition. These regeneration aims and specific proposals are incorporated into, and reinforced by the Plan.

Policy overview

7.1.5 The Swinton-Wath-Brampton Bierlow area has suffered most severely during the past decade with the closure of four Collieries at Kilnhurst, Manvers, Wath and Cortonwood and the subsequent closure of associated works and facilities, such as the Manvers Coking Plant, the British Coal offices and laboratories and the Wath Marshalling Yards. The complete and comprehensive nature of these closures presented a huge challenge and provides great opportunities for starting afresh.

7.1.6 The Plan proposes regeneration by means of a massive physical transformation to provide:

- a high quality environment,
- much improved highways and transportation facilities,
- sites for all types and size of industry and business,
- recreational facilities - including water sports and golf.
7.1 Swinton - Wath - Brampton Bierlow

- sites for new homes,
- social and community facilities, most notably, the Dearne Valley College, and
- new shopping and leisure facilities.

7.1.7 Whilst there is a strong emphasis on economic development in these proposals, the Plan does much more than provide land for new industry and business. The range and variety of developments combine together and with the multiplier effect, help to transform the economic, social and physical environments of the area.

7.1.8 This is an exciting vision which is receiving the support of the local community, the private sector, local authorities and Central Government and many other agencies. This Plan plays a central and vital role in achieving this vision and assists in the economic, social and physical regeneration for the Wath-Swinton-Brampton Bierlow area.

Policy application and proposals

Economic Development

7.1.9 The decline of the coal mining industry, particularly over the past decade, has resulted in high levels of unemployment and vast areas of dereliction. In 1991, 13.1% of the economically active population was unemployed, compared with the Borough average of 11.9% (1991 Census). The Council, in conjunction with adjoining local authorities, the private sector and the Dearne Valley Partnership, has been active in promoting major regeneration initiatives in the area as in the case of the Manvers and Cortonwood proposals.

7.1.10 Policy areas allocated primarily for industrial and business use are identified on the Proposals Map. Within these policy areas, there will be a presumption in favour of appropriate development proposals which support the areas' commercial roles and characters, in line with Policies EC1, EC1.1, EC3 and EC3.1 to EC3.5.

7.1.11 In accordance with Policy EC2 and EC2.1, the Swinton-Wath-Brampton Bierlow area will contribute to the industrial and commercial land needs of the Borough by the allocation of a range of new sites to suit a variety of employment opportunities:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E1</td>
<td>Cortonwood Business Park</td>
<td>13.0</td>
</tr>
<tr>
<td>E2</td>
<td>Wath West Industrial Estate</td>
<td>2.2</td>
</tr>
<tr>
<td>E3</td>
<td>Manvers 7</td>
<td>10.2</td>
</tr>
<tr>
<td>E4</td>
<td>Fitzwilliam Fields</td>
<td>5.0</td>
</tr>
<tr>
<td>E5</td>
<td>Manvers 8</td>
<td>17.3</td>
</tr>
<tr>
<td>E6</td>
<td>Manvers: Lakeside</td>
<td>6.1</td>
</tr>
<tr>
<td>E7</td>
<td>Manvers: South of Brook Dike</td>
<td>5.6</td>
</tr>
<tr>
<td>E8</td>
<td>Manvers 4</td>
<td>56.4</td>
</tr>
<tr>
<td>E9</td>
<td>Manvers 3</td>
<td>12.1</td>
</tr>
<tr>
<td>E10</td>
<td>Manvers: Site A</td>
<td>2.5</td>
</tr>
<tr>
<td>E11</td>
<td>Manvers: Bolton Road (East)</td>
<td>6.4</td>
</tr>
<tr>
<td>E12</td>
<td>Manvers 1</td>
<td>5.5</td>
</tr>
<tr>
<td>E82</td>
<td>Manvers: Golden Smithies</td>
<td>11.9</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>154.2</td>
</tr>
</tbody>
</table>

An additional 11.5 hectares of land will be available on 16 small sites of between 0.4 and 2 hectares at Manvers, Swinton Meadows and Kilnhurst. Site E8 Manvers 4 is potentially accessible by rail.

7.1.12 Lying at the heart of the Dearne Valley, the Manvers Regeneration Scheme is seen as the most important development opportunity in the area. Manvers extends to some 585 hectares, reputedly the single largest reclamation/regeneration project in the United Kingdom, the majority of which falls within the Borough. The area has previously benefited from City Challenge funding and very substantial derelict land grants and other funds from Central Government and the European Union. These financed the massive physical transformation necessary to clear dereliction and make land available for development. Particular features of the initiative which will help attract inward investment include the 3.5 Kilometre (2.2 mile) long, Manvers Spine Road, with direct access to the Dearne Towns Link Road, extensive environmental improvements, new recreational facilities and the Dearne Valley College.

7.1.13 Manvers, together with the nearby Cortonwood Business Park, will provide approximately 155 hectares of land for industrial and business uses during the Plan period. The development opportunities provided are varied and attractive and include a site suitable for a single major investor. An Enterprise Zone including 106 hectares of land at Manvers and Cortonwood was designated in 1995. The Enterprise Zone is identified on the Proposals Map.

7.1.14 In accordance with Policies EC5 and EC5.1, the following are allocated as Mixed Use Areas:
7.1 Swinton - Wath - Brampton Bierlow

MU1 Former Cortonwood Colliery
Planning permission has been granted. This mixed use development will aid the regeneration of the area by providing jobs, homes and retail and leisure facilities. Retail uses will be subject to a maximum of 22,575 square metres (243,000 sq. ft.) gross floorspace, incorporating no more than 5,547 square metres (60,000 sq. ft.) net retail sales area for the sale of foodstuffs. Class C3 uses will be subject to a maximum of 500 dwellings over the Plan period. Part of the former Colliery site, adjoining this Mixed Use Area, received Enterprise Zone status in 1995.

MU2 Fitzwilliam Fields
This area is considered particularly suitable for Classes B1 and C3 uses, subject to a maximum of 175 dwellings. Housing will be the preferred use in the south-eastern sector of the area, with B1 uses separating the housing from general industry which will be more appropriate in the north-western sector of the area.

MU3 Manvers: Lakeside
Development in this area will greatly assist the regeneration of Manvers by providing jobs, homes and leisure facilities in an attractive setting. Class C3 uses will be subject to a maximum of 50 dwellings.

MU4 North of Wath Town Centre
In the area north of Wath town centre, houses exist alongside shops, vacant land, community facilities and industry. The area is in a prime location, lying on the fringe of Manvers Regeneration Area and Wath town centre. The aim of the Plan in this area is to encourage a transition in the area’s function, allowing it to become an extension of the town centre and also an area of housing growth. Up to 50 new dwellings (Class C3) will be permitted with preference given to the area north of Brook Dike and the Moor Road area. Class A1 retail and service sector employment development proposals will need to relate functionally and geographically to the existing town centre.

MU6 Kilnhurst Centre
Along Victoria Street, Kilnhurst, shops are intermixed with public houses and residential properties. Many of the buildings are in a poor state of repair and a number of vacant sites exist. The area suffers from a poor appearance, but provides an important function for people living nearby. The aim of the Plan is to exploit opportunities for new development that will improve the vitality and viability of the village centre.

7.1.15 In accordance with Policy EC4, the Council will look favourably upon appropriate development proposals creating service sector employment, particularly in the Mixed Use Areas, the Manvers and Cortonwood Regeneration Areas, as well as Wath and Swinton town centres.

Housing
7.1.16 Swinton-Wath-Brampton Bierlow is a well established residential area offering a wide range of housing by age, type and tenure. The 1991 Census shows there were 12,857 households in the area, of which 57.8% were owner-occupiers and 38.4% rented from the local authority or Housing Association. Private house-building has been slow and erratic averaging 81 dwellings per annum between 1986 and 1991. This represents 10.4% of all new housing completed in the Borough over that period, and has been mainly concentrated in the Swinton area.

7.1.17 In accordance with Policy HG1, housing policy areas in Swinton-Wath-Brampton Bierlow which are to remain primarily in residential use are identified on the Proposals Map. Development proposals which detract from, or are incompatible with the residential character of these policy areas will be resisted.

7.1.18 The area contains significant pockets of older housing where environmental improvements would be beneficial, most notably at:

Former General Improvement Areas
West Melton
Sandymount
7.1 Swinton - Wath - Brampton Bierlow

Areas of Older Housing

Barnsley Road
Melton High Street
Doncaster Road
Park Road
Manor Road
Cliffefield

Estate Action
Swinton Fitzwilliam Estate

Consistent with Policy HG2, the Council will support proposals to improve the quality and appearance of these older residential areas. In particular, the Council supports the refurbishment of the Swinton Fitzwilliam Estate.

7.1.19 In accordance with Policy HG4.1, the Proposals Map identifies a number of existing housing development sites at:

Without planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)

Pontefract Road ........................................ 27
Winterwell ............................................. 32
Valley Drive ........................................... 42
Cadman Street ....................................... 24
Piccadilly Road ...................................... 12
Carlisle Street ....................................... 17

With planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)

212 Barnsley Road .................................. 12
Manor Farm .......................................... 17
Church Street........................................ 19
Golden Smithies Lane (South) .................. 34
Piccadilly (Wentworth Gardens) ............. 39
Packman Road (Garden Centre) ............. 16
Manor Road......................................... 10
H1 Savile Road.................................... 110
H3 Packman Road .................................. 52
H4 Cortonwood ..................................... 500

7.1.20 In accordance with Policy HG4.2, the Proposals Map identifies proposed housing sites at:

Without planning permission at 12/05/97

Ref. Location Area (ha.)

H38 Moor Road ..................................... 2.0
H39 Milking Lane .................................. 4.0
H40 Fitzwilliam Fields ............................. 7.0
H41 Golden Smithies Lane ...................... 6.3

With planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)

Gorehill Close ...................................... 1.4

Additionally, provision for up to 50 dwellings is included within the Mixed Use Area, MU3, Manvers: Lakeside. In the development of the sites at: Moor Road (H38); Milking Lane (H39); and Fitzwilliam Fields (H40), agreement will be sought, under the provisions of the Town and Country Planning Act, 1990, for the developer to provide an element of affordable housing to meet local needs, in accordance with Policy HG4.7.

7.1.21 An area of land to the south of Melton High Street is now allocated Green Belt in line with Policy ENV1. This land had a residential allocation in the former Swinton-Wath-Brampton Bierlow District Plan, but is no longer required for such use because sufficient land in more appropriate locations is now allocated on the Proposals Map.

7.1.22 The Council considers that there is a need to provide a caravan site for travelling people in the north of the Borough. In keeping with Policy HG4.9, the Council will support the provision of a site for occupation by travelling people, during the Plan period.

Environment

7.1.23 In accordance with Policy ENV1, most of the open land between and around the settlements is protected by Green Belt in order to keep separate the towns and villages in the Plan area, safeguard the countryside and assist in urban regeneration. In keeping with Policy ENV1.8, the Green Belt boundary, as defined in the earlier Rotherham Green Belt Local Plan, is modified by the Plan as follows:

Manvers - The Green Belt boundary, as defined on the earlier Rotherham Green Belt Local Plan, mainly followed features pertaining to the former Wath and Manvers Collieries and their associated industries. Their closure and subsequent reclamation has meant many of these boundaries no longer relate to physical features. Modifications have been made so that the Green Belt boundary follows permanent features:
7.1 Swinton - Wath - Brampton Bierlow

(i) a number of small alterations are made to the north of site E8.

(ii) the full extent of the Manvers lake is to be included in the Green Belt, and

(iii) the addition of the disused railway line between Bow Broom and Mexborough, will help reinforce the separation and prevent the coalescence of these settlements which lie within Rotherham and Doncaster, respectively.

Flatts Valley - Part of the western side of Flatts Valley between Wath and West Melton has been included within the Green Belt. This alteration will prevent the encroachment of urban uses into the open countryside, reinforce the separation of Wath and West Melton and protect this valuable wildlife and amenity resource that has recently been the subject of Council sponsored environmental improvements, in order to enhance it’s amenity and wildlife value.

Kilnhurst - Part of the former Kilnhurst Colliery is taken out of the Green Belt to reflect planning permissions to re-use the former Colliery buildings and associated land for employment purposes.

Land east of Golden Smithies Lane - A site has been excluded from the Green Belt and allocated for Community Education use, enabling the development of the Dearne Valley College.

7.1.24 Should Wathwood Hospital become vacant within the Plan period the Plan provides guidelines on appropriate after-uses for this site. Proposals for the re-use of the hospital site will be considered in the context of the following guidelines:

(i) proposals will also be expected to have regard to Central Government advice regarding the re-use of redundant hospital sites in the Green Belt as outlined in FPG 2 (Green Belts),

(ii) development appropriate to the Green Belt and a Heritage Area in conformity with Policy ENV3.6,

(iii) institutional development will be acceptable in principle, and

(iv) the provision of satisfactory access arrangements and agreement on access capacity.

7.1.25 The Council will seek to ensure that Scheduled Ancient Monuments and their settings are protected from inappropriate development, in particular, those sections of the Roman Ridge at Wathwood, Wath and Bow Broom, Swinton, as shown on the Proposals Map, in keeping with Policies ENV2, ENV2.1, ENV2.3 and ENV2.4. Other Heritage Areas identified on the Proposals Map will also be protected against inappropriate development, in line with Policies ENV2, ENV2.2, ENV2.3 and ENV2.4.

7.1.26 Creighton and Wath Woods will be investigated for future declaration as Local Nature Reserves in accordance with Policy ENV2.4.

7.1.27 In accordance with Policy ENV2.10, the Council will seek to conserve and enhance the character and appearance of the Conservation Areas at Swinton and Wath. Detailed and specific proposals will be prepared for the enhancement of the Wath Conservation Area.

7.1.28 Parts of the Wath-Swinton-Brampton Bierlow area are severely disfigured by the problems of dereliction, resulting principally from mining at the former Collieries of Cortonwood, Wath, Manvers, and Kilnhurst, together with their associated industries. In keeping with Policies ENV4 and ENV4.2, most of this land has now been reclaimed to attract investment and improve the environment.

7.1.29 The Council will also support development proposals and environmental improvements which enhance the quality of the built environment, along the A633 and B6089 corridors, consistent with Policies ENV4 and ENV4.1. Openspaces which are important recreational, conservation and amenity areas, will be protected from inappropriate development in accordance with Policies ENV5, ENV5.1 and ENV5.2. The whole of the area lies within the South Yorkshire Forest and both Manvers and Cortonwood would particularly benefit from additional tree-planting and development, in keeping with Policies ENV6 and ENV6.1.

Transportation

7.1.30 In 1991, 40% of the area’s households were without a car, slightly above the Borough average of 38.2%.

7.1.31 The Council supports improved links to strategic transport networks including the promotion of the use of the Sheffield and South
Yorkshire Navigation which presents opportunities to reduce freight transport costs and to reduce heavy lorry movements, particularly in the shipment of bulk commodities (Policies T1 and T5). The proposed new B6094/M18 Junction (wholly within Doncaster MBC) could potentially improve links between the Dearne towns and the M18 motorway, assisting economic regeneration.

7.1.32 In line with Policy T2, the Council will promote and support new major road and highway improvements, including the Dearne Towns Link Road (wholly within Barnsley MBC) which is essential to the success of the Cortonwood and Manvers regeneration initiatives. The Manvers Spine Road is essential to the regeneration of the area, enabling access to the Manvers development sites, including the major inward investment site.

7.1.33 In accordance with Policies T3 and T3.1, the Council supports the recommendations of the Barnsley-Doncaster Corridor Study based on a “Bus Rapid Transit” (BRT) System operating, in part, on dedicated busways. Implementation will commence with on-line bus priority measures together with a continuing programme of shelter replacement and upgraded service information systems. The Council supports a new transport interchange at Manvers, to serve the Dearne Valley College and an expanded ‘park and ride’ facility at Swinton Rail Station.

7.1.34 In line with Policy T4, the Council has undertaken a traffic management scheme within Wath town centre. The scheme gives priority to buses and pedestrians as well as creating a safe, efficient and attractive shopping environment.

7.1.35 In accordance with Policy T7, the Council will support the continued development of footpaths, cycleways and bridleways in the area, particularly those linking Urban Greenspace and the open countryside beyond. The Council wishes to promote a section of the Trans Pennine Trail through Manvers as part of the Borough’s Long Distance Footpath Network.

**Retailing**

7.1.36 The area is generally well served by shopping facilities within town centres at Wath and Swinton and a number of significant local centres. The Plan seeks to protect and enhance existing facilities by ensuring that any proposed new retail outlets are located within or immediately adjoining the defined town centres, in keeping with Policies RET1, RET2 and RET3. In keeping with Policy RET6, existing local shopping facilities will be supported and appropriate shopping development to meet local needs will be permitted.

7.1.37 The Council will seek a high quality environment within defined town centres in Wath and Swinton, in keeping with Policy RET1.1. For example, a programme of environmental improvements, including bus and pedestrian priority measures and a traffic management scheme has been implemented in Wath town centre. The subsequent reduction in vehicular traffic creates a more pleasant environment for shoppers, residents and town centre users. To maintain and wherever possible, improve the viability and vitality of Wath and Swinton town centres, planning applications for changes-of-use from Class A1 of the Use Classes Order to A2, A3 and sui generis uses, along the prime shopping streets identified below, will be judged against the provisions of Policy RET1.2:

**Wath**

High Street/Church Street/Sandygate

**Swinton**

Station Street/Church Street


7.1.38 In accordance with Policy RET1.3, development proposals for amusement centres will be resisted fronting onto the prime shopping streets defined above.

7.1.39 In accordance with Policy RET4, MU1 Cortonwood, includes a proposed non-food Retail
Warehouse Park, subject to a limit of 22,575 square metres (243,000 sq. ft.) gross retail floorspace, incorporating no more than 5,574 square metres (60,000 sq. ft.) net retail sales area for the sale of foodstuffs.

**Minerals and Waste Management**

7.1.40 There is still some exploitation of minerals in the area. This tends to be tip-washing or the opencasting of coal or sandstone associated with reclamation schemes. Some sites have been identified by the industry as having potential for opencast coal mining. In keeping with Policies MIN3.1 and MIN3.2, proposals for opencast coal workings in the Green Belt, particularly at Warren Vale/Collier Brook and Wentworth Road, will be resisted unless they achieve substantial planning gain in the form of environmental improvements and wider community benefits.

7.1.41 Proposals for waste treatment and disposal in the area may be viewed favourably where the requirements of Policies WM1, WM1.1, WM1.2, WM1.4 and WM1.6 are met.

7.1.42 Recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) will be encouraged at appropriate locations throughout the area, in support of Policy WM1.5.

**Community and Recreation**

7.1.43 The existing level of community facility provision is considered adequate, although local deficiencies do exist. In accordance with Policy CR1, the Council will support development proposals for the provision of social, health, educational and community facilities which meet a local need in the area, particularly those projects designed to serve identified target groups. Furthermore, the Council will seek to prevent the loss of existing facilities. Where this is unavoidable, developers will be expected to adequately replace or substitute lost facilities in the locality, in accordance with Policy CR1.5.

7.1.44 The Dearne Valley College has a vital role to play in the Council’s strategy for regeneration of the area, in providing much needed training and educational facilities for local people. In accordance with Policies CR1.2 and ENV1.8, an area of land has been identified on the Proposals Map to facilitate the future expansion of the College.

7.1.45 Both Manvers and Cortonwood include major recreational and leisure features and this is reflected in their identification as Major Potential Recreational Areas, in accordance with Policy CR2.3. At the centre of the Manvers Regeneration Area is a 16 hectare lake which has a dual-purpose. It serves as a holding reservoir essential for the drainage of this part of the Valley and it will also be suitable for a variety of watersports. The northern part of Manvers is within the Green Belt and is proposed for active and passive leisure uses including golf, part of the Trans Pennine Trail, and an important component of the South Yorkshire Forest. These recreational and leisure areas, together with the proposed Wildfowl and Wetlands Reserve adjoining (within Barnsley MBC) are very important elements in the local regeneration strategy.

**Utilities**

7.1.46 The Council supports the extension of Wath Sewage Treatment Works so as to improve its capacity and treatment in keeping with Policies UTL1 and UTL2. In accordance with Policy UTL1.1, within areas identified on the Proposals Map as Scheduled Washland (the River Don, land north and south of Hooton Road and the River Dearne, various parcels of land north of Manvers) development which would impair the efficiency of these areas for flood storage purposes will not be permitted.
Introduction

7.2.1 The Rawmarsh-Parkgate area includes the communities of Upper Haugh, Monkwood, Sandhill, Ryecroft, Rawmarsh and Parkgate. The navigable River Don and the Sheffield and South Yorkshire Navigation form the southern and eastern boundaries of the area. Collier Brook forms the area’s northern boundary at Warren Vale. The western boundary runs through the open countryside separating Rawmarsh and Parkgate from Greasbrough and Wentworth to the west. The settlement straddles the busy A633, which carries heavy traffic through the shopping and commercial heart of the town. One possible explanation of the name Rawmarsh is “red marsh” accounted for by the town’s position on the Permian red sandstones and marls. Based on earlier small-scale iron works and charcoal burning, the discovery of vast coal deposits after 1800, established the local steel industry. All deep coal mining activity in the area has now ceased.

7.2.2 The 1991 Census population of the area at 18,085, showed a slight decrease (4.5%) on the 1981 total of 18,943. The population of the area has declined over the past decade due to a variety of socio-economic factors. It is anticipated that the recent improvements in the area’s infrastructure and economic base, together with new house-building initiatives, will lead to a reversal of these recent trends. The area should become more successful in retaining more of its natural increase in population as a result of its increasing ability to employ and house its workforce.

7.2.3 The Rawmarsh-Parkgate area shows signs of housing and social stress arising from a high unemployment rate of 12.8%, compared to the Borough average of 11.9% in April, 1991, large concentrations of an ageing housing stock and a high percentage of pensioner and single-person households. The area mirrors the problems which face the Borough as a whole, in that the workforce has, in the past, relied upon a fairly narrow range of traditional industries for employment, notably coal and steel. The Council is committed to broadening the economic base of the Rawmarsh-Parkgate area and to develop human resources by expanding local people’s experiences, abilities and opportunities.

Policy overview

7.2.4 A majority of the Rawmarsh-Parkgate area was covered by the Don and Dearne Valley Town Map, approved in 1973. This was a statutory plan which established the broad pattern of land-use in the area. The Town Map allowed for moderate housing expansion in the Upper Haugh, Thorogate and Sandhill areas which have since been
developed. It also allocated over 40 hectares of land in Parkgate for new industrial development and proposed an A633 by-pass road to the west of Parkgate (not pursued). In 1979, the South Yorkshire Structure Plan identified Rawmarsh-Parkgate as an area of greatest potential for new industrial development and this has been exploited through the designation of an Enterprise Zone in August, 1983, which remained in force for ten years. Declaration of the former Enterprise Zone provided the necessary catalyst to redevelopment and a majority of the Zone has since been developed for industrial, office and retail purposes, providing over 4,000 jobs locally.

7.2.5 The Plan’s proposals for Rawmarsh-Parkgate continue the basic themes of the earlier South Yorkshire Structure Plan, with further major industrial land allocations at Aldwarke and new housing allocations at Upper Haugh and Parkgate. The Aldwarke area has been identified in the Plan as one of the Borough’s five major Regeneration Areas. These proposals reflect the area’s potential for both economic and residential development to meet the Borough’s overall needs over the next decade.

Policy application and proposals

Economic Development

7.2.6 Both male and female unemployment rates in the area in 1991, at 16.3% and 7.8% respectively, were higher than the Borough averages. Self-employment rates, for both male and female, were under-represented in the Rawmarsh-Parkgate area in April, 1991 (1991 Census).

7.2.7 Policy areas allocated primarily for industrial and business uses are identified on the Proposals Map, notably, the former Rotherham Enterprise Zone, Northfield Industrial Estate, Aldwarke and Roundwood Steelworks, south of Great Eastern Way / Aldwarke Lane, and Kilnhurst Road. Within these policy areas, there will be a presumption in favour of appropriate development proposals (subject to the necessary planning permission) which support the areas’ commercial roles and characters in line with Policies EC1, EC1.1, EC3 and EC3.1 to EC3.5.

7.2.8 In line with Policies EC2 and EC2.1, the Rawmarsh-Parkgate area will contribute to the Borough’s overall industrial and commercial land needs by the allocation of a range of new sites to suit a variety of employment opportunities:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E16</td>
<td>Aldwarke: Stadium Developments</td>
<td>17.8</td>
</tr>
<tr>
<td>E17</td>
<td>Aldwarke: Wharf Business Park*</td>
<td>19.9</td>
</tr>
<tr>
<td>E18</td>
<td>Aldwarke: Yorkshire Water (West)</td>
<td>4.4</td>
</tr>
<tr>
<td>E19</td>
<td>Aldwarke: Yorkshire Water (East)</td>
<td>8.4</td>
</tr>
<tr>
<td>E20</td>
<td>Northfield 5</td>
<td>3.2</td>
</tr>
<tr>
<td>E21</td>
<td>Northfield 10*</td>
<td>2.8</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>56.5</td>
</tr>
</tbody>
</table>

* These sites have potential for canal-related industries.

7.2.9 In accordance with Policy EC4, the Council will look favourably upon appropriate development proposals creating service sector employment in the Great Eastern Way/Aldwarke Lane area.

7.2.10 In the former Parkgate Industrial Improvement Area (Mixed Use Areas MU11 and MU12) the Council will support development proposals to convert existing residential properties to workshops and light industrial uses in support of Policies EC1.1 and EC3.4, subject to Policy EC3.5, normal development control criteria and, parking and servicing considerations being met.

7.2.11 Within the Dale Road, Claypit Lane, Scrooby Lane, Westfield Road and School Lane areas of business use (Class B1), development proposals for offices (other than Class A2) research and development, and industrial processes (provided that the use could be carried out in a residential area without detriment to amenity) would normally be acceptable to the Council in furtherance of Policy EC3.2. The existing use and permitted development rights of existing businesses would be safeguarded by the Council.

7.2.12 In Mixed Use Areas where no particular Use Class predominates, the Council will normally find acceptable development proposals for:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location and Use Class*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU7</td>
<td>North of Stocks Lane, Rawmarsh A1, A2, B1, C1, C2, C3 &amp; D1</td>
</tr>
<tr>
<td>MU8</td>
<td>East of Bellows Road, Rawmarsh C1, C2, C3 &amp; D1</td>
</tr>
<tr>
<td>MU9</td>
<td>East of Rawmarsh Hill, Parkgate C1, C2, C3 &amp; D1</td>
</tr>
<tr>
<td>MU10</td>
<td>West of Rawmarsh Hill, Parkgate A1, A2 &amp; C3</td>
</tr>
</tbody>
</table>
MU11  East of Broad Street, Parkgate  
    B1, D1 & D2

MU12  West of Broad Street, Parkgate  
    B1, D1 & D2

MU13  Parkgate Business Park (North)  
    B1, D1 & D2

MU14  Parkgate Business Park (South)  
    A1**, B1, B2, B8, D1 & D2

MU15  Aldwarke: Stadium Developments  
    B1, B2, B8, D1 & D2

* For a definition of Use Classes, see the Glossary at Chapter 8.

** Non-food Retail Warehouses only in line with Policies EC5 and CR2.6, provided that they would not result in any loss of amenities to existing residential properties.

7.2.13 The Council will support the conversion and change-of-use of the School Lane allotment gardens’ site, where appropriate, to low-key, light industrial uses, to facilitate the development of new businesses and the expansion of small firms, in keeping with Policy EC3.4.

Housing

7.2.14 Over the five year period (April, 1986 to March, 1991) the area experienced steady progress in house-building, at an average of 48 dwellings each year (6.2% of the Borough’s total). Clearance of residential properties which have reached the end of their useful lives has been restricted to a limited number of locations, the most notable of which was under the Ashwood Road Compulsory Purchase Order. New house-building has more than replaced the area’s clearance activity, adding to the total housing stock and contributing to housing renewal. Housing in the area at the time of the 1981 Census, was dominated by local authority dwellings at 60% (45% Borough-wide), with owner-occupied dwellings accounting for 34% (46% Borough-wide). By 1991, the area’s housing tenure was dominated by owner-occupied dwellings (53%) although the proportion of dwellings rented from the local authority (39%) was much higher than the Borough average of 30%.

7.2.15 In accordance with Policy HG1, housing policy areas in Rawmarsh-Parkgate which are to be retained primarily for residential use are identified on the Proposals Map. In these policy areas, development proposals which detract from or are incompatible with, the established residential character of the area, will be resisted.

7.2.16 Rawmarsh-Parkgate has one of the largest concentrations of older housing in the Borough. Some 1,600 properties, almost 1 in 4 of the dwelling stock, were included in former General Improvement Areas or Areas of Older Housing, notably at:

** Former General Improvement Areas**
- Wheatcroft
- Ryecroft
- West Avenue
- Barbers Crescent
- Tradewell

** Areas of Older Housing**
- South Street
- Dale Street
- Green Lane
- Rockcliffe Road
- Peashill Street
- Ashwood Road
- Rawmarsh Hill

Consistent with Policy HG2, the Council will support proposals designed to improve the quality and appearance of these established residential areas.

7.2.17 All site-specific development proposals will be subject to normal development control criteria and highway considerations, surface and foul water sewer connections, car parking, open space, landscaping and design considerations, in support of Policy HG2.

7.2.18 The Council will resist proposals for new residential development south of Greasbrough Road and Aldwarke Road, Parkgate. Existing residential properties will not be supported by the Council, other than safeguarding their existing use and permitted development rights, in view of the predominantly industrial and commercial character of the area and the lack of residential amenities available locally, in line with Policy HG2.

7.2.19 The Rawmarsh-Parkgate area will contribute to meeting the overall housing requirements of the Borough during the Plan period, in keeping with Policies HG3 and HG4, by the allocation of a range of new sites to accommodate a variety of residential development or redevelopment.
7.2.20 In accordance with Policy HG4.1, the Proposals Map identifies a number of existing housing sites at:

Without planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
Apollo Street .......................................... 12
Stubbin Lane ........................................... 30

With planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
Ashwood Road ........................................... 25
Westfield Road ........................................... 30
H5 Rectory Fields ....................................... 77

7.2.21 In accordance with Policy HG4.2, the Proposals Map identifies proposed housing sites at:

Without planning permission at 12/05/97

Ref. Location Area (ha.)
H42 Wentworth Road ................................. 10.1

With planning permission at 12/05/97

Ref. Location Area (ha.)
H43 Harding Avenue .................................... 9.7
H58 Barbers Avenue ..................................... 3.4

7.2.22 In accordance with Policies HG4.5 and HG4.6, sites at Stubbin Lane, Apollo Street and Ashwood Road are considered suitable for special needs housing to cater specifically for the elderly, single-persons, people with disabilities and ethnic minorities.

7.2.23 In the development of the sites at: Wentworth Road (H42); and Harding Avenue (H43), agreement will be sought, under the provisions of the Town and Country Planning Act, 1990, for the developer to provide an element of affordable housing to meet local needs, in accordance with Policy HG4.7.

Environment

7.2.24 Rawmarsh-Parkgate is contiguous with the Rotherham Urban area to the south and, as a consequence, the Green Belt only separates it from Greensborough to the west, Swinton-Kilnhurst to the north and Thrybergh to the east. There are no Areas of High Landscape Value in the Rawmarsh-Parkgate area.

7.2.25 The current Green Belt boundary and associated policies as adopted in the earlier Rotherham Green Belt Local Plan, will remain intact, consistent with Policy ENV1.

7.2.26 In keeping with Policy ENV1.4, new housing development adjoining the Green Belt boundary at Wentworth Road and Harding Avenue, Rawmarsh, will be required to be well landscaped and of a low density appropriate to its Green Belt setting.

7.2.27 There are no changes made to the approved Green Belt boundary in the Rawmarsh-Parkgate area under Policy ENV1.8.

7.2.28 The two Scheduled Heritage Sites at Warren Vale, namely the Warren Vale and Birch Wood Local Nature Reserve and a section of the Roman Ridge Dyke, identified on the Proposals Map, will be protected against inappropriate development in keeping with Policies ENV2, ENV2.1, ENV2.3 and ENV2.4.

7.2.29 Other Heritage Areas further identified on the Proposals Map will also be protected against inappropriate development, in line with Policies ENV2, ENV2.2, ENV2.3 and ENV2.4.

7.2.30 The whole of Rawmarsh-Parkgate falls within the South Yorkshire Forest area and the following locations would particularly benefit from additional tree-planting schemes in keeping with Policies ENV6 and ENV6.1:

(i) Collier Brook and the “Red Hills” area,
(ii) Site of former New Stubbin Colliery,
(iii) Stubbin Incline,
(iv) Roundwood Golf Course and former Roundwood Sewage Treatment Works,
(v) Aldwarke Steelworks,
(vi) Economic development sites south of Aldwarke Lane, and
(vii) Eastwood Dredgings Tip.

7.2.31 The River Don, the Sheffield and South Yorkshire Navigation, Earl Fitzwilliam’s Canal, Collier Brook, Roundwood Brook and associated ponds, will be protected against inappropriate development and potential sources of pollution, in keeping with Policy ENV3.7. The Council will
support development proposals which enhance the visual amenity and wildlife habitats of these watercourses and water bodies. These areas and their immediate environs are incorporated into Urban Greenspace in accordance with Policies ENV5, ENV5.1 and ENV5.2.

7.2.32 Open spaces and playing-fields associated with defined community facilities, will be treated as an integral part of Urban Greenspace, in support of Policies ENV5, ENV5.1, ENV5.2 and CR2.2. Policy ENV5.2 will protect areas that are too small to be identified on the Proposals Map but are important to the immediate locality.

7.2.33 The Council will support development proposals and environmental improvements which enhance the quality of Rawmarsh-Parkgate’s built environment, particularly along the A633 (Rotherham Road, Broad Street, Rawmarsh Hill, Blyth Avenue, Dale Road and Warren Vale), Kilnhurst Road, Great Eastern Way, Aldwarke Road, and Aldwarke Lane, consistent with Policies ENV4 and ENV4.1.

Transportation
7.2.34 In April, 1991, car ownership in the area was significantly below the Borough average. The A633 forms part of the Borough’s Major Road Network, linking Rotherham with the Dearne Valley communities to the north. The Aldwarke Link Road is the final link in the A630/A631/A6123 outer orbital route to the motorways.

7.2.35 Aldwarke Lane and Great Eastern Way, connecting the A633 Rotherham Road to the A630 Doncaster Road, completes the major highway schemes in this part of the Borough in keeping with Policy T2. In addition to forming part of the town’s northern peripheral road network, Aldwarke Lane/Great Eastern Way provides a high-grade access to some 50 hectares of potential industrial land along Aldwarke Lane.

7.2.36 Improvement to the A633 Rotherham Road at Parkgate to reduce congestion, assist public transport and improve access to the former Enterprise Zone is proposed in the furtherance of Policy T2.

7.2.37 In line with Policies T4, T4.1 and T8, the Council will support traffic management measures to reduce congestion and improve the environment of the commercial frontages on the A633 Rotherham Road at Parkgate.

7.2.38 Bus priority measures, supplemented by improved shelter and travel information systems will be introduced on the A633 Centenary Way to Rawmarsh corridor, in support of Policies T3 and T3.1.

7.2.39 In keeping with Policies T3 and T3.1, an examination into the feasibility of major investment in new public transport systems, including ‘park and ride’ facilities, will be undertaken within the A633 corridor, between Rotherham and Rawmarsh, during the Plan period.

7.2.40 The Council will encourage the development of canal-related proposals designed to promote commercial use of the Sheffield and South Yorkshire Navigation, in accordance with Policies T1 and T5.

7.2.41 In support of Policy T3.2, the Council will support the development of a new Rail Station at Parkgate, on the Rotherham Central Line, to increase accessibility to the former Enterprise Zone and Retail World.

7.2.42 In accordance with Policy T7, the Council will support the continued development of footpaths, cycleways and bridleways in Rawmarsh-Parkgate, particularly those linking elements within the Urban Greenspace network and the open countryside beyond (e.g. the Stubbin Incline) and those associated with the area’s watercourses notably the River Don, the Sheffield and South Yorkshire Navigation, Earl Fitzwilliam’s Canal, Collier Brook and Roundwood Brook, as part of the Borough’s Long Distance Footpath Network.

Retailing
7.2.43 For the purposes of Policies RET1, RET2 and RET3, the Rawmarsh-Parkgate town centre is defined on the Proposals Map.

7.2.44 The Council will seek a high quality environment within defined shopping areas in Rawmarsh-Parkgate, in keeping with Policy RET1.1.

7.2.45 To maintain and wherever possible, improve the viability and vitality of the Rawmarsh-Parkgate centres, applications for changes-of-use from Class A1 of the Use Classes Order, to Class A2, A3 and sui-generis uses along the prime shopping streets of Rawmarsh Hill and Bellows Road/Stocks Lane, will be judged against the provisions of Policy RET1.2. See Map 3: Rawmarsh (south) Prime Shopping Streets and Map 4: Rawmarsh (north) Prime Shopping Streets.
7.2.46 In line with Policy RET1.3, development proposals for amusement centres fronting onto the prime shopping streets defined above will be resisted.

7.2.47 Retail World at Parkgate, with 50,170 square metres (540,000 sq. ft.) of shopping floorspace within the former Enterprise Zone, is allocated as a Retail Warehouse Park, in line with Policy RET4.

7.2.48 New retailing floorspace proposals outside the defined Rawmarsh-Parkgate town centre, will be limited to the development of a maximum of 16,000 square metres (172,000 sq. ft.) of non-food, retail warehousing in Mixed Use Area MU14, Parkgate Business Park (South) at Great Eastern Way, in accordance with Policy RET4, and to convenience shopping, serving local needs only, in accordance with Policy RET6.

Minerals and Waste Management

7.2.49 Proposals for opencast coal working in Rawmarsh-Parkgate will be supported in line with Policies MIN3.1 and MIN3.2, where it forms a necessary pre-requisite to the redevelopment and/or reclamation of sites in support of other Plan policies.

7.2.50 In keeping with Policies MIN3.1 and MIN3.2, proposals for opencast coal working in the Green Belt, particularly at Warren Vale/Collier Brook, Wentworth Road and the former New Stubbin Colliery site, will be resisted unless there is substantial planning gain to be achieved as a result, in terms of environmental improvement and wider community benefit.

7.2.51 Proposals for waste treatment and/or disposal in the area may be viewed favourably where the requirements of Policies WM1, WM1.1, WM1.2, WM1.4 and WM1.6 are met.

7.2.52 Recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) will be supported at appropriate locations throughout the area, in accordance with Policy WM1.5.

Community and Recreation

7.2.53 Parts of the Rawmarsh-Parkgate area exhibit signs of housing and social stress, particularly in the Green Lane, Kilnhurst Road and Dale Road triangle. In the 1991 Census, the area had a higher than average representation of single-person, pensioner-only and lone-pensioner households. The area also had a lower than average percentage of school-age children and a higher than average elderly population. In 1991, the Rawmarsh-Parkgate area had a high incidence of people with long-term illness and a relatively low proportion of residents of ethnic minority origin.

7.2.54 In keeping with Policy CR1 and the Council's Anti-Poverty Initiative, the Council will support development proposals for the provision of social, health, education and community facilities which fulfil a local need in Rawmarsh-Parkgate, particularly those projects designed to serve identified target groups. The Council's Anti-Poverty Initiative has highlighted the Rawmarsh
Maisonettes area as being in need of urgent action and the Council will support projects and community activities designed to tackle deprivation and social stress.

7.2.55 The Council will seek to prevent the loss of social, health, education or community facilities in Rawmarsh-Parkgate, consistent with Policy CR1 and CR1.5. Where this is unavoidable, developers, in consultation with the Council and other representatives of the local community, will be expected to adequately replace or substitute for lost facilities.

7.2.56 The Council’s present Area Housing building on Rawmarsh Hill is inadequate in a number of respects and a new office on one level, is needed. In line with Policy CR1, the suggestion of new accommodation for the Housing and Environmental Services carries a great deal of local support.

7.2.57 In support of Policies ENV3.1 and CR2.1 and as an integral part of the future residential development of land at Wentworth Road and Harding Avenue, Upper Haugh, a minimum of 3 hectares of public open space will be provided, conveniently located for residents throughout the area.

7.2.58 In the detailed design of residential development on housing site H42 (Wentworth Road) the Council will require a 10 metre wide strip of land immediately adjoining the southern and western boundaries of the Upper Haugh Cricket Club site to be laid out as public open space, to safeguard the site’s residential amenities, in support of Policies ENV3.1, CR2 and CR2.2.

7.2.59 In the future residential development of land at Wentworth Road, a segregated footpath will be provided along the southern boundary of the site linking Harding Avenue with Stubbin Road, in accordance with Policies T7 and CR2.

7.2.60 In order to provide for the future leisure needs of the expanded settlement, the site of the former Old Stubbin Colliery is allocated for community/leisure purposes.

7.2.61 The site of the former New Stubbin Colliery, Greasbrough Lane, Rawmarsh, is identified on the Proposals Map as a Major Potential Recreational Area. The Council will consider favourably, a mixture of agriculture, amenity open space and the development of a low-key, outdoor leisure and recreational events area, perhaps including a camping facility, having due regard to the site’s Green Belt status and restricted vehicular access, in furtherance of Policies EC6, ENV1.7, ENV6.1, CR2.3 and CR2.5.

7.2.62 A wedge of land facing Rotherham Road (A633) immediately to the west of the Earl Fitzwilliam Canal will be developed for amenity open space during the Plan period, in line with Policies CR2, CR2.3 and CR2.4.

7.2.63 The Stubbin Rail Incline, running north from Mangham Road to Greasbrough Lane will be promoted as a reclamation scheme to provide an amenity footpath and cycleway of local historic value, to the west of Rawmarsh-Parkgate, as part of the Borough’s Long Distance Footpath Network, consistent with Policies ENV4.2, T7 and CR2.

7.2.64 Reclamation of the existing Dredgings Tip, adjoining the Sheffield and South Yorkshire Navigation at Eastwood, will be commenced within the Plan period and will eventually be developed as part of the South Yorkshire Forest and community park facility for local residents and workforce, in line with Policies ENV6, ENV6.1, WM1.1 and CR2.

7.2.65 Dual-use of Rawmarsh Comprehensive School buildings and playing fields will be extended over the Plan period, in support of Policies CR1, CR2 and CR2.1. Community use of school playing fields and facilities will help to meet local shortages of formal provision.

7.2.66 In keeping with Policies CR1 and CR2, the Council will seek to upgrade the existing recreational facilities at Victoria (Rosehill) Park, to improve its attractiveness to Rawmarsh residents and visitors.

7.2.67 A site in the Green Belt at Ryecroft Road, Rawmarsh, to the south of the Gwyn Reed Nature Area, will be reserved for the future development of a low key, adventure playground, urban farm or similar facility, in support of Policies CR2 and CR2.1.

Utilities
7.2.68 Rationalisation under the Aldwarke Area Sewage Treatment Strategy included the closure of Sewage Treatment Works at Thorpe Hesley, Nether Haugh, Roundwood and Listerdale with flows transferred to an upgraded Aldwarke Sewage Treatment Works.
7.2.69 Any future development proposals for the site of the former Roundwood Sewage Treatment Works will need to be compatible with its Green Belt status (Policy ENV1).

7.2.70 The Sheffield and South Yorkshire Navigation derives its water almost entirely from the River Don which was classed as grossly polluted. Pollution in the Navigation and the adjacent River Don was sometimes evident from odour and visual impact. The objective is to significantly improve the River Don to such a condition that the river would support a coarse fishery. The Council will press the Environment Agency to do all it can to bring about this improvement (Policy ENV3.7).

7.2.71 Within the Scheduled Washland area at Roundwood defined on the Proposals Map, development which would impair the efficiency of the area for flood storage purposes will not be permitted, in keeping with Policy UTL1.1.
7.3 North Rotherham

Introduction
7.3.1 North Rotherham is mainly residential in character extending from the edge of Rotherham town centre through the older suburbs of Masbrough, Kimberworth and Greasbrough. It includes large areas of public sector housing at Kimberworth Park and Wingfield and extends out to more recent private housing development at Thorpe Hesley adjacent to Junction 35 of the M1 motorway. The 1991 Census, (including the households transferred to Sheffield under Boundary Commission changes), gives a total resident population of 36,450 persons, a marginal increase from the 1981 figure of 36,300. In contrast, the number of households has increased significantly from 13,199 to 14,535 over the same period. Owner-occupation in the area has increased from 37% in 1981 to 55% in 1991, but remains lower than the figure for the Borough (62% in 1991). The major housing areas are interspersed with substantial tracts of countryside at Bassingthorpe, Grange Park and Meadowhall. Northern parts of the area overlook Wentworth Park, an Area of High Landscape Value, whilst southern parts overlook the industrialised Don Valley. The area is traversed by the A629 radial road which carries heavy traffic flows between the M1 motorway and the Central Area road network. The main local employment opportunities are concentrated in the industrial areas at Masbrough/Thornhill.

Policy overview
7.3.2 The Plan maintains the role and character of these residential suburbs with further expansion strictly contained by the Green Belt which protects the open countryside areas at Thorpe Common, Grange Park, Meadowhall and Bassingthorpe. The only provision for major new development is at Thorpe Hesley where the Plan confirms long-standing proposals for some 46 hectares of new housing together with local shopping and community facilities, a new primary school and around 20 hectares of open space and amenity areas. Thorpe Hesley will become one of the Borough’s main new housing areas with potential to cater for a broad range of housing needs in an attractive location near to the motorway network. Other substantial new housing proposals include sites at Henley Lane and Munsbrough Lane.

7.3.3 The Plan includes safeguards to maintain the amenity of established residential communities together with policies to protect and enhance important areas of Urban Greenspace. Economic development will continue to be centred around Midland Road and Ginhouse Lane. Although scope for further development within these established areas is physically limited, the Plan proposes to allocate the Midland Road locality as a Mixed Use Area. This will assist economic development through a more flexible land-use regime, although pressure for out-of-centre retail development will be resisted in order to safeguard the viability of the nearby Rotherham town centre.

7.3.4 Other than proposals for a new local shopping centre, to serve new housing at Thorpe Hesley, there is no specific provision for new retail development in North Rotherham. However, the
Plan supports the continuing viability of existing local shopping facilities, such as those in Kimberworth and Greasbrough, through environmental enhancement and improved parking arrangements, where appropriate.

7.3.5 Improvements in playing field provision will be encouraged by the conversion and upgrading of under-used amenity open space. Subject to local management policies, the community use of education facilities such as those available at Old Hall, Wingfield and Kimberworth Comprehensive Schools will be encouraged. Improvements to recreational footpath routes, linking appropriate heritage features, will be promoted within urban fringe areas at Grange Park and the Bassingthorpe Valley. The restoration of tipping sites at Ginhouse Lane, Meadowhall and Droppingwell, together with the reclamation of the derelict Thorpe Mine, to open space use will further enhance this informal recreation provision.

7.3.6 The A629 forms part of the Borough's Major Road Network and is an important route linking Rotherham town centre with the M1 motorway at Junction 35. In addition, the A629 is a significant public transport corridor. The feasibility of introducing new public transport systems to serve the extensive residential areas in Kimberworth Park, Wingfield and the proposed Thorpe Hesley development will be examined together with the potential for 'park and ride' facilities in the vicinity of Junction 35 of the M1 motorway.

Policy application and proposals

Housing

7.3.7 In accordance with Policy HG1, housing policy areas which are to be retained primarily for residential use, are defined on the Proposals Map. In these policy areas, development proposals which detract from, or are incompatible with, the established character of the area will be resisted.

7.3.8 Whilst the area’s housing stock is varied in terms of type, age and tenure, there are concentrations of older housing containing some 2,119 properties which were included in former General Improvement Areas or Areas of Older Housing, notably at:

General Improvement Areas
Holmes
Bradgate
Deepdale Road

Areas of Older Housing
Richmond Road
Church Street
Henley Grove
Thorpe Hesley
Greasbrough

Consistent with Policy HG2, the Council will support proposals designed to improve the amenity of these established residential areas. Such proposals could take the form of additional landscaping, traffic calming, off-street car parking and building maintenance. The Council's ability to undertake such works is, naturally, governed by the availability of finance but should resources become available during the Plan period, these older housing areas would be priorities for consideration.

7.3.9 The North Rotherham area will contribute to meeting the Borough’s overall housing requirements during the Plan period in keeping with Policies HG3 and HG4, by the allocation of a range of sites to accommodate a variety of residential development or redevelopment. In accordance with Policy HG4.1, the Proposals Map identifies a number of existing housing sites at:

Without planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
off Meadowhall Road .............................................. 22
H6 Thorpe Hesley ..................................................... 800
H7 Hesley Grange ..................................................... 80
H9 Munsbrough Lane .................................................. 150

With planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
Church St, Greasbr ough ............................................. 7
Rodger St .............................................................. 26
Droppingwell Rd ....................................................... 49
Mount Pleasant Rd .................................................... 26
Regent St - Phase 3 .................................................... 64
H8 Henley Lane ......................................................... 100
H10 Kimberworth Park Rd ........................................... 52

The bulk of new housing development will be accommodated as an expansion of Thorpe Hesley which is consistent with proposals contained in the former Rotherham County Borough Development Plan approved in 1955, the Thorpe Hesley Planning
Brief approved in 1983, the Thorpe Hesley and Scholes Policy Statement approved in 1986 and subsequent planning approvals. In the development of the sites at: Thorpe Hesley (H6); Hesley Grange (H7); and Munsbrough Lane (H9), agreement will be sought, under the provisions of the Town and Country Planning Act, 1990, for the developer to provide an element of affordable housing to meet local needs, in accordance with Policy HG4.7.

Environment
7.3.10 The North Rotherham area is fortunate in being adjacent to substantial tracts of open countryside. In accordance with Policy ENV1, these countryside areas are protected by Green Belt as defined on the Proposals Map and their open character will be preserved. Parts have additional protection as Areas of High Landscape Value.

7.3.11 In keeping with Policy ENV1.4, new housing development adjoining the Green Belt boundary at Thorpe Hesley, Munsbrough Lane and Henley Lane, will be required to be well landscaped.

7.3.12 Scheduled Heritage Sites are identified on the Proposals Map including sections of the Roman Ridge, Kimberworth Castle and Kimberworth Manor House Ancient Monuments, together with the Site of Special Scientific Interest at Bradgate Quarry. These will be protected under Policies ENV2, ENV2.1, ENV2.3 and ENV2.4.

7.3.13 In line with Policy ENV2.4, a programme of Core Area Studies is proposed to complement Green Belt protection. These will aim to protect heritage features and enhance the countryside, by positive promotion of schemes to improve visual quality, recreational and amenity value. The Scholes Coppice Project, an initial phase of the Grange Park Core Area Study, proposed a detailed management scheme to improve the area around Scholes Coppice and Bray Plantation, including footpath/bridleway improvements and the control of motorcycling. Scholes Coppice was designated as a Local Nature Reserve in 1996 and consideration is also being given to future designation of Bray Plantation and the Grange Park Woodlands.

7.3.14 In accordance with Policy ENV2.10, strict control will be exercised over proposals affecting the Conservation Areas at Thorpe Hesley and Greasbrough.

7.3.15 Much of the area’s legacy of derelict land associated with former collieries, has been reclaimed but some isolated pockets of derelict and degraded land remain. Accordingly, the Plan proposes the reclamation of the former Thorpe Mine with restoration to amenity open space, under Policies ENV4 and ENV4.2.

7.3.16 The Proposals Map designates major areas of land as Urban Greenspace. These areas are of importance to the community for their recreational, heritage or amenity value and will be safeguarded under Policy ENV5.1. Other areas of incidental Urban Greenspace are too small to identify on the Proposals Map but may nevertheless be equally important to the community and will be protected under Policy ENV5.2.

7.3.17 The whole of North Rotherham is within the South Yorkshire Forest which essentially aims to create a multi-purpose forest landscape on the urban fringe. The Forest is a long-term vision which will require support and co-operation from all sections of the community, including farmers, landowners and commercial organisations. Sites where extensive tree-planting would be appropriate, in accordance with Policies ENV3.4, ENV6 and ENV6.1, are as follows:

(i) Land off Green Lane/Little Common Lane.
(ii) Land at Bassingthorpe/Potter Hill,
(iii) Land at Thorpe Common,
(iv) Tree belts within the Thorpe Hesley Development Area,
(v) Grange Park Tip, following restoration, and
(vi) Meadowhall Tip, following restoration.

7.3.18 The Meadowbank Road and A629 radial routes function as strategic transport corridors into Rotherham town centre. The visual impression from these roads and the main railway line through Masbrough, sets an immediate image of the town. Accordingly, the Council will continue to promote appropriate environmental improvements to enhance these transport corridors (Policy ENV4.1).

Transportation
7.3.19 In order to enable the commencement of housing development at Thorpe Hesley, a new road between Brook Hill and Chapelfield Road is proposed. This road, the Thorpe Hesley Relief Road, will serve the new development and help to remove
through traffic from the centre of the village (Policy T2).

7.3.20 The A629 acts as a main radial route to the northwest and M1 motorway at Junction 35 and links with the earlier A629 Diversion Scheme. The A629 carries a high proportion of HGV traffic to and from the motorway but a Traffic Regulation Order diverting HGV traffic to the motorway via Meadowbank Road is now in operation. In line with Policy T2, there remains a need to examine measures to reduce conflict with on-street parking at Bradgate together with junction improvements in response to monitoring general traffic growth and that generated by new developments within the A629 corridor.

7.3.21 Traffic calming measures and parking improvements have been carried out in Holmes and it may be appropriate to look at similar schemes in established older housing areas in Bradgate and Kimberworth (Policy T4).

7.3.22 The North Rotherham area has relatively low car ownership levels and higher than average dependency on public transport, especially for journeys to work. Accordingly, improvements to bus services, shelters and travel information systems, as envisaged in Policies T3 and T3.1, will be supported within the A629 corridor, including the Kimberworth Park, Wingfield and Munsbrough housing estates.

7.3.23 The potential for the development of new transport systems to serve major residential communities within the A629 corridor, will be investigated as indicated in Policy T3.1. In addition, the feasibility of a ‘park and ride’ facility designed to intercept traffic destined for the town centre, will be examined.

7.3.24 In accordance with Policy T7, the Council will support the continued development of footpaths, cycleways and bridleways in the area, particularly those linking elements within the Urban Greenspace network to the open countryside beyond. In particular, the Council wishes to promote, through the Thorpe Hesley area, part of Rotherham’s Long Distance Route Network which will form the Trans Pennine Trail southern link to Chesterfield.

Community and Recreation

7.3.25 The Council’s Anti-Poverty Initiative has highlighted Ferham as an area in need of attention and the Council supports existing projects and fostering community activity in line with Policy CR1.

7.3.26 In keeping with Policy CR1, the Council will support development proposals for the provision of social, health, education and community facilities which fulfil local needs. Furthermore, the Council will seek to prevent the loss of existing community facilities. Where this is unavoidable, developers will be expected to adequately replace or substitute for lost facilities in accordance with Policy CR1.5.

7.3.27 Within the proposed development at Thorpe Hesley, provision will be made for a community centre and library (Policies CR1.1 and CR2.6).

7.3.28 The existing infant and junior schools at Thorpe Hesley are approaching capacity and will not cope with the level of demand likely to arise from the scale of the new housing proposed. Accordingly, a 2.5 hectares site for a new infant and junior school is reserved to serve the future residential development. A 1.2 hectare site is also reserved off Devonshire Street for the replacement of Ferham School (Policy CR1.2).

7.3.29 Whilst in overall terms, the area enjoys a good level of open space provision, much of this is for informal use rather than providing playing fields. Consequently, the Council will investigate the scope for upgrading and conversion to playing pitches of open space areas such as St. Paul’s Field, Wingfield Road, Deepdale Road, Oakdale Road and Little Common Lane (Policies CR2 and CR2.1).

7.3.30 The community use of school playing fields and facilities can help meet shortages of formal provision and in furtherance of Policies CR2 and CR2.1, the Council will encourage greater community access to sports facilities at Old Hall, Wingfield and Kimberworth Comprehensive Schools. The development of a new sports hall at Kimberworth Comprehensive would help to meet local needs and will be supported under Policy CR2.6.

7.3.31 Existing recreational areas are identified on the Proposals Map as Urban Greenspace. To avoid the reduction of open space provision, these areas will be rigorously protected under Policies ENV5 and CR2.2.

7.3.32 As an integral part of proposed housing development at Thorpe Hesley, areas of Urban Greenspace are allocated within the development.
area to provide recreation space (playing fields, play areas and amenity open space) in accordance with the approved Thorpe Hesley Planning Brief (Policies CR2, CR2.1 and ENV3.1).

7.3.33 In order to provide for the future leisure needs of the expanded settlement, in line with Policy CR2, the site of the former Pit Head Baths at Thorpe Hesley is allocated for community/leisure purposes. It is important that this site makes a positive contribution to the local community provision. Development such as a sports hall, swimming pool, social club, riding stables or public house would be suitable in principle, subject to the requirements of Policy CR2.6.

7.3.34 Grange Park municipal golf course provides a major recreational and amenity resource with scope for further complementary development (e.g. a small touring caravan/camping site in line with Policy EC6) which will be examined in a future Core Area Study.

7.3.35 The Meadowhall Road Tip is identified as Major Potential Recreational Area on the Proposals Map. The tipping site, which extends to around 24 hectares, will be progressively restored to provide a major area of informal public open space with interesting viewpoints over the Don Valley (Policy CR2.3).

7.3.36 Development of the South Yorkshire Forest may provide opportunities within the urban fringe for improved public access, informal recreation and outdoor sport and leisure facilities in accordance with Policies ENV6, ENV6.1 and CR2.5.

Retailing

7.3.37 Shopping provision in the North Rotherham area is in small local centres/shopping parades and individual shops dispersed throughout the area principally catering for the daily needs of the adjoining residential areas. Major shopping centres, providing more specialised goods, are nearby at Rotherham town centre, Retail World, Parkgate and Meadowhall in Sheffield. New development proposals in established local shopping centres, identified on the Proposals Map and which genuinely serve the needs of the local community, will be supported under Policy RET6.

7.3.38 The Council will support the retention of existing local shopping centres and will encourage measures to improve their attractiveness, wherever physically and financially practicable.

Improvements could include improved shopfronts and forecourts, off-street servicing/parking and access for people with disabilities, in accordance with Policies RET1.1, T2 and T8.

7.3.39 The existing local shopping centres in North Rotherham are not considered suitable locations for amusement centres (Policy RET1.3).

7.3.40 Thorpe Hesley has relatively few local shops and no definable local centre. In order to cater for the local shopping needs of the existing village and proposed new housing development, a site is allocated for a new local centre within the new housing development area which will provide for up to 1,860 square metres (20,000 sq. ft.) of retail floorspace for local convenience shopping (Policy RET6).

Economic Development

7.3.41 In 1981, unemployment in the area (including the Blackburn Valley transferred to Sheffield under Boundary Commission changes) was somewhat higher than the Borough average (11.7% and 10.6%, respectively). In April 1991, the local rate had remained above the Borough average (12.7% and 11.9%, respectively) (1991 Census).

7.3.42 An area primarily for industrial and business uses is identified on the Proposals Map at Gin House Lane. Within this policy area, there will be a presumption in favour of appropriate development proposals which complement the area’s employment role, in line with Policies EC1, EC1.1, EC3, EC3.1 and EC3.3 to EC3.5.

7.3.43 Fenton Road is identified on the Proposals Map as a policy area for business use only (Policies EC1, EC1.1, EC3, EC3.2 and EC3.4).

7.3.44 Taking account of the existing industrial and business uses in the North Rotherham area, together with the provisions of the Plan in other strategic locations in the Borough, no new industrial allocations are proposed in this area.

7.3.45 The area around Midland Road, Masbrough, is allocated as a Mixed Use Area (MU16) where development proposals in the following categories will be acceptable in principle:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location and Use Class*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU16</td>
<td>Midland Road, Rotherham</td>
</tr>
<tr>
<td></td>
<td>A3, B1, B2, B8, C1, D1 &amp; D2</td>
</tr>
</tbody>
</table>
7.3 North Rotherham

* For a definition of Use Classes, see the Glossary at Chapter 8.

B1 and C1 uses would be particularly favoured on the Wilton Gardens and A629 frontages. In all cases, development will be required to satisfy detailed development control considerations and, in particular, will not be acceptable if it would result in any loss of amenity in relation to existing residential properties (Policies EC3.5, EC5, EC6 and EC6.1).

7.3.46 The Council will continue to support the development of small sites and managed workshops, to encourage new businesses in industrial and business areas, in keeping with Policy EC3.4.

Minerals and Waste Management

7.3.47 There are no active deep coal mining operations in the North Rotherham area and no notified areas of interest for opencast coal operations, or other active mineral working sites.

7.3.48 The active industrial waste tips at Meadowhall and Ginhouse Lane will be regularly monitored whilst operational and on completion, will be restored as informal open space, in accordance with the provisions of Policy WM1.8. Droppingwell Tip, at Grange Park, has re-opened under a long-standing planning permission with restoration for agricultural use, with areas of amenity planting.

7.3.49 In keeping with Policy WM1.5, the provision of recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) will be supported in suitable locations throughout the area. These might include shopping parades, schools and other community buildings, subject to siting, design and local amenity considerations.

Utilities

7.3.50 It is believed that no major constraints will be encountered in the provision of utility services to proposed new development sites within the area (Policies UTL1 and UTL2).

7.3.51 In line with Policy UTL3, the Council will encourage landscaping and enhancement works to the former Thorpe Hesley Sewage Treatment Works, Holmes electricity sub-station and Midland Road switching station.

7.3.52 The presence of high voltage overhead power lines will need to be taken into account in the layout of new housing at Munsbrough Lane and Henley Lane (Policy UTL3.1).
Central Rotherham

Introduction

7.4.1 Central Rotherham contains the town centre and adjacent areas of Westgate, Moorgate, Wellgate and Doncaster Gate, together with Thornhill and Masbrough, east of the Rotherham (Masbrough) railway line. It is predominantly commercial and industrial in character, but there are substantial residential areas along its eastern edge and in Masbrough. The town centre itself is a major shopping centre with a floorspace totalling 64,500 square metres (694,000 sq. ft.) serving not only the Rotherham urban area, but also a substantial part of the whole Borough albeit a function which is undergoing profound changes. It is the focus of several important roads as well as public transport routes and, in common with most town centres, is seeing the impact of continuing traffic growth.

7.4.2 The area is one of the Borough’s most important locations for employment, both in the retail and other services sector and in manufacturing. (Town centre shops and services employ over 7,000 people). The environment varies from high quality conservation and shopping areas to poor quality commercial areas. Parts of the town centre still reveal Rotherham’s ancient status as a market town, upon which has been superimposed development associated with the former wealth of the town as an iron and steel making area. Environmental problems are associated with heavy traffic during peak periods, poor housing in parts and air and water pollution.

7.4.3 A substantial proportion of housing is older, terraced property, much of it formerly included within General Improvement Areas. Although a source of lower-cost accommodation serving certain groups of the population, some of this older housing is characterised by overcrowding, inadequate community facilities, excessive traffic penetration and encroaching commercial uses.

Policy overview

7.4.4 The Plan as it relates to Central Rotherham is based on the area remaining relatively static during the Plan period, in contrast to some other areas of the Borough where extensive changes are planned. Policies and proposals for the area draw extensively on all four of the Plan’s broad aims discussed in Chapter 4. Each broad aim is highly relevant, whether the concern is the area’s role as a major job provider, its run-down business districts, the richness of its built heritage or the disadvantages suffered by some of its residents or users.

7.4.5 Emphasis is placed upon maintaining the commercial viability of the town centre by ensuring it is pleasant and convenient to users, accessible to all and attractive to private investors. In line with the Plan’s Regeneration Strategy, the aim is to arrest decline and retain a position in the shopping centre hierarchy commensurate with the town’s size and the centre’s undoubted strengths. In seeking to stabilise the town centre’s trading position, account has been taken of the effect of new trading patterns and of the need for some retrenchment...
and change-of-use. Modest growth and some redevelopment of shopping facilities is considered desirable. Figure 12: Central Rotherham: Planning Framework, is a diagrammatic representation of the planning framework for the town centre and will help with understanding the rest of this section. This is a “people first” approach, based on a substantial traffic-free or traffic-managed zone, with entry points (i.e. main car parks, bus and rail stations) located in close walking relationship to this zone and vehicular penetration minimised. It is an attempt to strike a balance between car-borne access, effective public transport and the amenity and safety standards which are expected in modern retailing areas.

7.4.6 The centre’s future will not be determined by just land-use decisions. Accordingly, this Plan can only be a part of a wider town centre strategy: the Council, in partnership with other agencies and local business, is formulating and will keep updated a strategy, entitled the “Rotherham Town Centre Initiative”, that addresses a wide range of service quality issues. This Initiative and the Plan supersede the Council’s informal “Plan for Rotherham Town Centre” (1989).

Policy application and proposals

Economic Development

7.4.7 Central Rotherham is one of the Borough’s major employment locations, although the unemployment rate among its residents has been as much as twice the Borough average; long-term and youth unemployment levels are high, as are levels amongst ethnic groups. Unemployment affects male and female residents equally (1991 Census).

7.4.8 In furthering the Council’s Economic Strategy, the Plan continues past efforts to increase service sector employment in the area as one strand in diversifying the Borough’s economic base (Policy EC4.1). Primarily, this is sought by allocating a number of prime sites for new retail, commercial and business development, and measures to safeguard the viability of and hence jobs in retail areas (Policies EC4 and RET1). Development sites over 0.4 hectares so allocated are:

<table>
<thead>
<tr>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederick Street</td>
<td>0.5</td>
</tr>
<tr>
<td>St. Ann’s Road*</td>
<td>0.9</td>
</tr>
<tr>
<td>Walker Place</td>
<td>0.4</td>
</tr>
<tr>
<td>Drummond Street*</td>
<td>0.5</td>
</tr>
<tr>
<td>Market Street</td>
<td>0.4</td>
</tr>
</tbody>
</table>

Westgate* .................................................. 0.9
Main Street* ................................................ 1.2

*These sites are suitable for the range of uses appropriate to the Mixed Use Area in which they are located, as specified in paragraph 7.4.11.

7.4.9 These sites are shown (unnumbered) on the Proposals Map. Most are available currently, but certain others are only likely to be so later in the Plan period. Development of the Drummond Street and Market Street sites will be required to include public car parking (Policy T4.2).

7.4.10 Sites at Frederick Street and Market Street are allocated for retail use or uses complementing the retailing function of the town centre (Policy RET1). The Walker Place site is specifically earmarked for development by or for a major office employer (Policy EC4.1). However, other service sector developments are desirable in a major centre with a wide catchment and it is recognised that massive expansion of office floorspace is unrealistic in Rotherham due, in part, to higher investment returns obtainable in nearby Sheffield. Substantial parts of Central Rotherham, especially along principal road frontages, are therefore allocated as Mixed Use Areas ( Policies EC5 and EC5.1).

7.4.11 In the following Mixed Use Areas defined on the Proposals Map, development within the specified Use Classes will be acceptable in principle:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location and Use Class*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU17</td>
<td>Masbrough St.</td>
</tr>
<tr>
<td></td>
<td>A1 (see Notes), A2, A3, B1, B2 (see Notes) &amp; D2</td>
</tr>
<tr>
<td>MU18</td>
<td>Thames Street</td>
</tr>
<tr>
<td></td>
<td>A3, B1, C1 &amp; D1</td>
</tr>
<tr>
<td>MU19</td>
<td>Bridge Street</td>
</tr>
<tr>
<td></td>
<td>A1, A3, B1 &amp; C1</td>
</tr>
<tr>
<td>MU20</td>
<td>Main Street</td>
</tr>
<tr>
<td></td>
<td>A1, A3, B1, C1, D1 &amp; D2</td>
</tr>
<tr>
<td>MU21</td>
<td>Westgate</td>
</tr>
<tr>
<td></td>
<td>A1, A2, A3, B1, B2 (see Notes), B8, D1 &amp; D2</td>
</tr>
<tr>
<td>MU22</td>
<td>Moorgate</td>
</tr>
<tr>
<td></td>
<td>B1 (offices only), C1, C2, C3 &amp; D1</td>
</tr>
<tr>
<td>MU23</td>
<td>Wellgate</td>
</tr>
<tr>
<td></td>
<td>A1, A2, A3, &amp; B1</td>
</tr>
</tbody>
</table>
7.4 Central Rotherham

Figure 12: Central Rotherham: Planning Framework

- Orbital distributor
- Main entry points
- Pedestrian priority zone
- Reintroducing housing

1. Interchange / M.S.C.P.
2. Wellgate M.S.C.P.
3. Drummond Street C.P.
4. Market Street C.P.

Not to scale
MU24  Effingham St.
    A1 (see Notes), B1, C2, C3 & D1

MU25  Doncaster Gate/Drummond St.
    A2, B1 (offices only), D1 & D2

* For a definition of Use Classes, see the Glossary at Chapter 8.

Notes: The Council will seek to restrict General Industry (Class B2) development to individual premises not exceeding 60 square metres (645 sq. ft.) total floor area, and Shops (Class A1) development in Mixed Use Areas MU17 and MU24 to developments not exceeding 1,200 square metres (12,916 sq. ft.) gross. Development proposals within other Use Classes, or which are not included in any Use Class, will be considered on their individual merits.

7.4.12 In the main, existing industrial areas remain allocated primarily for industrial and business uses within Use Classes B1, B2 and B8 and are safeguarded accordingly (Policies EC1 and EC1.1). The Masbrough Street industrial estate is, however, included within a Mixed Use Area (MU20). Here the Council favours and will support proposals that encourage a gradual change from industrial to edge-of-centre commercial uses, whilst recognising the aspirations of existing users and the amenity implications of introducing new uses into an industrial area. Otherwise, the manufacturing sector in the area is unlikely to alter radically. No significant new industrial land is available for allocation, although some redevelopment of outdated and surplus premises can be anticipated in the Plan period and a small number of plots remain in the Northfield and Masbrough areas. Small workshops will also be acceptable in certain Mixed Use Areas (Policy EC3.4 and paragraph 7.4.11). These will contribute to the development of small, specialist or start-up businesses in a central situation where, traditionally, diverse commercial activities have thrived side by side. Craft-based businesses are particularly encouraged.

7.4.13 Whilst the provision of appropriate sites is necessary for economic development, existing economic activity is essential and needs to be supported. One strand of this has been area-based improvement, as undertaken in the Gates Commercial Improvement Area and Masbrough/ Thornhill Industrial Improvement Area, which were designated under the Inner Urban Areas Act, 1978 (Policy EC1.1). Such initiatives are particularly relevant to the protection and development of the small businesses which characterise these localities. With the demise of the Urban Programme, alternative sources of funding are being used to continue these initiatives, (see paragraph 6.3.10).

7.4.14 The town centre also has an important role in the development of tourism in the Borough. As a focus of roads with good links to the motorway network, it (and those surrounding Mixed Use Areas specified above) are suitable for some forms of hotel and visitor development (Policies EC6 and EC6.1). Development of a coach park will be investigated within the mixed-use allocation, subject to amenity and highway considerations and adequate control over non-coach use being achievable. The town centre is itself a tourism resource, with important historic buildings and areas set in an improving environment. Conservation and improvement are critical in this context. Promotion of the image of the town centre as a shopping and visitor attraction is also important.

Retailing

7.4.15 The town centre is defined on the Proposals Map for the purposes of Policies RET1, RET2 and RET3. Being the Borough’s main shopping area, it has received particular attention in the Plan, not least because more than 7,000 jobs are provided in town centre trades. Changes in retail practices and customer behaviour pose significant challenges. Whilst considerable retail growth took place in the centre during the 1980s, amounting to 20,000 square metres (215,000 sq. ft.) of new or replacement floorspace, spending trends and increasingly intense competition since 1990 have had an adverse impact. Such a rate of new provision is not expected to continue in the remaining Plan period. The Plan has adopted a policy of stabilisation and modest growth in preference to either extensive expansion or planned decline, with measures to safeguard the vitality and long-term viability of the centre (Policy RET1). Regeneration of the town centre slots in precisely with the overall regeneration theme of the Plan. To a large extent, the Plan continues the Council’s existing regeneration policy for the centre, with attention concentrated on environmental standards, facility quality and choice (as far as this can be influenced by it) and access. This is not to say that the importance of further up-to-date retailing floorspace is ignored. The Plan’s provision for new development has been made, however, in the context of a restrained assessment of the centre’s capacity and potential for growth during the Plan period.
7.4.16 Specifically, land between Frederick Street and the Central Bus Station is allocated for shopping development. Together with the pedestrianisation of Frederick Street (paragraph 7.4.23) this represents a limited northward extension of the prime shopping area. Land in Market Street/Corporation Street is also allocated for shopping and other uses complementing the retailing function of the centre. Additionally, those edge-of-centre sites i.e. immediately adjoining Mixed Use Areas identified above for Class A1 uses, will be suitable locations for those lower density developments that are not easily or appropriately sited in the defined town centre (and would be within convenient walking distance of it to allow people to complete other shopping and business there) (Policy RET2). Otherwise, emphasis in the provision of new accommodation is put on redevelopment and refurbishment of the existing shopping area, rather than on major extensions to it. The College Street/Markets area is one locality considered suitable for investment of this nature. Property refurbishment will also be encouraged and other measures taken to uplift the southern part of the centre, which has been in relative decline for two decades. In this locality too, but not exclusively so, smaller and specialised businesses are particularly encouraged.

7.4.17 In appropriate circumstances, retail development opportunities such as those identified above will be promoted and supported by the Council. This is not, however, anticipated to be the only route to new floorspace provision.

7.4.18 Various factors govern the vitality and viability of the town centre. Foremost, it will need to adapt by evolving a mix and diversity of shops and other activities, so broadening the range of its activities and attractions. Leisure development, being currently limited, is expected to assist the centre’s shopping function by generating additional trade and enhancing the centre’s image; leisure provision of wide or family appeal is especially relevant in this context. The Plan encourages such diversity (Policies RET1, CR2 and EC5). However, some restriction is necessary in respect of non-shop uses in certain parts of the centre (Policies RET1.2 and RET1.3). For the purpose of these policies, prime shopping streets in the town centre are those where rental levels, pedestrian flows and multiples representation are highest, namely:

- College Street,
- Effingham Street (All Saints Square to Old Town Hall Arcade).
- Howard Street (main Market entrance to Bus Station entrance concourse).
- All Saints’ Square,
- Frederick Street/College Walk, and
- High Street.

See Map 5: Central Rotherham Prime Shopping Streets.

7.4.19 Physical structure factors, particularly accessibility and a quality, safe environment, are other essential ingredients to viability of any shopping centre. These prerequisites are considered in the following paragraphs.

Transportation

7.4.20 The Central Area is the focus of the Borough’s Major Road Network and public transport routes. Heavy volumes of industrial, commuter and shopping traffic pass along the area’s roads, whilst the town centre is still subject to unnecessary through traffic. Off-street parking provision directly serving the core shopping area is about 2.9 spaces per 100 square metres (1,076 sq. ft.), which compares favourably with the national average for town centres but is far short of the ratios typically achievable in out-of-town shopping centres. Furthermore, some of this provision comprises surface car parks which are only of a temporary nature pending development or redevelopment.
7.4.21 Accessibility to the town centre, including choice of how to get there, is fundamental to its success as a shopping area. The approach of this Plan has been to optimise access to the centre, for all sections of the community, by both public transport and private car, whilst setting the framework for longer-term emphasis on the former (paragraphs 6.5.6 and 6.5.20). Important though the private car is, it should be noted that over half of the people coming to the town centre do so by public transport.

7.4.22 The Plan is also based on the belief that a vibrant but safe and comfortable town centre must be built upon pedestrianisation. All major land-uses in the centre are visited by pedestrians. Much of the pedestrian activity is ‘browsing’. Whilst much of the core shopping area has already been pedestrianised, further improvements to the pedestrian environment are therefore included in the Plan.

7.4.23 Key proposals in the Plan, as further illustrated in Figure 13: Central Rotherham: Transportation Network, are:

(i) Traffic management (Policy T4)
- further promotion of orbital routes for through traffic by:
  (a) improvements to the Main Street and St. Ann’s roundabouts on Centenary Way (2 and 4 respectively on the Figure), bringing them to the standard of the new Sheffield Road (1) and already reconstructed College Road (3) roundabouts, and
  (b) junction improvements on the Old Sheffield Road/Alma Road/Hollowgate/Westgate/Clifton Lane route,
- pedestrianisation of High Street and Frederick Street,
- traffic calming in Wellgate, Corporation Street and the Crofts area, and
- traffic control system.

(ii) Public transport (Policies T3 and T3.1)
- bus priority measures in Wellgate, Corporation Street and the approaches to the bus station.

- redevelopment of Central Bus Station as a much improved Interchange, with associated improvement of the footway links to the railway station, and
- potential new public transport systems focusing on the Centre (see paragraph 6.5.26).

(iii) Car parking (Policy T4.2)
- development of Drummond Street surface car park as either a multi-storey car park or for dual commercial accommodation and public parking use.
- development of Market Street surface car parks for uses including increased public parking.
- rationalisation and improvement of other surface car parks, and
- maximisation of short-stay parking in close proximity to shop and business areas, with longer-term (commuter) provision at more peripheral locations.

(iv) Road links into the area (Policy T2)
- final phase of the Centenary Way (inner relief road) to M1 link, and
- improvement of A630 Fitzwilliam Road and A633 Rotherham Road.

(v) Pedestrian and cycle access (Policies T6 and T8)
- regard to the needs of shoppers, mobility and sensory handicapped and cyclists,
- support for the creation of a Shopmobility service and attendant premises in the vicinity of the Bus Station or a major car park, and
- segregated routes for pedestrians and cyclists where appropriate.

Environment
7.4.24 The importance of a quality environment to the centre can not be overstressed. Traffic management proposals, particularly pedestrianisation and traffic calming measures, provide some of the most apparent environmental improvements. Others are:
Figure 13: Central Rotherham: Transportation Network

- **Orbital route**
- **Principal access route**
- **Pedestrianised area**
- **Primary car park**
- **Bus station refurbishment**
- **Railway**

*Proposed improvement to pedestrian environment / traffic calming*

*Not to scale*
7.4 Central Rotherham

- area environmental improvement (Policy ENV4.1) with specific attention given to the more rundown High Street/Crofts and surrounding locality (Policy ENV2.10),
- refurbishment of Imperial Buildings,
- improved standards of shop front and sign design, including a proposal to issue Council advice (Policy RET1.1), and
- public art and physical features to add to the centre’s sense of place (Policy ENV3.1).

7.4.25 The All Saints, Crofts and Clifton Bank Conservation Areas have been combined into one: the Rotherham Town Centre Conservation Area; covering the historic core of the town centre. Strict control will be exercised over proposals affecting these areas (Policies ENV2.5, ENV2.6 to ENV2.9 and ENV2.11). In considering planning applications in them or making development proposals for their enhancement, the Council will have a preference for the retention:

(i) in respect of the Rotherham Town Centre Conservation Area, of key frontages, spaces and pedestrian networks and adherence to the existing scale.
(ii) in respect of Clifton Bank, of residential use, period fenestration and roofscape, and
(iii) in respect of the Moorgate Conservation Area, of character as a former residential area of large houses and landscaped grounds.

7.4.26 Proposals affecting the area’s one Scheduled Ancient Monument (Rotherham Bridge), its Listed Buildings and any Other Heritage Areas, will be strictly controlled (Policies ENV2, ENV2.1, ENV2.2, ENV2.3, ENV2.5, and ENV2.6 to ENV2.9).

7.4.27 The waterside environment is a potential environmental and recreation resource through the Central area, advantage of which is already beginning to be taken. Associated with this, particularly as the River Don is classed as grossly polluted in the area, is action to achieve water quality improvement (Policy ENV3.7). The objective is to significantly improve the River Don, to such a condition that the river would support a coarse fishery. The Council will press the Environment Agency to do all it can to bring about this improvement.

Housing

7.4.28 Central Rotherham is not, of course, solely an area of business and industry. Even within its tight confines live some three thousand people, although there has been some decline in numbers in recent years. This population has particular needs. It is, for instance, characterised by higher proportions than average of elderly people, small and one-person households. At the same time, family size tends to be larger than elsewhere in the Borough, in part reflecting Central Rotherham’s multi-cultural make-up. The population is more dependent than normal upon rented accommodation and lives in a mixture of older terraced properties and modern flats, the former tending to be overcrowded and lacking in basic amenities.

7.4.29 Housing areas which are to be retained primarily in residential use are identified on the Proposals Map. A specific aim of the Plan as far as housing in the area is concerned is the control of further encroachment by commercial use and the traffic and car parking impact of neighbouring commercial areas. For instance, changes-of-use from residential to commercial use will only be permitted where there are sound grounds for doing so (Policy HG1) and the introduction of parking permit systems considered (Policy T4.2). Residential areas will not undergo radical change during the Plan period, although enhancement will be supported and limited renewal investigated in the older ones (Policy HG2). These older housing areas, containing some 850 properties, are:

Former General Improvement Areas
Wharncliffe Hill/Lindum Terrace
Wellgate/Hollowgate
Masbrough

7.4.30 Whilst any clearance that does take place will allow for new development, most new housing in the area will come from the development of one site more than 0.4 hectares (Policy HG4.1), namely:

With planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
H11 St. Ann’s Road ........................................... 86

7.4.31 In view of the population characteristics of the area and of the fact that a central location is convenient for some groups of residents such as the less mobile and single-households, residential sites in the area are seen as particularly suitable for special, supportive and affordable housing development (Policies HG4.5, HG4.6 and HG4.7).
Also because of these factors, demand for the subdivision of residential properties in the area can come about. This will be generally acceptable subject to impact on surrounding houses (Policy HG4.8).

7.4.32 The reintroduction of housing to the area is an important part of the strategy for revitalising the town centre and will be encouraged. Residential space could be provided above commercial property (including the conversion of existing upper floors) or, on appropriate sites within the town centre and surrounding Mixed Use Areas, take the form of small-scale, high-density housing enclaves. As the Plan does not explicitly allocate sites for housing in the town centre, proposals will be considered in the context of Policy HG4.3.

Community and Recreation

7.4.33 A key community service provided by Central area is education, principally within the Rotherham College of Arts and Technology. The College is a major institution with 14,000 full-time and part-time students. It is important not only as a tertiary education facility but for the activity and spending it undoubtedly brings to the town centre. The College campus is intensively developed, with pressures on both teaching and ancillary space, including car parking. The Plan supports the retention and improvement of the campus on its present site (Policy CR1.2). It also supports the replacement of the Howard Building by retail development, provided that alternative provision is made which is satisfactory to the College management and furthers the long-term improvement of the campus. Whilst no specific proposals for further development of the College are included in the Plan, development associated with it will be supported particularly within the Mixed Use Area MU25.

7.4.34 In order to meet needs for a Multi-Cultural Community Centre in the Central Area, the provision for which has been under consideration for a considerable time, the Council has identified the St. Leonards Road Annexe as the most suitable site for development as a multi-purpose community centre and is actively pursuing funding sources to implement the scheme. In addition, the Council has approved the Planning Brief which deals with the development options for the former South Grove School site. The Brief confirms the function of Grove Hall as a multi-purpose venue for leisure, recreational and cultural events and meetings for the community which will have a wide role in complementing and supplementing facilities such as the proposed St. Leonards Multi-Purpose Community Centre. The Planning Brief requires prospective developers of the South Grove site to take account of the use and future role of Grove Hall in their proposals for the development site. The Town Centre is also a target for additional recreation provision in support of retailing and economic policies as discussed in paragraph 7.4.18 (Policy CR2). Provision for both these uses will be supported, particularly within Mixed Use Areas.

7.4.35 Outdoor play space is provided by Clifton Park, Thornhill recreation ground and the Hollowgate play area. Any housing clearance that does take place will be considered as a potential source of land for additional space directly within housing areas, whilst high priority is accorded to the retention of existing facilities (Policies ENV5, CR1.5 and CR2.2).

7.4.36 Development of formal leisure facilities will be supported in the town centre and certain surrounding Mixed Use Areas in order to broaden the range of activities available, as discussed in paragraphs 7.4.11 and 7.4.18. Additionally, part of the Thornhill Recreation Ground is allocated for leisure development, in accordance with Policy CR2.6, albeit with the loss of some outdoor play space.

Waste Management

7.4.37 The provision of facilities for the collection of waste materials for recycling is encouraged (Policy WM1.5). Some facilities already exist in the area. However, further provision is considered to be appropriate. In particular, facilities serving residential localities and which are not dependent upon the use of cars are required.

Utilities

7.4.38 In view of the area’s intensive development and age, utility provision, particularly underground, is extensive. The impact of proposals on existing utilities, in terms of both potential damage and possible overloads, is a major consideration. Accordingly, the safeguarding of infrastructure will be a primary requirement of any new development (Policy UTL1).
Introduction
7.5.1 East Rotherham covers the eastern suburbs of Rotherham, some town centre fringe areas and the adjacent communities of Dalton, Thrybergh and Whiston. Rotherham town centre lies immediately to the west, Parkgate and Rawmarsh to the north, rural Dalton to the east and rural Whiston and Rother Valley to the south.

7.5.2 In 1991, the population of East Rotherham was 51,112 a fall of 1,953 since 1981. During the same period, the number of households increased by 807 to 19,939 which indicates a trend towards smaller family groupings. The age-structure is very similar to the Borough average except for the 30-44 age-group, which is 1.5% below the Borough average. The 60-65 and above age-groups are all slightly higher than the average which illustrates a trend towards a more elderly population. The 1991 Census shows 26.1% of the population in pensioner-only households. 6.5% of the population are pensioners living on their own. 17.1% suffer from long-term illness and 4.7% are single-parent households. All of these social indicators are higher than the Borough average and consequently will have implications for the provision of social services, health facilities, public transport, etc.

7.5.3 East Rotherham had a 5.0% non-white population in 1991 which, although small, is two and a half times the Borough average. A majority of this ethnic population has Pakistani origins.

7.5.4 The area is predominantly residential in character offering a wide range of house-types, tenures and ages. Manufacturing industry is concentrated in the north of the area with the other major employment sources being Rotherham General and Badsley Moor Lane Hospitals. Three large areas of public open space are located within this area, Clifton Park, Herringshorpe playing fields and Herringshorpe Valley Park which together with the Green Belt areas at Thrybergh and Whiston help to dispel the impression of the area being densely developed.

Policy overview
7.5.5 The general thrust of the proposals for this area is to protect and conserve its overall residential character. There is little land available for new development without the loss of existing open space which in most cases would be an undesirable and a retrograde step. The Green Belt within the area will be protected and even extended at Thrybergh Church, the Rectory and meadow land to the south. Important areas of Urban Greenspace are identified on the Plan to afford protection from any threat of development.

7.5.6 The existing residential areas will continue to provide a wide choice of housing and wherever feasible, measures to improve these residential areas will be encouraged. The Eastwood Trading Estate will continue to be the main source of employment in the area and measures to bring forward the remaining land on this Estate for employment generating development, will be supported.
7.5.7 Measures to improve the attractiveness of the local shopping centres/parades will be taken, wherever possible, in order to increase the viability of such centres which provide a valuable service in an area of low car ownership.

Policy application and proposals

Housing

7.5.8 Housing is the predominant land-use in East Rotherham with 19,939 households in 1991 and will continue to be the main function of the area throughout the Plan period in accordance with Policy HG1. 44.5% of the housing stock (8,890) is rented accommodation, mainly from the local authority although Housing Associations have been steadily increasing their presence in the area in recent years. The built-up nature of the area leaves few opportunities for new development, however, a number of sites are identified on the Proposals Map.

7.5.9 Environmental improvements would be beneficial in virtually all the residential areas of East Rotherham. These improvements could take the form of additional landscaping, traffic management/urban safety schemes, off-street parking, selective clearance, building maintenance, etc. The Council's ability to undertake such works is, naturally, governed by the availability of resources. If resources become available during the Plan period, the older housing areas, in particular, would be suitable candidates for treatment, in line with Policy HG2.

These older housing areas include:

- Former General Improvement Areas
  - St. Ann's/Milton Road
  - Dalton Brook
  - St. John's Road Area

- Areas of Older Housing
  - Cambridge Street/Oxford Street, Clifton
  - Doncaster Road, East Dene

7.5.10 In accordance with Policy HG4.1, the Proposals Map identifies a number of existing housing sites at:

Without planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Capacity to 2006 (dwellings)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The Brow, Brecks</td>
<td>46</td>
</tr>
<tr>
<td></td>
<td>Whinney Hill, Dalton</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>Bakersfield, Herringthorpe</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>Wood Street, Thrybergh</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>Off The Green, Broom</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Sitwell School Site, Broom</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>Broom Valley Allots. (part of MU38)</td>
<td>45</td>
</tr>
</tbody>
</table>

With planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Capacity to 2006 (dwellings)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Old Oak Farm, School Ln., Thrybergh</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>Wadsworth Rise, Dalton</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>H12 Dalton Lane, Dalton</td>
<td>96</td>
</tr>
<tr>
<td></td>
<td>H13 St. Leonard's Lane, Eastwood</td>
<td>33</td>
</tr>
</tbody>
</table>

7.5.11 In the development of the sites at: The Brow, Brecks; Whinney Hill, Dalton; Broom Valley Allotments (MU38); and Sitwell School Site, Broom, agreement will be sought, under the provisions of the Town and Country Planning Act, 1990, for the developer to provide an element of affordable housing to meet local needs, in accordance with Policy HG4.7.

7.5.12 The Proposals Map identifies a Mixed Use Area in accordance with Policies EC5 and EC5.1.

Ref. | Location and Use Class*
---|--------------------------
| MU38 | Broom Valley C3 and Urban Greenspace
| MU39 | Sitwell C3, Urban Greenspace and Community Facilities (Education)

* For a definition of Use Classes, see the Glossary at Chapter 8.

The Broom Valley site (MU38) has been given a Mixed Use allocation with a 'menu' of residential and Urban Greenspace. The exact area of land to be developed as yet cannot be defined, though a fair balance between the two uses is implicit in the designation. Access to the site presents a problem with the Council favouring vehicular access from Broom Valley Road. The land adjoining Sitwell Junior and Infant School (MU39) has been given a Mixed Use allocation with a menu of housing, urban greenspace and community facilities (Education). This mixture of uses attempts to meet the most pressing needs of this locality. The balance between the various uses will be determined by the production of a planning brief for the site.

7.5.13 Allotment gardens provide a valuable leisure pursuit for many people, but are not as popular as they once were. The new allotment garden area in Broom Valley is a case in point where approximately half the site is cultivated. The remainder of the land is a maintenance and
financial burden on the Council and the Broom Valley Allotment Society, trying to prevent the area becoming an eyesore. At the same time, Central Government is putting pressure on local authorities to realise assets by disposing of surplus land. It is proposed that part of the site, at least sufficient to accommodate all existing allotment holders who wish to stay on the site, be retained for allotment garden use and the remainder be developed for housing, in accordance with Policy HG4.2. Once the area to be developed has been determined, some rationalisation of the allotments will be necessary.

7.5.14 The conversion of residential property for multiple occupation is particularly appropriate for town centre fringe properties and will be favourably considered providing that the normal development control criteria can be met, in accordance with Policy HG4.8.

7.5.15 The redevelopment of non-conforming areas within housing areas for residential purposes, will normally be encouraged providing that the proposals meet the usual development control criteria and do not conflict with other Plan policies.

**Environment**

7.5.16 East Rotherham presents an open, green appearance despite being extensively developed. This is due to low density development, large gardens, mature trees, wide grass verges and three large areas of public open space, namely Clifton Park, Herrington playing fields and Herrington Valley Park. Unfortunately, the environment of the older housing areas is less attractive, but attempts to improve this situation will be made when resources allow in line with Policy HG2.

7.5.17 In accordance with Policy ENV1, areas defined as Green Belt on the Proposals Map will be protected from development. In line with Policy ENV1.8, the following minor changes to the Green Belt boundary as adopted in the earlier Rotherham Green Belt Local Plan have been made:

- Thrybergh Church and Rectory and the adjacent meadow land to the south (Thrybergh Glebe land) is afforded Green Belt status. The designation of a Conservation Area at Thrybergh is proposed. This would probably include the church and its environs, Chestnut Tree Farm and the site of Thrybergh Hall. The Thrybergh Glebe land would also form a vital part of such a Conservation Area. The meadow land is also

a very important part of the setting of Thrybergh Church (a Grade II* Listed Building) and the Rectory. Any development of this land would destroy this setting. The site is effectively isolated from the main facilities of Thrybergh by the A630(T) Doncaster Road and the only realistic means of providing vehicular access would result in the removal of trees protected by a Tree Preservation Order, again seriously affecting the setting of the Church, and

- Land off Brecks Crescent, adjacent to the Brecks Community Centre is also afforded Green Belt status. This small site is steeply sloping and crossed by a sewer, making it unsuitable for development. This site is of a similar nature to the adjoining Green Belt land and is, therefore, a suitable extension to it.

7.5.18 There are Scheduled Heritage Sites (Thrybergh Village Green and Church yard Crosses) in the area which will be protected, in line with Policy ENV2.1. There are a number of Other Heritage Areas which are worthy of protection under Policy ENV2.

7.5.19 A Core Area Study is to be undertaken of the Roundwood area of Thrybergh. The Council will support proposals, during the Plan period that will enhance and promote the area without adversely affecting its existing environmental qualities, in line with Policy ENV2.4.

7.5.20 In accordance with Policy ENV2.10, the existing Conservation Areas at Dalton Parva, Whiston and Moorgate will be incorporated into the Plan. Strict control will be exercised over proposals affecting Conservation Areas and listed buildings, in line with Policy ENV2.11. A new Conservation Area will be considered at Thrybergh.

7.5.21 The Council will seek improvements to the quality of water in the rivers, streams and dykes throughout the area, in line with Policy ENV3.7.

7.5.22 Environmental improvements along strategic transport corridors and in strategic locations for economic development, within the defined town centres and in the urban fringe will be undertaken, whenever possible, in particular, Fitzwilliam Road, Herringthorpe Valley Road, East Bawtry Road and West Bawtry Road, in accordance with Policy ENV4.1.
7.5.23 Areas denoted as Urban Greenspace on the Proposals Map will be protected from development in accordance with Policies ENV5 and ENV5.1. Other areas of greenspace within the area, which are too small to be identified on the Proposal Map, will be similarly protected (Policies ENV5, ENV5.1 and ENV5.2).

7.5.24 The whole of East Rotherham falls within the South Yorkshire Forest. There are a number of sites where extensive tree-planting would be supported in accordance with Policies ENV6 and ENV6.1 including:

(i) Land to the north-west side of Doncaster Road, Whinney Hill,
(ii) Land to the rear of St. Gerard’s School, Park Nook, Thrybergh,
(iii) Blacking Mill, Thrybergh, and
(iv) Land between Herringthorpe Valley Road and Cawthorne Close, East Herringthorpe.

7.5.25 The Council will support measures to improve the River Don, its banks and wherever possible, the creation of a riverside footpath, in line with Policy T7.

Economic Development

7.5.26 In 1991, there were 22,363 economically active persons in East Rotherham (55.7%) of whom, 3086 (13.8%) were unemployed (1991 Census). The major employment centres within East Rotherham are the Eastwood Trading Estate, Thrybergh Bar Mill, Rotherham General and Badsley Moor Lane Hospitals. The adjoining Rotherham town centre and the Parkgate area also offer employment opportunities. These areas will continue to be the main sources of employment for the area’s workforce in accordance with Policies EC1 and EC4.

7.5.27 There are two undeveloped plots of land on the Eastwood Trading Estate identified in Policy EC2.1.

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E22</td>
<td>Eastwood (Waddington)</td>
<td>3.1</td>
</tr>
<tr>
<td>E23</td>
<td>Eastwood (East)</td>
<td>1.9</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>5.0</td>
</tr>
</tbody>
</table>

The Council will strive to encourage the early development of these plots in order to maximise local employment opportunities, in support of Policies EC3, EC3.1, EC3.3 and EC3.4. There is one plot on Chesterton Road which has been turned into a nature area for use by the adjoining Adult Training Centre. This is shown as Urban Greenspace on the Proposals Map and will be protected from development in accordance with Policies ENV5 and ENV5.1.

7.5.28 When inappropriately located industrial undertakings wish to expand or intensify their use, the Council may encourage relocation to a more suitable location, in line with Policy EC1.2.

7.5.29 An area to the north of Doncaster Road, Dalton, is allocated for business use only in accordance with Policy EC3.2. A new access off Doncaster Road will be required, possibly adjacent to The Grapes Public House. This access should also afford rear servicing to the shops and offices fronting onto Doncaster Road, thereby alleviating some of the traffic-related problems experienced in this particular location. The proximity of the Millside Training Centre to this business site could well be beneficial for the development of new business ‘starter units’ with direct links between the two, in line with Policies EC3 and EC3.4.

Retailing

7.5.30 Shopping provision in East Rotherham is in small local centres, and individual ‘corner’ shops scattered throughout the area. The largest of these local centres are at Middle Lane South and Doncaster Road, Dalton (which contains an Asda superstore). These small shopping centres cater for the general day-to-day needs of the local population, whilst more specialist goods are obtainable in Rotherham town centre and Retail World at Parkgate. Many of these local shopping centres have a run-down appearance, with peeling paint, uneven forecourts, graffiti-covered walls and parking problems which may reflect the low profit margins that they work to, but this also detracts from the attractiveness of these centres to the shopping public and may reduce their viability and vitality (Policy RET1.1).

7.5.31 In accordance with Policy RET6, the Council wishes to see retailing uses continue to be concentrated in these existing shopping centres. Improvements to the fabric and safety of these centres will increase their attractiveness to shoppers and should increase their viability. The Council will seek to encourage the improvement of local shopping centres wherever physically and financially practicable. Improvements could include new shop fronts, better maintained forecourts, off-street servicing, parking provision and disabled
access. In East Rotherham, shopping centres which are worthy of attention are Middle Lane South; Doncaster Road, Dalton; Far Lane/Doncaster Road; Chaucer Road/Browning Road and Badsley Moor Lane. Thrybergh is under-provided with local shopping facilities and consequently a site north of Arran Hill has been allocated for retail development. The Council may consider the redevelopment of non-residential uses on the east site of Park Lane, up to “Shenstone” for retail purposes but only if a new access is provided to serve Arran Hill and Church View, and the existing potentially dangerous Arran Hill/Park Lane junction is closed. Any redevelopment proposals in the vicinity must make every effort to retain trees protected by Tree Preservation Orders.

7.5.32 Within designated local shopping centres, change-of-use proposals of non-retail uses to retail use (within Use Class A1) will be acceptable where normal development control criteria can be met, in line with Policy RET6.

7.5.33 In accordance with Policy RET1.3, the area’s local shopping centres are not considered suitable locations for amusement centres.

7.5.34 There are no proposals for additional shopping floorspace in East Rotherham because of falling population levels and the limited opportunity for further new residential development.

Transportation
7.5.35 In accordance with Policy T2, two major road schemes are proposed in East Rotherham during the Plan period. The first is the improvement of Fitzwilliam Road, Eastwood, from the existing dualled section to the St. Ann’s Road roundabout which, itself, will also be improved. This will help to alleviate the congestion currently experienced at peak times, and improve links from the Eastwood area to the national road network. The detailed designs for these improvements should incorporate limited waiting/loading lay-bys to serve the existing retail premises on Fitzwilliam Road and bus priority measures.

7.5.36 The second scheme is the improvement of West Bawtry Road from Rotherway through to the Whiston crossroads. This junction will be improved to reduce delays at peak periods and help to prevent accidents involving right turning movements (Policy T2).

7.5.37 The A618 Moorgate Road is one of the main arterial roads from central Rotherham to the south of the Borough, carrying heavy traffic flows particularly during peak periods. The local topography dictates that all traffic to and from developments on the southwestern side of Moorgate Road must use this main road for at least part of its journey. For historical reasons many of the access points onto Moorgate Road are narrow, requiring slow traffic speeds for them to be negotiated safely. This has the effect of reducing traffic speeds on Moorgate Road itself. The Council is aware that further development in the Moorgate Road corridor, especially to the south west, will increase traffic movements to and from Moorgate Road. Although the scale of proposed developments is likely to be small, given the developed nature of the area, the cumulative effects on traffic flows of such developments could be considerable. In dealing with future applications within the Moorgate Road corridor the Council will take account of the cumulative effects of the proposed traffic movements on the free-flow of vehicles along Moorgate Road.

7.5.38 In East Rotherham 44.0% of households do not have access to a car compared to a Borough average of 38.2%. Investigation of new public transport systems along the A631/A6021 and A630 corridors in the area will be undertaken in accordance with Policy T3.1.

7.5.39 The performance of the East Dene/Herringthorpe Urban Safety Scheme will be monitored, thereby assisting the introduction of similar schemes, where appropriate, to reduce vehicle speeds and exclude non-local traffic in residential areas.

7.5.40 Off-street and curtilage parking will be encouraged, particularly in areas where carriageway widths are less than acceptable standards. Eastwood, East Dene, East Herringthorpe and Herringthorpe are areas where such treatment would be beneficial, in accordance with Policy T4.

7.5.41 The Sheffield and South Yorkshire Navigation forms the northern boundary of East Rotherham and proposals to increase its use for both freight and leisure traffic will generally be supported, in line with Policies T1, T5 and EC6.

7.5.42 One of the Council’s long-term aims is to create a footpath/cycleway along the River Don, as part of Rotherham’s Long Distance Footpath Network, and any future development proposals alongside the river must cater for this provision, in line with Policy T7.
7.5.43 Much of East Rotherham fell within Rotherham’s Inner Area and suffers from varying degrees of deprivation. The Council’s Anti-Poverty Initiative has highlighted Dalton Brook and East Herringthorpe as areas requiring urgent action. In such areas the Council will continue to support existing neighbourhood projects and foster community activity in line with Policy CR1. Three areas, Dalton, Thrybergh and Whiston have Parish Councils which provide various community facilities within their areas in addition to the Council’s existing provision.

7.5.44 The Council will strive to ensure that its facilities continue to be of a high standard and meet the changing needs of the population in accordance with Policy CR1.

7.5.45 Initiatives have been carried out via the Anti-Poverty and Health for All campaigns to generate community activity in this area. In compliance with Policy CR1.1, a site at Oldfield Road/Laudsdale Road, East Herringthorpe, has been identified as a possible location for a community centre to serve this estate. The site will continue to be used for public open space until finance is available for the construction and revenue costs of running such a purpose-built community centre.

7.5.46 The search for a suitable location for a Youth and Community Centre to serve the wider Herringthorpe area will continue in line with Policy CR1.1.

7.5.47 The Council is aware that East Dene primary school does not have a playing field and will bear this in mind should the opportunity to create some suitable provision near to the school present itself during the Plan period, in line with Policy CR1.2.

7.5.48 East Herringthorpe and Dalton Brook have been identified as being deficient in overall health provision and the Council will support proposals to rectify these deficiencies providing that the normal development control criteria can be met, in line with Policy CR1.3.

7.5.49 The former Council nursery garden site at Broom Road has been redeveloped for a hospice, in accordance with Policy CR1.3.

7.5.50 The site of cleared property on Farnworth Road, East Herringthorpe will be used for public open space and suitable play equipment will be installed when finances permit, in line with Policy CR2 and CR2.1.

7.5.51 The Council will support the community use of local school buildings and playing fields in accordance with Policies CR1 and CR2.

7.5.52 East Rotherham is well served by larger recreational and leisure facilities, such as Clifton Park, Herringthorpe Leisure Centre and playing fields, Herringthorpe Valley Park, Thrybergh Sports Centre and swimming pools at Oakwood School and Mowbray Gardens. The Parish Councils of Dalton, Thrybergh and Whiston also operate recreation grounds and allotment gardens sites for the benefit of their parishioners. Some privately-owned facilities also exist in this area.

7.5.53 In accordance with Policies CR2.2 and ENV5, the Council will safeguard from development, existing recreational areas, defined as Urban Greenspace on the Proposals Map.

7.5.54 In accordance with Policies CR2 and CR2.1, new public open space provision is proposed at:

(i) Green Belt land off Moorhouse Lane, Whiston, adjacent to the cricket ground,
(ii) Farnworth Road, East Herringthorpe,
(iii) The former Spurley Hey playing fields off Erskine Road, Eastwood, and
(iv) Land bounded by Brecks Lane, Gibbing Greave Wood and Herringthorpe Wood.

7.5.55 There is a deficiency of children’s play space in the Broom Valley area that will be exacerbated by the loss, through development, of land off The Green for aged-person accommodation. In accordance with Policy CR2.1, the Council will investigate the opportunities for additional provision of play spaces on Urban Greenspace areas in Broom Valley. There are other localised areas of deficiency, such as the Brecks area where the possibility of additional provision will be investigated.

7.5.56 The Council supports proposals for the provision of an additional playing field adjacent to the Parish Council’s facility at Hollings Lane, Thrybergh. Some limited land-raising may be required but this should improve the appearance of the area which is in the Green Belt and would
increase the level of provision in this neighbourhood, in line with Policy CR2.1.

7.5.57 The South Yorkshire Forest provides the opportunity for improved public access, new informal recreation, countryside sport and leisure facilities and environmental education, in support of Policies CR2.5, ENV6 and ENV6.1.

7.5.58 In accordance with Policies CR1, CR1.2 and ENV2.5, St. Stephen's Church on St. Ann's Road has been decommissioned and an alternative use is needed for this Grade II Listed Building. Preferred uses will be those that require little or no change to the fabric of the building and could include offices, O.A.P. day centre, town centre creche, sports facility, library and art gallery, and an annex to R.C.A.T.

Minerals and Waste Management
7.5.59 The Yorkshire Water tip at Roundwood, Thrybergh, is no longer operational and negotiations are in hand to secure its restoration for amenity and nature conservation purposes in conjunction with adjoining wetland areas in the River Don floodplain.

7.5.60 In support of Policy WM1.5, the Council will support the establishment of recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) in appropriate locations throughout the area.

Utilities
7.5.61 An area of Scheduled Washland adjacent to the River Don at Thrybergh, will be protected from development which would impair its efficiency for flood storage purposes, in keeping with Policy UTL1.1.
Rother Valley

Introduction

7.6.1 The Rother Valley area extends along the lower Rother Valley and into the Don Valley near its confluence with the River Rother. It includes the communities of Orgreave, Treeton, Catcliffe, Brinsworth and Canklow, together with adjoining industrial areas and open countryside. The Borough’s boundary with the City of Sheffield forms the western limit of the area; to the north and north-east is the built-up area of Rotherham and to the south-east, open countryside. Communications in the area are good. The M1 motorway passes through the centre of the area with an access at Junction 33; the B6200 road forms part of the southern boundary, the A630 crosses from north-east to south-west, the A631 and A6178 from west to east, whilst the A6109 forms the northern boundary of the area.

7.6.2 There are considerable environmental problems as a result of the area’s past and present industrial activity. The River Rother is polluted, large areas of derelict, former steelworks are currently being reclaimed in the north, a number of former colliery tips require treatment and the current opencast coal operation at Waverley has been extended to include the former Orgreave Colliery and Coking Works complex.

7.6.3 The population of the area in 1991 was 17,071. Of the 6,411 households in the area in 1991, 64% lived in owner-occupied dwellings and 26% lived in dwellings rented from the Council (Borough averages 62% and 30%, respectively). The area contains a large number of employment sources, centred upon Templeborough and the industrial estates at Meadowbank and Canklow Meadows. Nevertheless, unemployment in the area in 1991, was slightly higher than the Borough average at 12.1% and 11.9%, respectively.

Policy overview

7.6.4 Rother Valley has seen the decline of both the steel and coal mining industries over the past twenty years. The Council, in its strategy to promote economic development, has centred two of its five Regeneration Areas in the Rother Valley at Templeborough and Waverley. These Regeneration Areas will provide a wide range of sites for industrial and business uses which will become available throughout the Plan period.

7.6.5 In Treeton, the colliery closure, whilst regrettable from an economic point of view, does provide an attractive site for residential development. This development will improve the vitality of the village and also provide a substantial area of new housing. The reclamation of former tipped areas at Treeton Lane for open space, and the provision of three Local Nature Reserves around Treeton Dyke during the Plan period will support its role as an attractive residential area serving the needs of both Rotherham and Sheffield commuters.
7.6.6 The former Orgreave Colliery and Coking Works complex was a major environmental problem in the area. However, the Plan proposes its reclamation for mainly recreational uses following the opencast mining of the site. The scheme involves an extension of the Waverley opencasting operation in a south-easterly direction to include both the Orgreave site and the tipped areas. On completion shortly after the Plan period, this area will provide a major new recreational facility, together with land suitable for a range of built development uses.

7.6.7 Rother Valley in the context of Rotherham as a whole, is the centre of the transportation network. Both the M1 motorway and the Sheffield Parkway run through the area and the improvement schemes to the A630 and the A6178 have improved Rotherham’s links with the motorway network. There is potential for a new rail station at Treeton to support the new housing allocation and provide a valuable public transport facility. The Sheffield/Rotherham Airport is located on the western boundary of the area and its development is supported as a major incentive to economic growth, both in the Rother Valley and in Rotherham generally.

Policy application and proposals

Housing
7.6.8 Rother Valley provides a valuable source of residential property which serves the Rotherham Urban housing market area. The Council will seek to retain the qualities of established residential areas identified on the Proposals Map, in accordance with Policy HG1.

7.6.9 Rother Valley contains significant areas of older housing notably at:

Former General Improvement Areas
Treeton
Ellis Street/Duncan Street
Ellis Street II

Area of Older Housing
Castle Avenue/Warden Street

Estate Action Area
Canklow Estate

7.6.10 In accordance with Policy HG2, the Council will encourage the improvement of the housing stock and appearance of these established residential areas.

7.6.11 The Rother Valley area will continue to play a significant role in providing land to meet the Borough’s housing needs throughout the Plan period, in line with Policies HG3 and HG4.

7.6.12 In accordance with Policy HG4.1 the Proposals Map identifies a number of existing housing sites at:

Without planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Capacity to 2006 (dwellings)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Station Road</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>H18 Wood Lane</td>
<td>55</td>
</tr>
</tbody>
</table>

With planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Capacity to 2006 (dwellings)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frederick Street</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td>Washfield Lane</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Holmes Lane</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>St. Andrews Walk</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>H14 Whitehill Lane</td>
<td>74</td>
</tr>
<tr>
<td></td>
<td>H16 Orgreave Road</td>
<td>53</td>
</tr>
<tr>
<td></td>
<td>H17 Railway Avenue</td>
<td>55</td>
</tr>
</tbody>
</table>

7.6.13 In accordance with Policy HG4.2, the Proposals Map identifies proposed housing sites at:

Without planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>South of Bradshaw Avenue</td>
<td>2.8</td>
</tr>
</tbody>
</table>

With planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Treeton Colliery</td>
<td>11.5</td>
</tr>
<tr>
<td></td>
<td>Brinsworth Road, Catcliffe</td>
<td>2.5</td>
</tr>
</tbody>
</table>

7.6.14 In the development of the sites at: Railway Avenue, Catcliffe (H17); Wood Lane, Treeton (H18); and South of Bradshaw Avenue (H45), agreement will be sought under the provisions of the Town and Country Planning Act, 1990, for the developer to provide an element of affordable housing to meet local housing needs in accordance with Policy HG4.7.

Economic Development
7.6.15 Rother Valley has traditionally provided major employment centres for Rotherham’s workforce at Templeborough and Orgreave/Waverley. More recently, new industrial estates at
Canklow Meadows and Meadowbank have provided alternative employment opportunities.

7.6.16 These traditional areas have declined over recent years with steel closures at Templeborough and the closure of the Treeton and Orgreave Collieries and associated Coking Works Complex. The unemployment rate for the area in 1991, was 12.1%, slightly higher than the Borough average of 11.9%. To counteract the effects of these closures, the Council has centred two of its five Regeneration Areas on the Rother Valley at Templeborough and Waverley (Policies EC2 and EC2.1).

7.6.17 Policy areas for industrial and business uses are identified on the Proposals Map at Meadowbank, Templeborough, Canklow Meadows and Orgreave and for business use only at Field View (Brinsworth). Within these policy areas, there will be a presumption in favour of development proposals which complement the areas' commercial roles, in accordance with Policies EC1, EC1.1, EC3 and EC3.1 to EC3.5.

7.6.18 In accordance with Policies EC2 and EC2.1, Rother Valley will contribute to the industrial and commercial land needs of the Borough by the allocation of a range of new sites to suit a variety of employment opportunities.

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location and Use Class*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU27</td>
<td>Junction 33, M1 A3, C1 and petrol filling station</td>
</tr>
<tr>
<td>MU37</td>
<td>Meadowbank Road B1, B2, B8, C1, D1, D2 and A3</td>
</tr>
</tbody>
</table>

* For a definition of Use Classes, see the Glossary at Chapter 8.

7.6.20 The Waverley Regeneration Area, based on the opencast coal site, will eventually release more than 100 hectares of land for industrial and business development. However, the opencast proposals run beyond the Plan period and involve the opencasting of the Orgreave works and former tip. In accordance with Policy EC2.1, the Proposals Map identifies a 32 hectare site (E35) which forms phase 1 of the development, providing a wide range of sites from 1996 onwards to suit a variety of employment opportunities as set out in Policies EC3, EC3.1 and EC3.3 to EC3.5.

7.6.21 In accordance with Policies EC5 and EC5.1, the Proposals Map identifies two Mixed Use Areas in Rother Valley:

7.6.22 MU27 adjacent to Junction 33 of the M1 motorway, is a 7 hectare site located on either side of the motorway and linked by an underpass. The site is particularly suitable for an hotel, restaurant and petrol filling station in keeping with Policies EC5, EC6 and EC6.1. MU37 Meadowbank Road, is a 8 hectare site close to junction 34 of the M1 motorway. In recognition of its strategic location, the site is proposed for mixed use to provide industrial, leisure, restaurant and hotel facilities, in keeping with Policies EC5, EC6 and EC6.1.

7.6.23 The Sheffield/Rotherham Airport lies immediately to the west of the Plan area at Tinsley Park, the access being from the A630 (Sheffield Parkway) at Europa Way. The Council supports the development of the Airport in line with Policy T1.

7.6.24 In view of the likely increased traffic generation on the Sheffield Parkway as a result of the Airport and other proposals at Waverley and in Sheffield, the Council will support a major study of possible improvements to the Sheffield Parkway.
7.6.25 In accordance with Policy T2, a number of highway improvement schemes will be promoted in the area during the Plan period, these include:

- A630/A631 Rotherham to M1 Link (Phase II). A new dual carriageway linking the A630 Rotherway with the dual carriageway at Canklow to provide improved links to the M1 motorway.

- A6178 Sheffield Road. Highway improvements phased with redevelopment of the adjoining areas in a series of cost-effective, small-scale schemes concentrating on existing and proposed road junctions between the A630 inner by-pass and the Borough boundary.

- B6066 Highfield Lane. As part of the Waverley/Orgreave regeneration scheme, a new road linking Highfield Lane with Poplar Way is shown on the Proposals Map. This road provides access to the first phase of the Waverley development and also enable opencasting to progress eastwards across the existing line of Highfield Lane.

7.6.26 The feasibility of major investment in new public transport systems, including routes through the Rother Valley area, possible 'park and ride' facilities associated with the Sheffield Parkway and M1 motorway, will be investigated in line with Policy T3.1.

7.6.27 In line with Policies T3 and T3.2, the feasibility of a new railway station at Treeton is currently being investigated. It could provide a valuable public transport improvement in support of the proposed new residential development at Treeton.

7.6.28 The dual-tracking of the Holmes Chord is also proposed during the Plan period to increase the service capacity of Rotherham Central Station in accordance with Policy T3.2.

7.6.29 A traffic calming scheme is now in operation on Canklow Road in line with Policy T4, to slow vehicle speeds and discourage through traffic on this road which lies between the Canklow estate and open recreational areas. The Council wishes to promote a footpath/cycleway route following the River Rother to form part of Rotherham's Long Distance Footpath Network and the Trans Pennine Trail southern link to Chesterfield, in accordance with Policy T7.

7.6.30 Existing shopping provision within Rother Valley is characterised by local shops serving the communities of Canklow, Catcliffe, Treeton and Orgreave with a local centre serving the needs of the larger community of Brinsworth. In these areas, the Council will seek a high quality shopping environment in line with Policy RET1.1. The existing Retail Warehouse Park at Canklow Meadows (see Policy RET4) and the CRS Homeworld site at Poplar Way, serve both the needs of the local area and the Borough as a whole.

7.6.31 The largest single retail unit in the Rother Valley area is the CRS Homeworld facility at 10,980 square metres (118,200 sq. ft.). The adjoining land is proposed for food retailing, petrol filling station and garden centre, and the whole site is allocated for retail purposes on the Proposals Map, to reflect existing planning permissions.

7.6.32 Brinsworth contains a concentration of shopping facilities at the junction of Brinsworth Road and Bonet Lane. This local centre offers a wide range of shops and the Council will continue to support shopping development in the area allocated on the Proposals Map, in line with Policy RET6.

7.6.33 The likely scale of new residential development at Treeton will give rise to a need for additional shopping facilities. In accordance with Policy RET6, an area of land off Pit Lane is allocated on the Proposals Map for a new local shopping centre.

7.6.34 A substantial part of the Rother Valley, particularly in the south and east, lies within the Green Belt as defined on the Proposals Map in accordance with Policy ENV1. It also includes an Area of High Landscape Value to the east of Treeton (Policy ENV1.1). In accordance with Policy ENV1.8, the following changes to the Green Belt boundary as adopted in the earlier Rotherham Green Belt Local Plan, are proposed:

- At Junction 33 of the M1 motorway, three parcels of former Green Belt land are allocated for new uses on the Proposals Map. These include two Mixed Use Areas which are related to the proposed hotel, restaurant and petrol filling station and an area to the west, bounded by the M1, the Sheffield Parkway and the railway line, which is now proposed as Urban Greenspace.
• At Treeton Colliery, land has been deleted from the Green Belt to follow a logical boundary at the base of the reclaimed Colliery tips. This enables the full reclamation of the Colliery site and its redevelopment for residential use.

7.6.35 The Proposals Map identifies four Scheduled Heritage Sites at Canklow Hill, the Glassworks Cone (Catcliffe), Blue Mans Bower and Catcliffe Flash. These sites will be protected against inappropriate development in accordance with Policies ENV2. ENV2.1, ENV2.3, ENV2.4 and ENV2.5.

7.6.36 The Proposals Map also identifies a number of Other Heritage Areas and these will be protected from inappropriate development in line with Policies ENV2, ENV2.2, ENV2.3 and ENV2.4.

7.6.37 In line with Policy ENV2.4, the Council has produced a Core Area Study for the Treeton Dyke area. Central to the Study’s proposals is the establishment of Local Nature Reserves as shown on the Proposals Map. The reclamation of the Orgreave site will also assist the Core Area Study’s proposals with the early restoration of the tip on the western edge of Treeton Dyke.

7.6.38 The special wildlife interest of the valley is recognised by the River Rother Wildlife Strategy - a Subject Study carried out in association with Bolsover District Council, Chesterfield Borough Council, Derbyshire County Council, North East Derbyshire District Council and Sheffield City Council. Following public consultation the study is now formally adopted by each of the Councils concerned. The aims of the strategy are:

• to recognise the particular value of the landscapes and habitats of the River Rother catchment as unique features within the participating local authorities’ area,

• to identify key issues in the conservation of the wildlife resource and the enhancement of a strategic wildlife corridor,

• to identify opportunities for the conservation and enhancement of the River Rother catchment,

• to ensure that opportunities for protection and enhancement of the wildlife resource and enjoyment of wildlife are maximised, and

• to co-ordinate the efforts of the participating local authorities.

The aims of the Strategy will be pursued throughout the Plan period and in accordance with Policy ENV2.4, the Strategy document provides detailed planning guidance.

7.6.39 Rother Valley has one Conservation Area based around St. Helen’s Church at Treeton. This Conservation Area has been included as one of four in the Borough for which enhancement proposals will be prepared (Policy ENV2.10). Strict controls will be exercised over proposals in the area as set out in Policies ENV2.5, ENV2.11 and ENV2.12.

7.6.40 Watercourses in the area, in particular, the Rivers Rother and Don and the Sheffield and South Yorkshire Navigation, will be protected against inappropriate development and potential sources of pollution. In addition, the Council will employ all its available powers and, where appropriate, will co-operate with other agencies, to seek a reduction in existing levels of pollution within the area, in accordance with Policies ENV3.7 and CR2.4.

7.6.41 The major environmental problems are centred upon the areas of despoiled land at Templeborough, Waverley/Orgreave and Treeton. In accordance with Policies ENV4, ENV4.1 and ENV4.2, the Council will support environmental improvement initiatives throughout the Rother Valley area and will give high priority to reclamation and environmental improvements in these Regeneration Areas.

7.6.42 The Proposals Map identifies substantial areas of Urban Greenspace related to the more heavily developed western part of the area. In line with Policies ENV5 and ENV5.1, these areas will be retained and enhanced in the interest of recreation, conservation and amenity. Additionally, Policy ENV5.2 will protect areas that are too small to be defined on the Proposals Map but are important to the immediate locality.

7.6.43 In accordance with Policies ENV6 and ENV6.1, the Council supports the development of the South Yorkshire Forest. To this end, restoration of the former tips and reclamation sites at Catcliffe, Treeton and Orgreave will involve substantial areas of tree-planting.
7.6.44 The Council’s Anti-Poverty Initiative highlighted the Canklow area as being in need of urgent action. The Council will continue to support existing projects and foster community activity in the Canklow area, in accordance with Policies CR1 and CR1.1.

7.6.45 Throughout the area a variety of community and recreational facilities are provided by a combination of bodies including the Council, Parish Councils and private organisations. The Council will encourage the retention and upgrading of existing facilities in line with Policies CR1, CR1.1, CR1.5, CR2 and CR2.1. The need for additional community facilities at Treeton and Orgreave has been accepted. Sites at Pit Lane and St. James Walk are identified for these facilities and shown on the Proposals Map, in accordance with Policies CR1, CR1.1 and CR2.

7.6.46 The need for additional land at Treeton to allow for the expansion of the existing school is acknowledged and a site for the school extension is identified on the Proposals Map, in accordance with Policy CR1.2.

7.6.47 Overall, the area is reasonably well served with open space, the Brinsworth area, however, is the most tightly developed and local open space is more limited. Community use of school playing pitches and facilities can help meet shortages of formal provision and in the furtherance of Policies CR2 and CR2.1, the Council will investigate greater community access to school sports facilities such as those at Brinsworth Comprehensive School. Existing recreation areas are included in the Proposals Map as Urban Greenspace and will be rigorously protected under Policies ENV5 and CR2.2.

7.6.48 In accordance with Policy CR2, the Council supports the development of the former tipped areas at Riverside (Catcliffe) and Treeton Lane as informal open space areas during the Plan period.

7.6.49 The provision of new areas of open space will be required as an integral part of new housing proposals at Treeton, in accordance with Policies ENV3.1, CR2 and CR2.1.

7.6.50 The Proposals Map identifies a Major Potential Recreational Area at Orgreave. The restoration programme for the site of the former Orgreave Colliery, Coking Works and tip, will create a substantial area of open space although its availability for recreation will be beyond the Plan period. (Policies CR2.3 and CR2.5).

7.6.51 The whole of the area is covered by the South Yorkshire Forest Initiative which will provide opportunities for improved access to the countryside, informal recreation opportunities, countryside sport and leisure facilities and environmental education, in keeping with Policies ENV6, ENV6.1 and CR2.5.

Minerals and Waste Management

7.6.52 Although deep-mining operations have ceased in the Rother Valley area, considerable reserves of coal remain which can be worked by opencast methods.

7.6.53 In line with Policies MIN1, MIN3, MIN3.1 and MIN3.2, the Proposals Map allocates an area of approximately 256 hectares based around the former Orgreave Coking Works for the extraction of coal by opencasting. The opencast operation will be central to the longer-term reclamation of the whole Waverley/Orgreave area which runs throughout the Plan period.

7.6.54 In keeping with Policy WM1.5, the provision of recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) will be supported at suitable locations throughout the area.

Utilities

7.6.55 Significant areas of Scheduled Washland are identified on the Proposals Map adjacent to the River Rother around Treeton, Catcliffe and Brinsworth, together with a further area at the confluence of the Rivers Don and Rother at Bow Bridge. Development which would impair the efficiency of these areas for flood storage purposes will not be permitted in accordance with Policy UTL1.1.

7.6.56 The supply of services, particularly gas, water and drainage to the Waverley area is identified as a particular problem. In line with Policy UTL2, the provision of appropriate services to enable the development of the Waverley site to progress will be supported.
Introduction

7.7.1 The Bramley-Wickersley-Thurcroft area comprises the predominantly residential communities of Ravenfield Common, Wickersley, Flanderwell, Sunnyside, Bramley and Thurcroft. The eastern suburbs of Rotherham lie to the west, separated from this area by open land at Sitwell Golf Course and Dalton Magna. Open countryside also occurs in the north, south and south-east. Immediately to the east are residential and industrial areas at Hellaby. The M18 motorway runs from north to south with an access at Junction 1 and the A631 traverses the area from east to west. The area is on the upper coal measures but coal mining ceased with the closure of Thurcroft Colliery. There are currently no major employment centres in this area but job markets are readily accessible via the motorway network, in addition to Rotherham Central Area which is within easy reach.

7.7.2 The population of the area has grown from 23,900 in 1981 to 25,565 in 1991. Population structure is broadly typical of the Borough average with a slight predominance of middle-aged persons in the 30-60 age-groups. Household amenities are generally high and 71.2% of households have a car. Unemployment, at 9.2%, remains below the Borough average.

Policy overview

7.7.3 The Plan confirms Bramley-Wickersley as one of the Borough’s more popular residential areas with provision for new housing development.

7.7.4 Economic development is to be concentrated next to Junction 1 of the M18 motorway, taking advantage of its strategically important location and prominent position to attract new investment. Around 8 hectares of land is allocated for mixed retail and business uses near to Morrison’s superstore. In order to avoid further sporadic retail development within residential areas and to reduce road safety hazards along the busy Bawtry Road corridor, retail development is to be broadly contained in existing town centres, such as Tanyard, Wickersley and Main Street, Bramley.

7.7.5 Measures such as ‘park and ride’ and other new public transport initiatives will be investigated to help remedy increasing traffic congestion around Junction 1 of the M18 motorway and along the A631 Bawtry Road/Rotherham Outer Orbital corridor.

7.7.6 The Northfield Recreation Ground is to be extended with an allocation of a further 3.2 hectares of open space. This site is centrally located and will help to overcome playing space deficiencies, particularly in the more densely developed parts of Bramley-Wickersley. Additional open space is to be incorporated within the major new housing development at Sunnyside.

7.7.7 A site for a new junior school has been reserved off St. John’s Road, Sunnyside, to cater for the future pupil intake from new housing development in the locality.
7.7.8 The more outlying settlement of Thurcroft will be the subject of a concerted programme of environmental improvement. This will include restoration of the former colliery, in conjunction with waste disposal operations, to forestry and informal leisure uses together with improvements to town centre shopping facilities along Green Arbour Road. Provision is to be made for new housing development off Sawnmoor Road and New Orchard Lane which will help to make Thurcroft increasingly popular as an attractive commuter settlement alongside Bramley-Wickersley and well placed to take advantage of new employment opportunities in nearby Dinnington.

Policy application and proposals

Housing

7.7.9 A majority of the area’s housing stock is modern and in good condition with larger houses than the Borough average. In 1981, 53% of households lived in owner-occupied dwellings and 32% in dwellings rented from the Council. By 1991, the proportion of households living in owner-occupied dwellings had risen to 74% with only 17% in dwellings rented from the local authority.

7.7.10 In accordance with Policy HG1, housing areas which are to be retained primarily in residential use are identified on the Proposals Map. In these policy areas, development proposals which detract from or are incompatible with, the established residential character of the area will be resisted.

7.7.11 There are concentrations of older housing at:

Areas of Older Housing
Charles Street/Katherine Street, Thurcroft
Westfield Road/Park Grove, Bramley
Cross Street and Wadsworth Road, Bramley

Other Areas
Central Avenue/Elder Drive, Sunnyside

Consistent with Policy HG2, the Council will support proposals designed to improve the quality and appearance of these established residential areas. Such proposals could take the form of landscaping, traffic management, off-street parking, building maintenance, etc. The Council’s ability to undertake such work is governed by funding constraints but should resources become available during the Plan period, these areas would be priorities for consideration.

7.7.12 Bramley-Wickersley-Thurcroft will contribute to meeting the housing requirement of the Borough during the Plan period, in keeping with Policies HG3 and HG4, by the allocation of a range of new sites to accommodate a variety of residential development.

7.7.13 In accordance with Policy HG4.1, the Proposals Map identifies a number of existing housing sites at:

Without planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
Fleming Way, Flanderwell ....................... 18
Ivanhoe Road (E), Thurcroft .................... 30
H23 Sawnmoor Road, Thurcroft ................. 300

With planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
Hollings Lane, Ravenfield ..................... 11
Allott Close, Ravenfield ....................... 36
Stonely Brook, Bramley ......................... 19
Wadsworth Road, Bramley ...................... 41
Gillott Lane, Wickersley ....................... 27
Pinchfield Way, Wickersley ................... 21
Quarryfield Lane, Wickersley ................. 10
Woodside Court, Wickersley ................. 13
H19 Poplar Grove, Ravenfield ................. 80
H20 Holmes Road, Bramley .................... 66
H21 Flash Lane, Bramley ...................... 109
H22 Flanderwell Lane, Bramley .............. 120
H48 Sandy Lane, Bramley ..................... 270

7.7.14 In accordance with Policy HG4.2, the Proposals Map identifies proposed housing sites at:

Without planning permission at 12/05/97

Ref. Location Area (ha.)
South of Braithwell Road, Ravenfield ... 1.0*
H47 Dale Road, Wickersley ................. 2.7
H50 Sunnyside ................................. 30.9

With planning permission at 12/05/97

Ref. Location Area (ha.)
H60 New Orchard Lane ....................... 4.4

* Housing development of 1 hectare (2.5 acres), to the south of Braithwell Road (formerly part of the Backer Sportsfield) is subject to the dedication of the remaining 0.7 hectares (1.7 acres) of the former sportsfield for community recreational use under a Section 106 Agreement and the housing...
development being served by a new direct access onto Braithwell Road (see also paragraph 7.7.46).

7.7.15 In furtherance of Policy HG4.4, sites at Ivanhoe Road (E) and Flash Lane have potential for special needs housing.

7.7.16 The scale of development proposed at Bramley Lings (sites H21 and H48), Sunnyside (H50), Sawnmoor Road (H23), and New Orchard Lane (H60) warrants the preparation of development briefs with special attention being given within site layouts to the provision of Urban Greenspace, play spaces, landscaped footpath/cycleway routes and community facilities with particular reference to Policies CR1, CR2, CR2.1, ENV1.4, ENV3.1, RET6 and T7. The proximity of New Orchard Lane (H60) to a potential waste disposal facility will require careful treatment at the detailed design stage. In the development of the sites at: Sawnmoor Road, Thurcroft (H23); Dale Road, Wickersley (H47); Sunnyside (H50); and New Orchard Lane (H60), agreement will be sought, under the provisions of the Town and Country Planning Act, 1990, for the developer to provide an element of affordable housing to meet local needs, in accordance with Policy HG4.7.

Economic Development

7.7.17 In 1981, unemployment in the area was significantly lower than the Borough average (7.1% and 10.7%, respectively). In April 1991, the local rate had remained below the Borough average (9.2% and 11.9%, respectively) (1991 Census).

7.7.18 Thurcroft Industrial Estate is identified on the Proposals Map as a policy area for industrial and business uses. Within this policy area, there will be a presumption in favour of appropriate development proposals which complement the area’s employment role, in line with Policies EC1, EC1.1, EC3, EC3.1 and EC3.3 to EC3.5.

7.7.19 Policy areas for business use only are identified on the Proposals Map at Bawtry Road and Progress Drive, Bramley (Policies EC1, EC1.1, EC3, EC3.2 and EC3.4).

7.7.20 In line with Policies EC2 and EC2.1, as a contribution to the Borough’s overall industrial and commercial land needs, the Plan proposes a new development site at Bramley, adjoining Morrison’s superstore which will suit a variety of employment opportunities:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E33</td>
<td>Bramley</td>
<td>5.0</td>
</tr>
</tbody>
</table>

7.7.21 The above site forms part of the larger area allocated as a Mixed Use Area (MU26) where development proposals in the following categories will be acceptable in principle (Policies EC5 and EC5.1):

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location and Use Class*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU26</td>
<td>Bramley A1, A3, B1 C1 &amp; D2</td>
</tr>
</tbody>
</table>

* For a definition of Use Classes, see the Glossary at Chapter 8.

In all cases, development will be required to satisfy detailed development control considerations and the following guidelines:

- retail uses (Class A1) will be appropriate along the Bawtry Road frontage, up to a maximum of 1,860 square metres (20,000 sq. ft.),
- business uses (Class B1) will be appropriate adjacent to the M18 motorway frontage,
- leisure and catering uses (Class A3 and D2) could be related to the existing public open space off Flash Lane,
- provision of a landscaped buffer will be required to separate the Mixed Use Area from the proposed new housing area to the south, and
- vehicular access will be from Bawtry Road only.

7.7.22 A second Mixed Use Area (MU28) is allocated at Woodhouse Green, Thurcroft, where development proposals in the following categories will be acceptable in principle (Policies EC5 and EC5.1):

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location and Use Class*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU28</td>
<td>Woodhouse Green, Thurcroft A1, A3, B1 &amp; C1</td>
</tr>
</tbody>
</table>

* For a definition of Use Classes, see the Glossary at Chapter 8.

A1 uses will be permitted to the east of Brampton Road only. In all cases, development will be required to satisfy detailed development control considerations and in particular will not be
acceptable if it would result in any loss of amenity to existing residential properties.

7.7.23 The Nine Trees Industrial Estate is located off Morthen Road in the Green Belt. Whilst not affecting existing use or permitted development rights, the site’s Green Belt status means that there will not be any further inappropriate expansion of industrial uses into the surrounding countryside, in keeping with Policy EC1.2 and ENV1.

7.7.24 In furtherance of Policy EC4, the Council will look favourably on development proposals creating service sector employment in the Bramley, Wickersley and Thurcroft town centres.

Retailing

7.7.25 Shopping provision in the Bramley-Wickersley-Thurcroft area comprises the town centres at Bawtry Road (Tanyard) Wickersley/Main Street, Bramley and Green Arbour Road, Thurcroft, together with Morrison’s superstore, Bramley, and several small local centres/shopping parades within the Flanderwell and Ravenfield Common housing areas.

7.7.26 The Council will safeguard existing shopping areas and for the purposes of Policies RET1, RET2 and RET3, the Proposals Map defines town centres at Bramley, Wickersley and Thurcroft. To maintain, and wherever possible, improve the vitality and viability of these town centres, applications for changes-of-use from Class A1 of the Use Classes Order, to Class A2, A3 and sui-generis uses will be strictly controlled along the prime shopping streets of Bawtry Road, Wickersley; Main Street, Bramley and Green Arbour Road, Thurcroft, and will be judged against the provisions of Policy RET1.2. See Map 6: Wickersley Prime Shopping Streets, Map 7: Bramley Prime Shopping Streets and Map 8: Thurcroft Prime Shopping Streets.

7.7.27 Small local shopping centres provide convenience shopping for their neighbourhoods and, in particular, serve the needs of less mobile residents. In line with Policy RET6, the Council will support development proposals for convenience shopping which genuinely serve the needs of the local community and reduces the need to travel in accordance with PPG13 (Transport). In recognition of the likely future population growth in the Bramley-Wickersley-Thurcroft area and the limited scope for appropriate expansion of the defined town centres, the development of new non-food shopping, up to a maximum of 1,860 square metres (20,000 sq. ft.) will be permitted adjacent to Morrison’s superstore (see Mixed Use Area MU26).

7.7.28 Prime shopping streets in the defined town centres and local shopping centres are considered unsuitable locations for amusement centres (Policy RET1.3).

7.7.29 In order to support the retention and viability of existing shopping centres, the Council will seek to encourage measures to improve their attractiveness, wherever physically and financially feasible. Improvements could include improved shopfronts, forecourts and paving, off-street servicing/parking, bus lay-bys and access for people with disabilities, in accordance with Policies RET1.1, T2, T4 and T8.

Environment

7.7.30 Bramley, Wickersley and Thurcroft are surrounded by substantial tracts of open countryside. In accordance with Policy ENV1, the open character of these areas is protected by Green Belt as defined on the Proposals Map. Parts have additional protection as Areas of High Landscape Value. The effect of this will be to prevent the coalescence of Bramley-Wickersley with Thurcroft, Hellaby, Dalton and Herringthorpe. Engineering works on the south eastern flank of Silverwood Colliery tip have necessitated minor modifications to the Green Belt (Policy ENV1.8) with the drainage channel forming a distinct and permanent Green Belt boundary.

7.7.31 In keeping with Policy ENV1.4, new housing development adjoining the Green Belt at
Sunnyside, Bramley Lings, Sawmooor Road and New Orchard Lane will be required to be well landscaped.

7.7.32 The many heritage features within the area, listed buildings, woodlands, archaeological and natural history sites, are protected under Policies ENV2, ENV2.1, ENV2.2, ENV2.3 and ENV2.5. The most significant sites are Wickersley Wood and King’s Pond Plantation.

7.7.33 In line with Policy ENV2.10, strict control will be exercised over proposals affecting the Conservation Area at Wickersley.

7.7.34 The Proposals Map designates various areas of land as Urban Greenspace. These areas are of importance to the community for their recreational, heritage or amenity value and will be protected under Policy ENV5.1. Other areas of incidental Urban Greenspace are too small to be identified on the Proposals Map, but may nevertheless be equally important to the community and will be protected under Policy ENV5.2.

7.7.35 The whole of Bramley-Wickersley-Thurcroft, west of the M18 motorway is within the South Yorkshire Forest which essentially aims to create a multi-purpose forest landscape on the urban fringe. In accordance with Policy ENV3.4, ENV6 and ENV6.1, areas currently identified where tree-planting and landscape improvement would be welcomed include Sunnyside and around the Lidget Lane and Slacks Lane areas.

7.7.36 The A631 traverses the area, east to west, and functions as a strategic transport corridor towards Rotherham town centre. The visual impression created along this entry route sets an immediate image of the town. Accordingly, the Council will continue to promote appropriate environmental improvements to enhance this transport corridor (Policy ENV4.1).

**Transportation**

7.7.37 Whilst car ownership in Bramley-Wickersley is significantly higher than the Borough average, reflecting the area’s commuter status, car ownership is considerably lower in Thurcroft. Public transport remains important, particularly for travel to work journeys, and improvements to bus services, shelters and travel information systems, as envisaged in Policies T3 and T3.1, will be supported within the A631 corridor.

7.7.38 The potential for the development of new transport systems, to serve the A631 corridor will be investigated as indicated in Policy T3.1. In addition, the feasibility of a ‘park and ride’ facility designed to intercept traffic destined for Rotherham town centre will be investigated.

7.7.39 The Council will promote local traffic management schemes, together with environmental improvements within the town centres, including Main Street/Cross Street, Bramley and Green Arbour Road, Thurcroft, as indicated in Policy T4.

7.7.40 Traffic calming measures and parking improvements may be appropriate in older estates such as Central Avenue and Elder Avenue, Sunnyside (Policy T4).
7.7.41 In accordance with Policy T7, the Council will support the continued development of footpaths, cycleways and bridleways in the area, particularly those linking elements within the Urban Greenspace network to the open countryside beyond. In particular, the Council wishes to promote a route, for 'Ricknield Street', running generally north-south through Bramley and Thurcroft, to form part of Rotherham’s Long Distance Footpath Network, and linking Creswell Crags and Conisbrough Castle. A complementary north-south bridleway will also be investigated during the Plan period.

Community and Recreation

7.7.42 In keeping with Policy CR1, the Council will support development proposals for the provision of social, health, education and community facilities which fulfil local needs. Furthermore, the Council will seek to prevent the loss of existing facilities. Where this is unavoidable, developers will be expected to adequately replace or substitute for lost facilities, in accordance with Policy CR1.5. The Council is aware of the need for a new branch library to serve the Wickersley and Bramley area. A site adjoining the Methodist Church on Bawtry Road is owned by the Council and is seen as a potential site for the development of a new branch library as and when funding can be made available.

7.7.43 The scale of new housing proposals at Sunnyside are likely to overstretch existing educational provision in the area. Accordingly, a 1.6 hectare site is reserved off St. John’s Avenue for a new primary school (Policy CR1.2).

7.7.44 The area benefits from a good range of open spaces which are reasonably well distributed within local communities and these, together with the surrounding countryside, provide ample opportunities for informal recreation. However, playing fields and indoor facilities are below standard, particularly within the more densely developed areas of Sunnyside and Bramley. The upgrading of existing playing pitches, including the provision of changing facilities, floodlighting and all-weather surfacing, will be encouraged in line with Policies CR2 and CR2.1. Existing recreational areas are identified on the Proposals Map as Urban Greenspace. To avoid the reduction of open space provision, these areas will be rigorously protected under Policies ENV5 and CR2.2.

7.7.45 The community use of school playing fields and facilities can help meet shortages of formal provision and in furtherance of Policies CR2 and CR2.1, the Council will encourage greater community access to school sports facilities, such as those at Wickersley Comprehensive School and the possibility of extending their use by developing all-weather floodlit facilities.

7.7.46 To meet local recreation needs and cater for additional requirements stemming from future new housing development, the following sites are proposed for recreational purposes and are allocated as Urban Greenspace on the Proposals Map (Policies CR2 and CR2.1):

<table>
<thead>
<tr>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land south of Braithwell Road, Ravenfield</td>
<td>1.4*</td>
</tr>
<tr>
<td>Land adjoining Northfield Rec. Gd.</td>
<td>3.2</td>
</tr>
</tbody>
</table>

* 0.7 hectares (1.7 acres) of the land to the south of Braithwell Road (formerly part of the Backer Sportsfield) is required to be dedicated for community recreational use under a Section 106 Agreement linked to planning permission for housing development on the remaining 1 hectare (2.5 acres) of the former sportsfield (see also paragraph 7.7.14).

The Council also supports the laying out of a recreation ground, by Dalton Parish Council in the Green Belt, off Flanderwell Lane.

7.7.47 The former Thurcroft Colliery complex is identified as a Major Potential Recreational Area on the Proposals Map. The comprehensive restoration of this area, together with the adjacent Brookhouse Ponds, will provide opportunities for agriculture, forestry and informal recreation uses, compatible with the Green Belt (Policy CR2.3).

7.7.48 Development of the South Yorkshire Forest may provide opportunities within the urban fringe for improved public access, informal recreation and outdoor sport and leisure facilities in accordance with Policies ENV6, ENV6.1 and CR2.5.

Minerals and Waste Management

7.7.49 The former Thurcroft Colliery complex is shown on the Proposals Map as a ‘Waste Disposal Area of Interest’. The Council supports the waste disposal potential of this site, in line with Policy WM1, which recognises the need to ensure sufficient waste disposal capacity is available within the Borough to accommodate projected requirements. Planning permission has been granted for a engineered landfill space, as an
integrated part of comprehensive site reclamations (Policy WM1.1).

7.7.50 In keeping with Policy WM1.5, the provision of recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) will be supported in suitable locations throughout the area. These might include shopping parades, schools and other community buildings, subject to siting, design and local amenity considerations.

Utilities

7.7.51 It is believed that no major constraints will be encountered in the provision of utility services to proposed new development sites within the area (Policies UTL1 and UTL2).

7.7.52 In line with Policy UTL3, the Council will encourage further landscaping and screening works to the Green Lane switching station in keeping with the South Yorkshire Forest initiative.

7.7.53 The presence of high voltage overhead power cables needs to be taken into account in the layout of new development at Bramley Lings (Policy UTL3.1).

7.7.54 It is advisable for the proposers of major developments to check the existence of Source Protection Zones with the Environment Agency.
7.8.1 The Maltby area includes the communities of Maltby and Hellaby in the east of the Borough, straddling the busy A631, with Doncaster to the north-east and bounded on three sides by open countryside. The M18 motorway marks the area’s western limit, with the communities of Bramley and Wickersley beyond. The settlement sits astride the magnesian limestone belt that runs north-south in the eastern part of the Borough. Coal reserves lie beneath the area and are exploited from the Maltby Main Colliery.

7.8.2 It was the opening of Maltby Main Colliery in 1910 that led to the town’s rapid expansion and prosperity. With the development of Maltby Model Village and the later, spaciously planned, public sector housing estates. Maltby is a coalfield community that has undergone planned economic change over the past two decades, particularly with the development of the Hellaby Industrial Estate, adjoining Junction 1 of the M18 motorway.

7.8.3 Maltby is a closely-knit mining community with a fairly narrow economic base and an ageing housing stock. These features are underlined by signs of social stress, namely, a high level of unemployment (12.4% in 1991, compared with the Borough average of 11.9%) low income families, an above average household size and a high incidence of single-person households. The population of Maltby has remained fairly static over the past decade due to a variety of socio-economic factors. The 1991 Census population level of 17,687, showed a slight decrease (0.5%) on the 1981 total of 17,780.

Policy overview

7.8.4 A majority of the area was covered by the Maltby Town Map, approved in 1973. This was a statutory plan for the area which established the broad pattern of land-use. It provided for substantial new housing development at Maltby, particularly at Little Hay Nooking, Grange Lane and Birks Holt, most of which has since been developed. It reserved the route for an A631 by-pass road to the south of the town (not pursued) the proposed route of the M18 motorway and the allocation of some 77 hectares of land at Hellaby for industrial purposes.

7.8.5 The Plan identifies Maltby as one of the Borough’s main areas of future population growth and new residential development, continuing the theme established in the earlier South Yorkshire Structure Plan in 1979. These proposals reflect Maltby’s potential to meet part of the Borough’s housing needs, particularly at Lilly Hall, without detracting from the Council’s overall environmental aims. The settlement’s Green Belt boundary will be strictly observed, particularly in the narrow wedge separating Maltby and Hellaby, and in the...
Area of High Landscape Value to the south of Maltby Dike. Carried forward from the earlier County Minerals Local Plan, is the intention to safeguard an area of brick-clay deposits to the east of Hellaby Industrial Estate.

7.8.6 The Council is committed to broadening the area’s economic base and expanding local people’s experiences, abilities and opportunities. In the recent past, the regeneration strategy for the area has concentrated on economic recovery based on industrial and commercial development, particularly on the Hellaby Industrial Estate, the Rotherham Road Industrial Estate, Aven Industrial Park and the Lincoln Street workshops. It is anticipated that future changes in land allocations, house-building rates and improvements in the area's economic base, will contribute to a rise in population levels as net out-migration from the area falls.

Policy application and proposals

Housing

7.8.7 Between 1986 and 1991, 130 new dwellings (3.3% of Borough’s total) were built in Maltby, at an average of 26 dwellings each year. In 1981, 50% of Maltby’s households lived in owner-occupied dwellings with 36% living in dwellings rented from the Council. This differed from the Borough averages of 46% and 45%, respectively. By 1991, the proportion of owner-occupied dwellings in Maltby had risen to 67%, with only 21% of dwellings rented from the local authority.

7.8.8 In accordance with Policy HG1, housing policy areas in Maltby which are to be retained primarily for residential use are identified on the Proposals Map. In these policy areas, development proposals which detract from, or are incompatible with, the established residential character of the area, will be resisted.

7.8.9 Maltby contains one of the largest concentrations of older housing in the Borough in former General Improvement Areas, Areas of Older Housing and in estates requiring attention notably at:

Former General Improvement Areas
Maltby Model Village
Woodlands Estate

Area of Older Housing
Leslie Avenue

Other Areas
Southey Crescent
Morrison Avenue
White City

7.8.10 Many dwellings in the White City estate and at Morrison Avenue are in a state of disrepair and show more deterioration than Southey Crescent, but all require costly work to bring them up to an acceptable standard. The White City (Reema) properties are defined as defective under the Housing Acts.

7.8.11 Clearance of properties which have reached the end of their useful lives has been restricted in Maltby to a limited number of properties. New house-building has more than replaced the area’s clearance activity, adding to the total housing stock and contributing to housing renewal.

7.8.12 Consistent with Policy HG2, the Council will support proposals designed to improve the quality and appearance of these established residential areas.

7.8.13 All site-specific development proposals will be subject to normal development control criteria and highway considerations, surface and foul water sewer connections, car parking, open space, landscaping and design considerations in support of Policy HG2.

7.8.14 Maltby will contribute to meeting the housing requirement of the Borough during the Plan period in keeping with Policies HG3 and HG4 by the allocation of a range of new sites to accommodate a variety of residential development or redevelopment.

7.8.15 In accordance with Policy HG4.1, the Proposals Map identifies a number of existing housing sites at:

Without planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
Chestnut Grove ..................................... 16
Larch Road ............................................ 15

With planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
Farquhar Road ..................................... 35
Rotherham Road ................................... 43
H24 Land north of Lilly Hall Road .............. 500
H25 Greenland Plantation ....................... 114
7.8.16 In accordance with Policy HG4.2, the Proposals Map identifies a proposed housing site at:

Without planning permission at 12/05/97

Ref.  Location                  Area (ha.)
H51  Lilly Hall Road              ..........  4.5

7.8.17 A look at the local housing situation reveals a shortage of single-parent accommodation and housing specifically designed for young people. The Maltby area has a high incidence of low income households. In accordance with Policies HG4.5 and HG4.6, sites at Braithwell Road, (H25), Chestnut Grove and Farquhar Road will be reserved for special needs housing which caters primarily for single-persons, the elderly and people with disabilities, to meet local housing needs.

7.8.18 A site at Larch Road, owned by the Borough Council, will be sold off and developed as private housing plots during the Plan period.

7.8.19 In the future development of sites H24, H51 and H25, north of Lilly Hall Road and Greenland Plantation, agreements will be sought under the provisions of the Town and Country Planning Act, 1990, for the developer to provide an element of affordable housing, to meet local needs, in line with Policy HG4.7.

7.8.20 The occupancy of new housing development on sites H25, Greenland Plantation and H51, Lilly Hall Road, Maltby should be deferred until sometime in 1996, when a scheme for replacement of the existing water tower has been completed.

Economic Development

7.8.21 Both male and female unemployment rates in the area in 1991, were higher than the Borough averages, with a combined rate of 12.4% (compared with 11.9% for the Borough as a whole) (1991 Census).

7.8.22 Taking into account the existing industrial and business areas in Maltby and the provisions of this Plan in other strategic locations in the Borough, no major additional industrial land allocations are proposed for the Maltby area. However, a small triangle of land immediately to the north of the Hellaby Industrial Estate, has been allocated for industrial and business use (see paragraph 7.8.33).

7.8.23 Policy areas primarily for industrial and/or business uses are identified on the Proposals Map, notably at Hellaby Industrial Estate, Rotherham Road Industrial Estate and Hamilton Road. Within these policy areas, there will be a presumption in favour of appropriate development proposals which complement the areas' commercial roles and characters in line with Policies EC1, EC1.1, EC3 and EC3.1 to EC3.5.

7.8.24 In January, 1993, in line with Policies EC2 and EC2.1, some 6.5 hectares of land in Maltby were available, for further industrial and business uses on the Hellaby Industrial Estate, including:

Ref.  Location                  Area (Ha.)
E83  Hellaby: Plot 52              ..........  2.6

7.8.25 The Council will ensure that the Hellaby Industrial Estate remains predominantly in industrial and business use, in line with Policies EC1 and EC3.1. However, in view of the Estate's strategic location adjoining Junction 1 of the M18 motorway, and in keeping with Policies EC3.3, EC6, EC6.1 and CR2.6, the Council will also grant planning permission, subject to all other requirements of the Plan, for C1, D1 and D2 uses.

7.8.26 Within the Rotherham Road Industrial Estate and the Hamilton Road area, due to their proximity to residential properties, the Council, whilst not affecting existing use or permitted development rights and in compliance with Policy EC3.2, will restrict future planning permissions to B1 uses.

7.8.27 The sites of Maltby Main Colliery and Aven Industrial Park to the east, are currently afforded Green Belt status which, whilst not affecting existing use or permitted developments rights, does ensure that there is no further inappropriate expansion of industrial uses into the surrounding countryside, in keeping with Policy EC1.2.

7.8.28 In furtherance of Policy EC4, the Council will look favourably upon appropriate development proposals creating service sector employment in Maltby Town Centre and those Mixed Use Areas identified on the Proposals Map.

7.8.29 In Mixed Use Areas, where no particular Use Class predominates, the Council will normally find acceptable development proposals for:
7.8 Maltby

7.8.30 The Council will continue to support the development of small sites and managed workshops such as at Lincoln Street, Maltby, to encourage new businesses in areas of business and light industrial uses (Class B1) in keeping with Policy EC3.4.

Environment
7.8.31 Maltby is completely encircled by Green Belt, both in Rotherham and Doncaster. The Green Belt at Hellaby Bridge performs the function of keeping separate, the distinctive settlements of Maltby and Hellaby. To the south of Maltby is an extensive Area of High Landscape Value, centred upon Firbeck and Thorpe Salvin.

7.8.32 The current Green Belt boundary and associated policies as adopted in the earlier Rotherham Green Belt Local Plan, will remain largely intact, consistent with Policy ENV1, with only one minor amendment south of Rotherham Road to accommodate the improvement of the A631 between Junction 1 of the M18 motorway and Addison Road, listed under Policy ENV1.8.

7.8.33 An area of land to the north of the Hellaby Industrial Estate, between the M18 motorway and the disused railway line, transferred from Doncaster under boundary changes, in 1994, is deleted from the Green Belt and allocated for Industrial and Business Use on the Proposals Map, to round off this development and to form a more logical, permanent and defensible boundary to the Rotherham Green Belt, in line with Policy ENV1.8.

7.8.34 In keeping with Policy ENV1.4, new housing development adjoining the Green Belt between Amory's Holt and Lilly Hall Farm, Maltby, will be required to be well landscaped and of a low density appropriate to its Green Belt setting.

7.8.35 The two Scheduled Heritage Sites (Hellaby deserted medieval village and Wood Lea Common), identified on the Proposals Map, will be protected against inappropriate development, in keeping with Policies ENV2, ENV2.1, ENV2.3 and ENV2.4.

7.8.36 Other Heritage Areas further identified on the Proposals Map, will be protected from inappropriate development, in line with Policies ENV2, ENV2.2, ENV2.3 and ENV2.4.

7.8.37 As part of the implementation of Policy ENV2.10, the designation of a Conservation Area centred upon Maltby Cross and St. Bartholomew's Church, will be considered, during the Plan period. Strict control will be exercised over development proposals affecting a future Conservation Area and existing listed buildings, in keeping with Policies ENV2.5, ENV2.11 and ENV2.12.

7.8.38 Open spaces and playing-fields associated with identified community facilities, will be treated as an integral part of Urban Greenspace, in accordance with Policies ENV5, ENV5.1, ENV5.2 and CR2.2. Policy ENV5.2 will protect areas that are too small to be identified on the Proposals Map but are important to the immediate locality.

7.8.39 Newhall Dike, Hellaby Brook and Maltby Dike running through the area will be protected against inappropriate development and potential sources of pollution in accordance with Policy ENV3.7. The Council will support development proposals which enhance the visual amenity and wildlife habitats of these three watercourses.

7.8.40 The Council will support development proposals and environmental improvements which enhance the quality of Maltby's built environment, particularly along High Street, Bawtry Road, Rotherham Road, Tickhill Road (A631) and Blyth Road (A634) in keeping with Policies ENV4 and ENV4.1.

7.8.41 An area of land, including Hellaby Hall and its environs, fronting onto Bawtry Road, Hellaby, is allocated as Urban Greenspace on the
Proposals Map, in accordance with Policies ENV2.5, ENV5, ENV5.1 and ENV5.2. In 1971, the Secretary of State for the Environment, in granting planning permission for the construction of roads and sewers to facilitate the development of the Hellaby Industrial Estate for industry and warehousing, determined that no development should take place on this land, in order to protect the setting of Hellaby Hall, a Grade II* Listed Building.

7.8.42 A 1.6 hectare site currently used as allotment gardens at High Street/Charnell Avenue, Maltby, is allocated as Urban Greenspace on the Proposals Map, in line with Policies ENV5 and ENV5.1.

7.8.43 An area of land at Hazel Road, owned by the Council, is allocated as Urban Greenspace, in accordance with Policies ENV5, ENV5.1 and ENV5.2, and will be developed as an area of amenity open space during the Plan period.

Transportation

7.8.44 The A631 is part of the Primary Route Network, connecting Maltby with Rotherham as well as being an important route between South Yorkshire and the East Coast. Current traffic flows on this single carriageway, are sufficient to create severe congestion at peak periods. This is closely associated with congestion at the M18 Junction 1, which occasionally results in queuing on the main carriageway of the motorway.

7.8.45 In line with Policies T1 and T2, the Council will improve Maltby’s links to the national and regional motorway network by the improvement of Bawtry Road/Rotherham Road (A631) between the M18 motorway (Junction 1) and Addison Road. The proposed scheme includes improvements to the M18 Junction 1 interchange and alterations to the Cumnwell Lane/Bawtry Road junction. Bus priority and a segregated route for pedestrians and cyclists will be incorporated into the design of the A631 road improvement scheme.

7.8.46 The proposed new B6094/M18 Junction (wholly within Doncaster MBC) will potentially remove some of the extraneous, non-local traffic currently using the A631 through Maltby town centre.

7.8.47 The A631/B6427 ‘Queens Hotel’ junction will be improved during the Plan period in accordance with Policy T2.

7.8.48 The Council will promote traffic management measures and environmental improvements along the commercial frontages in Maltby town centre (A631, High Street) in accordance with Policies T2, T4, T4.1 and T8.

7.8.49 The Council will promote bus priorities and interchange improvements as integral components of a traffic management scheme for Maltby town centre in keeping with Policies T3, T3.1 and T4 and as defined on the Proposals Map.

7.8.50 Bus priority measures, supplemented by improved shelter and travel information systems, as envisaged in Policies T3 and T3.1 will be supported on the A631 (Rotherham to Maltby) Corridor.

7.8.51 In accordance with Policies T3 and T3.1 the potential for new public transport systems, including ‘park and ride’ facilities, within the A631 corridor will be investigated during the Plan period.

7.8.52 In accordance with Policy T7, the Council will support the development of footpaths, cycleways and bridleways in Maltby, particularly those linking elements within the Urban Greenspace and to the open countryside beyond, and those associated with the area’s three watercourses of Newhall Dike, Hellaby Brook and Maltby Dike.

Retailing

7.8.53 For the purposes of Policies RET1, RET2 and RET3, Maltby town centre is defined on the Proposals Map.

7.8.54 The Council will seek a high quality environment within the defined shopping areas in Maltby, in keeping with Policy RET1.1.

7.8.55 To maintain, and wherever possible, improve the viability and vitality of Maltby town centre, applications for changes-of-use from Class A1 of the Use Classes Order, to Class A2, A3 and sui-generis uses, along the prime shopping street of High Street, Maltby, will be judged against the provisions of Policy RET1.2. See Map 9: Maltby Prime Shopping Streets.

7.8.56 In line with Policy RET1.3, development proposals for amusement centres will be resisted fronting onto High Street (A631) Maltby.

7.8.57 New retailing floorspace proposals outside Maltby town centre will be limited to convenience
shopping, serving local needs only, in accordance with Policy RET6.

Minerals and Waste Management
7.8.58 In pursuance of Policy MIN1, the Council will support development proposals which safeguard the viability of Maltby Colliery, both in coal production and employment terms.

7.8.59 The Council will therefore support efforts to secure the continued transportation of spoil from Maltby Colliery to the nearby Stainton Quarry complex in Doncaster, in keeping with Policies MIN1, WM1 and WM1.7.

7.8.60 Proposals for opencast coal working in the Green Belt, will be resisted in the Maltby area, in the light of Policies MIN3.1 and MIN3.2, unless it can be demonstrated that environmental improvement and other wider community benefit will result.

7.8.61 Further extraction of brick-clay from Maltby Brickworks over the Plan period, will continue to receive full support from the Council in line with Policies MIN1, MIN3, MIN5, MIN5.1, MIN6 to MIN6.2. A Buffer Zone beyond the current area of working is defined on the Proposals Map to protect the mineral reserves from inappropriate, non-mineral development, in keeping with Policies MIN2.2 and MIN2.3. This Buffer Zone extends over the Borough boundary into Doncaster and is incorporated into that Authority's Plan.

7.8.62 Maltby Brickworks will be progressively restored, following brick-clay extraction, as a waste disposal site in support of Policies WM1, WM1.1, WM1.3, WM1.8, and WM1.9.

7.8.63 In support of Policy WM1.5, recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) will be supported at appropriate locations throughout the Maltby area.

7.8.64 The landfill site, which is currently closed, will be regularly monitored as an environmental safeguard, in keeping with Policies WM1, WM1.1, WM1.3, and WM1.9.

Community and Recreation
7.8.65 In 1991, Maltby had a younger population structure, with a smaller number of elderly people than the Borough as a whole. Also in 1991, Maltby had a higher than average proportion of single-person households and a low representation of residents of ethnic minority origin.

7.8.66 In keeping with Policy CR1 the Council will support development proposals for the provision of social and community facilities which fulfill a local need in Maltby, particularly those projects designed to serve identified target groups.

7.8.67 The Council, in support of Policies CR1 and CR1.5, will seek to prevent the loss of social, health, education or community facilities in Maltby. Where this is unavoidable, developers will, in consultation with the Council and other representatives of the local community, be expected to adequately replace or substitute for lost facilities.

7.8.68 A 1.32 hectare site for a primary school will be reserved at Lilly Hall Farm (Amory's Holt) in line with Policy CR1.2, with a maximum of 0.71 hectares for school playing fields, sited in the Green Belt, if appropriate.

7.8.69 Consistent with Policies ENV3.1 and CR2.1, a minimum of 2.8 hectares of public open space will be required as an integral part of the future residential development of land at Lilly Hall Farm (Amory's Holt) conveniently located for residents throughout the area.

7.8.70 Maltby Colliery spoil tip has been identified on the Proposals Map as a Major Potential Recreational Area for recreational uses and will be reclaimed and restored to a new landform within the Plan period, to provide a mixture of amenity open space, recreational and agricultural uses, with provision for public access, in keeping with Policies ENV1.7, ENV4.2, CR2, CR2.3 and CR2.5.
7.8.71 Community use of school playing fields and facilities will help to meet local shortages of formal provision. Community use of Maltby Comprehensive School buildings and playing fields will be supported over the Plan period as a contribution towards Policies CR1, CR2 and CR2.1.

7.8.72 The Council will seek to upgrade the existing recreational facilities at Coronation Park, to improve its attractiveness to Maltby residents and visitors, in accordance with Policies CR1 and CR2.

Utilities

7.8.73 Maltby Sewage Treatment Works is currently operating at full capacity. A scheme to increase this capacity is now due and planned to be commissioned during the Plan period, in keeping with Policy UTL2.

7.8.74 It is advisable for the proposers of major developments to check the existence of Source Protection Zones with the Environment Agency.
Introduction
7.9.1 Rural Rotherham is made up of four distinct geographical areas centred upon Wentworth, Ravenfield, Morthen and Laughton-en-le-Morthen. It includes the villages of Laughton-en-le-Morthen, Harley, Wentworth, Hooton Roberts, Ravenfield, Brampton-en-le-Morthen, Ulley, Letwell, Firbeck and a number of smaller rural settlements.

7.9.2 The population of the area was 5,416 in 1991. Its age and population structures show a clear bias towards the mature age-groups of 45+ (41.7%, compared to the Borough figure of 36.7%).

Policy overview
7.9.3 The Rotherham Rural area has a very high quality environment and is rich in heritage features, such as Listed Buildings, Conservation Areas and Sites of Special Scientific Interest. It has much lower levels of social deprivation than other parts of the Borough. The area’s attractive environment and its close proximity and accessibility to urban areas means that there are considerable development pressures, in particular, for housing, tourism and recreational uses.

7.9.4 There is a need to ensure an adequate level of housing, jobs, shops and community facilities to meet the essential needs of local residents.

7.9.5 Although it is undergoing considerable change, agriculture remains the dominant land-use. Changes, including moves to control food production, mean that some land may temporarily come out of agricultural production and pressures for diversification will grow in the foreseeable future.

7.9.6 All of the area, apart from the settlements of Laughton-en-le-Morthen and Harley, is within the approved Green Belt. This Plan replaces the policies contained in the earlier adopted Rotherham Green Belt Local Plan.

7.9.7 In Rural Rotherham a prime concern of the Plan is to strike a balance between the many competing pressures in the countryside, namely the need to protect and enhance the area’s high quality environment, to maintain the viability of the rural communities and to respond to pressures for rural diversification, whilst preserving the best and most versatile agricultural land.

Policy application and proposals

Environment
7.9.8 The area’s high quality natural and built environment is its single most important attribute. The following policies and proposals are designed to conserve and enhance the environment of Rural Rotherham.

7.9.9 In accordance with Policy ENV1, most of the area is protected by Green Belt as defined on the Proposals Map. This is the single most
important Policy in the Plan for the Rotherham Rural area, protecting and conserving as it does, the rural nature of the area. Additionally, parts of the area are also designated as Areas of High Landscape Value where extra protection is given to the environment (Policies ENV1.1 and ENV1.2).

7.9.10 Following a review carried out by the Boundary Commission, a number of areas of land have been transferred from the District of Bassetlaw. In accordance with Policy ENV1.9 it is proposed to extend the Green Belt, as adopted in the Rotherham Green Belt Local Plan by the addition of land at:

A60 Malpass Road,
Adjacent to Dyscarr Wood, Langold, and Wallingwells Lane.

In addition, these areas will also be designated as Areas of High Landscape Value.

7.9.11 Agriculture remains the predominant activity in the Borough’s countryside. Its protection is one of the key objectives of the Green Belt and Policy ENV3.6 seeks to protect the best and most versatile land. At the same time, changes in agricultural practices and in the rural economy generally, may have significant land-use implications for Rural Rotherham. New uses may need to be found for rural buildings and land if the character of Rural Rotherham is to be maintained. In addition to the provisions made in its Green Belt Policy, the Plan supports the development of appropriate rural diversification enterprises (Policy EC3.6). Tourism is one form of acceptable diversification, as encouraged by Policy EC6. Policy ENV3.5 deals with the sensitive issue of how existing rural buildings can be best adapted for new uses without detriment to their character and setting.

7.9.12 Other policies deal with extensions to existing dwellings in the Green Belt (Policy ENV1.3) development in Green Belt villages (Policy ENV1.6) and recreational and tourism development (Policy ENV1.7). In accordance with Policy ENV1, in very exceptional and special circumstances, dwellings may be acceptable in the Green Belt where they would meet a need to provide affordable rural housing (see paragraphs 6.4.10, 7.9.23 and 7.9.24 and Policy ENV2.7).

7.9.13 Scheduled Heritage Sites at Roman Ridge, Caesars Camp, Roche Abbey, Castle Hill, Dyscarr Wood, Maltby Low Common and Roche Abbey Woodlands and South Farm Dovecote identified on the Proposals Map, will be protected against inappropriate development, in keeping with Policies ENV2. ENV2.1, ENV2.3 and ENV2.4. Other Heritage Areas identified on the Proposals Map will be protected from inappropriate development in line with Policies ENV2, ENV2.2, ENV2.3 and ENV2.4.

7.9.14 In accordance with Policy ENV2.4, the following sites will be investigated for declaration as Local Nature Reserves:

Dyscarr Wood, and
Ravenfield Park.

7.9.15 As part of the implementation of Policy ENV2.10, new Conservation Areas will be considered in the following villages:

Firbeck,
Hooton Roberts,
Letwell,
Morthen,
Stone,
Ulley, and
Upper Whiston.

7.9.16 Under Policies ENV2.5, ENV2.6 to ENV2.9, ENV2.11 and ENV2.12, strict control will be exercised over proposals affecting designated Conservation Areas and listed buildings.

7.9.17 The Council will seek improvement to the quality of water in the rivers, streams and dykes throughout Rural Rotherham, in line with Policy ENV3.7.

7.9.18 The South Yorkshire Forest covers that part of Rural Rotherham west of the M1/M18 motorways. This is an area where action is to be taken to create large areas of wooded landscape and associated facilities for access and recreation (Policies ENV6 and ENV6.1).

**Housing**

7.9.19 Between 1986 and 1991, an average of 18 dwellings per annum were built in the Rotherham Rural area. This amounted to only 2% of new house building completed in the Borough during that period. At the 31st March, 1991, there were outstanding planning permissions capable of accommodating some 72 dwellings.

7.9.20 The area’s high quality environment means that it is a popular area in which to live and consequently house prices are high. Indeed some properties in the area are at the very top of
Rotherham’s housing market. The application of policies contained in the Environment section above, mean that opportunities for new housing will be very limited indeed, and will arise largely as a result of ‘windfall’ development, i.e. from infilling, conversion or proposals which meet a purely local need.

7.9.21 In keeping with Policy HG1, housing policy areas in Harley and Laughton-en-le-Morthen which are to be retained primarily for residential use, are identified on the Proposals Map. In these policy areas, development proposals which detract from, or are incompatible with, the established residential character of the area, will be resisted.

7.9.22 Whilst properties in the Rural Rotherham area generally, tend to be maintained to a high standard, the Council considers that there are small pockets where action may be needed. Consistent with Policy HG2, the Council will support proposals designed to improve the quality and appearance of established residential areas.

7.9.23 As stated above, new housing development in the area will be strictly limited. The Council is convinced that there is a small, but significant, number of households who may need to live in or near to a village within which they may have some strong connection. However, high land and house prices mean that they cannot afford to buy on the open market. In accordance with Policies HG4.7 and ENV1, the Council, in very special and exceptional circumstances, may grant planning permission for the development of a very small number of affordable dwellings in the Green Belt, exclusively to meet a local need which is not likely to be met by speculative private housing (see paragraph 7.9.12).

7.9.24 In these exceptional circumstances, the Council will need to be satisfied that:

(i) a need for low-cost housing exists and this need could not reasonably be met in a nearby urban area,

(ii) the dwellings are genuinely low-cost, not just marginally below prevailing market values, and

(iii) the dwellings will remain low-cost on subsequent re-let or re-sale.

Economic Development

7.9.25 Employment in the area is restricted to a small number of local services and farms. In 1991, unemployment levels at 7.8%, were well below the Borough average of 11.9% (1991 Census).

7.9.26 A high proportion of the local workforce commutes daily to the nearby urban centres for work purposes. The Council expects this to continue during the Plan period. However, if the settlements in the area are not to become purely dormitory suburbs, there is a need to safeguard and create jobs locally, as well as promoting economic diversification.

7.9.27 A policy area for business use only, is identified on the Proposals Map at Harley. Due to its close proximity to residential properties and the Green Belt, the Council, whilst not affecting existing use or permitted development rights, will seek to restrict future planning permissions to B1 uses (Policy EC3.2).

7.9.28 In general, Rural Rotherham is not an appropriate location for industrial development. However, as part of the Council’s efforts to promote rural diversification, enterprises may be permitted where they relate to changes-of-use of existing buildings, in keeping with Policies EC3.4, EC3.6, EC4 and ENV3.5.

7.9.29 Rural Rotherham has many scenic attractions which are popular with day visitors and are considered to hold potential for the further development of tourism in Rotherham. Tourism is seen as a growth sector of the economy and the Council will seek to promote the expansion of tourism-related employment opportunities wherever appropriate, in accordance with Policies EC6 and EC6.1 to EC6.4.

Transportation

7.9.30 In 1991, the number of households in the area without a car, at 22.5%, was well below both the Borough and national averages at 38.2% and 33.4%, respectively. The Rotherham Rural area contains a number of routes which form part of the Borough’s Major Road Network, most notably, the M1 and M18 motorways, the A57(T), A630, A618, B6089 and A634 roads.

7.9.31 In keeping with Policy T2, the Council proposes road improvements to:
7.9.32 In accordance with Policy T7, the Council will promote sections of the Borough's Strategic Footpath Network within Rural Rotherham, including Ricknield Street and the Meadowhall to Elsecar route.

Retailing

7.9.33 In keeping with Policy RET6, existing local shopping facilities within Rural Rotherham, will be supported and appropriate shopping developments designed to meet genuine local needs will normally be permitted. The Council will encourage the retention of village shops and services and will oppose changes from retail uses to other uses unless they can be shown to be unviable. Where farm shops require planning permission, they will be permitted provided that (inter alia) they are unlikely to significantly undermine existing village shops in the immediate locality, in line with Policy RET6.1.

Minerals and Waste Management

7.9.34 The principal mineral deposits in Rural Rotherham are coal and limestone but there are also deposits of brick-clay and sandstone. The key mineral issue in Rural Rotherham is the need to balance demand for mineral working (remembering that minerals can only be worked where they occur naturally) with the need to protect the area’s environment.

7.9.35 Coal seams underlie much of the area. The shallow depth of these seams make them accessible by opencast working. Various sites of potential interest have been identified by the industry. Proposals for opencast mineral working in Rural Rotherham will only be permitted if there is substantial planning gain to be achieved as a result, in terms of environmental improvement and wider community benefit, in accordance with Policies MIN3.1 and MIN3.2.

7.9.36 Proposals for waste treatment and/or disposal in the area, will only be viewed favourably where the criteria set out in Policies WM1, WM1.1, WM1.2, WM1.4 and WM1.6 can be met.

7.9.37 Recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) will be supported at appropriate locations, in support of Policy WM1.5.

Community and Recreation

7.9.38 Most of the communities within Rural Rotherham have access to a reasonable level of recreation and community facilities. Levels of population often fail to justify a more generous provision.

7.9.39 The Council will seek to prevent the loss of social, health or educational facilities in Rural Rotherham, consistent with Policy CR1.3.

7.9.40 In keeping with Policy CR1, the Council will support appropriate development proposals for the provision of social, health, education and community facilities which fulfil a local need in Rural Rotherham, particularly those projects designed to serve identified target groups.

7.9.41 Demand for recreation facilities in Rural Rotherham is expected to grow during the Plan period. The provision of such facilities can help diversify the local economy and provide local jobs, as well as creating new facilities for local residents. However, it is crucial that any new facilities conform strictly to the Green Belt and heritage policies that operate in Rural Rotherham. Consequently, new recreation proposals will generally be supported, in furtherance of Policies CR2 and CR2.3, but subject to the requirements of Policy CR2.5.

7.9.42 The Council will investigate and generally support proposals to upgrade existing open space areas, in line with Policies CR2, CR2.1 and CR2.5.

7.9.43 To avoid any reduction in recreational provision, existing recreational areas will be protected under Policies ENV5, ENV5.1, ENV5.2 and CR2.2.

7.9.44 Special mention should be made of the role of the two Country Parks in Rural Rotherham, namely, Thrybergh and Ulley. These are the most important recreation areas within the Borough after Rother Valley Country Park. Both are popular, but the Council considers they have scope for enhancement. The introduction of new uses would benefit local people, contribute to the Council’s aims of improving the provision of new leisure facilities, promote tourism, and would help to reduce development pressures on other areas of the countryside. In keeping with Policies EC6.3, ENV1,
CR2.3, and CR2.5, the Council will support the provision of appropriate recreational facilities.

Utilities

7.9.45 Many of the sewerage systems operating in Rural Rotherham are close to capacity. Given the small-scale nature of the developments proposed and the planned improvement to existing facilities, this is not considered to be a problem.

7.9.46 In keeping with Policy UTL2, the Council supports the extension of the Slade Hooton Sewage Treatment Works (S.T.W.) and replacement of the Letwell S.T.W.

7.9.47 Existing Scheduled Washlands along the River Don at Hooton Roberts and the River Rother at Whiston will be protected from developments likely to impair the efficiency of these areas for flood water storage, in accordance with Policy UTL1.1.

7.9.48 It is advisable for proposers of major developments to check the existence of Source Protection Zones with the Environment Agency.
Dinnington - Anston

Introduction
7.10.1 The Dinnington-Anston area comprises a more or less continuously built-up area which encompasses the settlements of Dinnington, Laughton Common, North Anston and South Anston and adjacent industrial areas. The surrounding areas are rural in character, with Laughton-en-le-Morthen to the north, Letwell, Gildingwells and Woodsetts to the east, Thorpe Salvin to the south and Todwick to the west. The southern end of the area is traversed by the A57 (T) road running east-west. A mineral railway crosses the area but there are no passenger services, the nearest railway station being at Kiveton Park, two miles to the south-west. The area lies at the junction of the Middle and Upper Coal Measures with the magnesian limestone belt which forms a low escarpment running roughly north-south through Dinnington, North and South Anston. This escarpment is breached by the eastward-flowing Anston Brook, separating North and South Anston. Environmental problems in the area are concentrated on the former Dinnington Colliery spoil tips and the industrial areas to the west.

7.10.2 The 1991 population of the area was 19,109. This represents an increase of 1,009 (5.6%) on the population in 1981. This is a significantly faster increase than in the Borough as a whole where the 1981-91 population growth was 1.3%. 75% of households in 1991 were in owner-occupied dwellings with 19% in Council dwellings. This differs significantly from the Borough averages of 62% and 30%, respectively. Employment in the area is predominantly located to the west of the main residential area in the Monksbridge, North Anston and Todwick Road industrial areas. Unemployment in the area was lower than the Borough average in 1991 (10.5% and 11.9%, respectively).

Policy overview
7.10.3 The area has developed as a popular place to live, originally for miners and their families working in the former Dinnington Colliery and, more latterly, with Rotherham and Sheffield commuters. Since the 1960s, large areas of new housing have been developed, especially around North and South Anston which is now tightly constrained within an encircling Green Belt. The Plan makes provision for further new residential development to the north and west of Dinnington, particularly around Laughton Common, where the vitality of the settlement would benefit from additional and varied residential development.

7.10.4 The economy of the area has relied heavily on mining as the main employment source, although new industrial estates around Todwick Road have been developed over the past twenty
years to broaden the scope of local employment opportunities. The closure of the Colliery, whilst being a blow to the local economy, provides a potential site for major new industrial and mixed use development. The Council has based one of its five Regeneration Areas on the former Colliery complex and the adjoining industrial estates, and will promote the area as a major employment source for the southern part of the Borough.

7.10.5 Dinnington town centre has a wide range of shops and market and serves not only the Dinnington-Anston area but also acts as a centre for surrounding villages, notably Laughton-en-le-Morthen, Letwell, Gildingwells, Woodsetts, Thorpe Salvin and Todwick. In recognition of this function, the Plan makes provision for a new retailing allocation adjoining the town centre, together with traffic management and environmental improvements to further strengthen its role as an attractive shopping centre.

7.10.6 As part of the reclamation of the Colliery and former tipping areas, the Plan identifies areas of Urban Greenspace, both adjoining the town centre and on land that has become available following the cessation of tipping. There is potential for a major new recreational area to be developed on these sites, during the Plan period, to improve the provision of both active and passive recreational facilities in the area.

7.10.7 The proposed developments in the Dinnington-Anston, particularly those relating to employment generation, make improvements to the road network desirable. Improvements to the B6463, linking the Regeneration Area with the A57(T) and the M1 Motorway at Junction 31, is proposed in the Plan. In addition, the relief road to the west of the town centre enables improvements to the shopping environment to be undertaken.

7.10.8 Part of the area (the Anston-Woodsetts electoral Ward) lies within the South Rotherham Rural Development Area, for which a Community and Economic Regeneration Strategy has been adopted, which will be supported throughout the Plan period by the Rural Development Commission and a wide range of partners including the Council. The Strategy and Operating Plan for the Rural Development Area and this Plan are compatible and will be mutually supportive in striving to achieve the regeneration of the area.

Policy application and proposals

Housing
7.10.9 The Dinnington-Anston area continues to be a popular area to live in and the Council will seek to retain the qualities of established residential areas identified on the Proposals Map in accordance with Policy HG1.

7.10.10 Dinnington contains significant areas of older housing most, notably at:

Former General Improvement Areas
East Street
Leicester Road/Silverdales

Area of Older Housing
Meadow Street

Other Areas
Laughton Common
Central Avenue

7.10.11 In accordance with Policy HG2, the Council will encourage the improvement of the housing stock and appearance of these established residential areas.

7.10.12 Dinnington-Anston will continue to play a significant role in providing land to meet the Borough’s housing needs throughout the Plan period, in line with Policies HG3 and HG4.

7.10.13 In accordance with Policy HG4.1, the Proposals Map identifies a number of existing housing sites at:

Without planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
Princess Street ...................................... 24
High Nook ............................................. 10
Swinston Hill Road .............................. 12
H29 Silverdales ............................................. 68

With planning permission at 12/05/97

Ref. Location Capacity to 2006 (dwellings)
Rotherham Road ................................... 31
New Street ............................................. 16
Nursery Road ...................................... 16
Wentworth Way ..................................... 40
Stoneleigh Close .................................... 22
H26 Brook Croft ............................................. 50
H27 Coronation Avenue ........................... 60
H28 Church Lane ....................................... 400
H30 Throapham.......................................... 114
7.10.14 In accordance with Policy HG4.2, the Proposals Map identifies a number of proposed housing sites at:

**Without planning permission at 12/05/97**

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adj. The Squirrel P.H.</td>
<td>1.2</td>
</tr>
<tr>
<td></td>
<td>Hangsman Lane</td>
<td>1.2</td>
</tr>
<tr>
<td></td>
<td>Anston Bridge</td>
<td>1.5</td>
</tr>
<tr>
<td>H52</td>
<td>Outgang Lane</td>
<td>4.8</td>
</tr>
</tbody>
</table>

**With planning permission at 12/05/97**

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>H53</td>
<td>Rotherham Road</td>
<td>5.1</td>
</tr>
</tbody>
</table>

7.10.15 The Plan acknowledges the special needs of travelling people at the existing site at Cramfit Road for travelling people, in line with Policy HG4.9 (see paragraph 6.2.34).

7.10.16 In the development of the sites at: adjacent the Squirrel Public House, Hangsman Lane; Outgang Lane (H52); Silverdales (H29) and Anston Bridge, agreement will be sought under the provisions of the Town and Country Planning Act, 1990, for the developer to provide an element of affordable housing, to meet local needs, in accordance with Policy HG4.7.

**Economic Development**

7.10.17 The closure of Dinnington Colliery, once the area’s largest employer, was a major loss to employment opportunities in the area. However, the Council’s policy of diversifying local employment by the development of three industrial estates at Houghton Road, Monkbridge Road and Todwick Road has provided some alternative sources of employment. In 1991, the rate of unemployment was 10.5%, slightly lower than the Borough average of 11.9% (1991 Census).

7.10.18 To counteract the effects of the pit closure and to provide additional employment opportunities in the south of the Borough, the Council has centred one of its five Strategic Regeneration Areas on the former Colliery complex at Dinnington (Policy EC2.1) and this will be the focus for economic development in the area.

7.10.19 Policy areas for industrial and business uses are identified on the Proposals Map at Todwick Road, Houghton Road, Monkbridge Road and Outgang Lane and for business use only at Sheffield Road, Rotherham Road and Monkbridge Road. Within these policy areas, there will be a presumption in favour of development proposals which complement the area’s commercial roles in accordance with Policies EC1, EC1.1, EC3 and EC3.1 to EC3.5.

7.10.20 In accordance with Policies EC2 and EC2.1, the Dinnington area will contribute to the Borough’s overall industrial and commercial land needs by the allocation of a range of new sites to suit a variety of employment opportunities. The Proposals Map identifies the following sites:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E41</td>
<td>Rear of South Yorkshire Caravans</td>
<td>3.7</td>
</tr>
<tr>
<td>E42</td>
<td>Todwick Road</td>
<td>9.4</td>
</tr>
<tr>
<td>E43</td>
<td>Church Lane (South)</td>
<td>6.4</td>
</tr>
<tr>
<td>E44</td>
<td>Church Lane (North)</td>
<td>4.2</td>
</tr>
<tr>
<td>E45</td>
<td>Outgang Lane</td>
<td>14.9</td>
</tr>
<tr>
<td>E46</td>
<td>Cramfit Brook</td>
<td>15.6</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>54.2</td>
</tr>
</tbody>
</table>

7.10.21 The Outgang Lane site (E45) is shown on the Proposals Map as a Mixed Use Area (MU36). Whilst business and industrial uses are expected to predominate on the site, it would be suitable for a wider range of uses, particularly on the Outgang Lane frontage. The following categories will be acceptable in principle (Policies EC5 and CR2.6):

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location and Use Class*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU36</td>
<td>Outgang Lane</td>
</tr>
<tr>
<td></td>
<td>A2, B1, B2, B8, C1, D1, &amp; D2</td>
</tr>
</tbody>
</table>

* For a definition of Use Classes, see the Glossary at Chapter 8.

7.10.22 The Mixed Use Area is not intended to adversely affect the vitality of nearby Dinnington town centre and therefore, retail uses are not considered appropriate in the mixed use “menu”.

7.10.23 The Proposals Map also identifies two small sites for business use only at Rotherham Road and Monkbridge Road, in accordance with Policies EC3 and EC3.2. Further small sites for business and industrial use are available at Houghton Road, Bookers Way and to the north of Outgang Lane, in line with Policies EC3, EC3.1 and EC3.3 to EC3.5.

7.10.24 The Council will look favourably on appropriate development proposals in Dinnington town centre and Mixed Use Area MU36 Outgang Lane, which create service sector employment opportunities in furtherance of Policy EC4.
7.10 Dinnington - Anston

**Retailing**

7.10.25 Dinnington town centre serves both the local community and the population of the surrounding areas and this vital role will be safeguarded in line with Policies RET1, RET2 and RET3. The Council will seek a high quality environment in accordance with Policy RET1.1 and defines the prime shopping street as Laughton Road between New Street and Barleycroft Lane, in accordance with Policy RET1.2. See Map 10: Dinnington Prime Shopping Streets.

7.10.26 In line with Policy RET1.3, development proposals for amusement centres will be resisted fronting onto the prime shopping streets identified above.

7.10.27 To support the further development of shopping facilities in Dinnington town centre (Policies RET2 and RET3) the Proposals Map identifies a three hectare site to the west of the existing town centre for future retailing purposes.

7.10.28 Established local shopping centres exist at Lordens Hill, North Anston and South Anston serving the daily needs of these residential areas. It is considered that no further shopping provision is required outside the areas defined as local centres on the Proposals Map. At Laughton Common, the Plan proposes significant new residential allocations and the Council will support further shopping development, providing for genuine local needs only, within the local shopping area defined on the Proposals Map, in line with Policy RET6.

**Environment**

7.10.29 The environment of the area is generally attractive, the settlements making up the Dinnington-Anston area, being set within open countryside. In accordance with Policy ENV1, this surrounding countryside is protected by Green Belt, as defined on the Proposals Map.

7.10.30 The major environmental problem is the extensive area of despoiled land centred upon the former Dinnington Colliery. The Plan proposes regeneration proposals for commercial and recreational developments which will address these problems, in line with Policy ENV4.

7.10.31 In line with Policies ENV4 and ENV4.1, the Council will support environmental improvement initiatives throughout the area and, in particular, within Dinnington town centre.

7.10.32 The area contains existing Conservation Areas at Dinnington, North Anston and South Anston. The Dinnington Conservation Area has been included as one of four in the Borough for enhancement proposals (Policy ENV2.10). A new Conservation Area will be considered at Throapham, in line with Policy ENV2.6. In these areas, strict control will be exercised over development proposals, affecting the Conservation Areas and listed buildings as set out in Policies ENV2.5, ENV2.6 to ENV2.9, ENV2.11 and ENV2.12.

7.10.33 The valley of Anston Brook, lying to the west of Anston Stones Wood Site of Special Scientific Interest (SSSI) will also be considered for inclusion within any Local Nature Reserve centred upon the SSSI.

7.10.34 The Proposals Map identifies a number of interests outside Statutorily Protected Sites and these will be protected from inappropriate development in line with Policies ENV2, ENV2.2, ENV2.3 and ENV2.4.

7.10.35 A network of Urban Greenspace is identified on the Proposals Map, in particular, linking the area north to south via reclaimed tipped areas, and the North Anston Conservation Area to Anston Brook. Policies ENV5 and ENV5.1. will protect all areas shown as Urban Greenspace and in addition, Policy ENV5.2 will protect areas that are too small to be defined on the Proposals Map but are important to the immediate locality.

7.10.36 Watercourses in the area, notably, Anston Brook, Eel Mires Dike and Cramfit Brook, will be protected against inappropriate development and
potential sources of pollution. In addition, the Council will employ all its available powers and where appropriate, will co-operate with and support other agencies to seek a reduction in existing levels of pollution within the area, in accordance with Policy ENV3.7.

Community and Recreation
7.10.37 The Council’s Anti-Poverty Initiative has highlighted Dinnington as an area in need of urgent action and the Council will continue to support existing projects and foster community activity, in line with Policies CR1 and CR1.1.

7.10.38 Throughout the area a variety of community and recreational facilities are provided by a combination of bodies including the Council, Parish Councils and private organisations. The Council will encourage the retention and upgrading of existing facilities in accordance with Policies CR1, CR1.1, CR2 and CR2.1. The further provision of indoor recreational facilities related to the town centre are a likely requirement during the Plan period. In accordance with Policy CR2.6, a site on the western boundary of the town centre has been identified for leisure use on the Proposals Map.

7.10.39 Whilst in overall terms the area enjoys a reasonable level of open space provision, there are playing field deficiencies in certain locations. Consequently, the Council will investigate the upgrading or conversion to playing fields, of open space areas wherever appropriate, in furtherance of Policies CR2 and CR2.1.

7.10.40 The community use of education playing fields and facilities can help meet shortages of formal provision. In line with Policies CR2 and CR2.1, the Council will investigate greater community access to sports facilities at Dinnington Comprehensive School.

7.10.41 As part of the regeneration of the area around the former Dinnington Colliery, the spoil tip to the west of Edinburgh Drive, will be reclaimed for agricultural and open space uses during the Plan period. In line with Policy CR2.3, this site has been identified as a Major Potential Recreational Area on the Proposals Map.

7.10.42 Existing recreational areas are identified on the Proposals Map as Urban Greenspace. To avoid any reduction in open space provision these areas will be rigorously protected under Policies ENV5 and CR2.2.

7.10.43 Developers will be required to provide an adequate level of open space provision in all new housing areas, in accordance with Policies HG5, ENV3.1, CR2 and CR2.1.

7.10.44 The Council will seek to upgrade the existing community and recreational facilities at Lordens Hill to improve their attractiveness to residents, in line with Policies CR1 and CR2.

Transportation
7.10.45 As part of the regeneration of the former Dinnington Colliery area, the need to improve the B6463 link with the A57(T) and the M1 motorway has been identified and the Council will promote appropriate improvement schemes, in line with Policy T2.

7.10.46 Land at Dinnington town centre is proposed for further retail development and environmental improvements, to make the shopping area attractive, are also envisaged. Crucial to these proposals is the Dinnington town centre Relief Road, between Church Lane and Outgang Lane (B6060) which facilitates works in Laughton Road, the prime shopping street, aimed at creating a much improved pedestrian environment. These works may include traffic calming, restricted access, and some pavement widening (Policies T2 and T4).

7.10.47 During the Plan period, bus priority measures and other public transport improvements will be promoted as part of the town centre proposals, in line with Policies T3 and T3.1.

Minerals and Waste Management
7.10.48 In the Dinnington-Anston area, the closure of Dinnington Colliery in 1991 brought to an end mineral operations locally. There is identified an area of clay deposits off Bookers Lane but resources elsewhere in the Borough mean that it is unlikely that these will be required within the Plan period.

7.10.49 The Proposals Map identifies a minerals Buffer Zone along the south-eastern boundary of development at South Anston. This Buffer Zone provides a stand-off distance to protect residential amenity and, at the same time, restricts non-mineral development which could prejudice continued quarrying activities at Harry Crofts.

7.10.50 In support of Policy WM1.5, the provision of recycling facilities (i.e. bottle-banks, containers
for waste paper, plastics and clothing) will be investigated at suitable locations throughout the Dinnington-Anston area.

7.10.51 There are no new waste disposal sites proposed in the area and existing waste disposal sites are now all completed.

**Utilities**

7.10.52 There are no known constraints to the provision of utilities in the Dinnington-Anston area. However, the existing sewage treatment facilities may reach capacity towards the end of the Plan period and the situation will be monitored, in line with Policy UTL2.

7.10.53 It is advisable for the proposers of major developments to check the existence of Source Protection Zones with the Environment Agency.
Aston - Wales - Kiveton Park

Introduction

7.11.1 This area lies some 11.3 kilometres (7 miles) south of Rotherham town centre and includes the settlements of Aston, Aughton, Swallownest, Wales, Kiveton Park and Todwick which are predominantly residential in character, with industrial uses on the periphery, surrounded by attractive countryside. The area is dissected north to south by the M1 motorway and the A618 and west to east by the A57(T) and the Sheffield to Lincoln railway line. In 1991, the population of the Aston-Wales-Kiveton Park area was 21,406, an increase of 132 since 1981. During the same period, the total number of households increased by 741 to 8,090, a trend towards smaller families and households. The age-structure of this area indicates a younger population than the Borough average with a significant difference in the 30-44 age-range. The area had a 1.0% non-white population in 1991, which is half the Borough average. The boundary of the area has changed slightly to take account of the April, 1994 Boundary Commission changes which brought the whole of the Rother Valley Country Park within the administrative area of the Rotherham Metropolitan Borough Council.

Policy overview

7.11.2 The general thrust of policies for this area is to protect and preserve its overall character, whilst allowing for some expansion of existing settlements. The Green Belt, as approved in 1990, will be retained with some minor amendments. Important areas of Urban Greenspace are identified on the Proposals Map to afford protection to open spaces from any threat of development.

7.11.3 Fence and Kiveton Park will become the focus for new housing development and the Waleswood Industrial Estate is proposed to expand to provide for future employment needs. The Chesterfield Canal runs west to east along the southern boundary of the area and has the potential to become a major tourist attraction. The Council will protect the course of the canal from development to enable restoration works to be undertaken in the future to unlock the canal’s potential.

7.11.4 There are two main shopping areas serving local needs, at High Street, Swallownest and Wales Road, Kiveton Park. Both these centres experience vehicular/pedestrian conflicts and traffic management and environmental enhancement packages, to improve attractiveness and pedestrian safety, will be investigated. Smaller shopping parades and individual ‘corner’ shops throughout the area complete the area’s shopping provision.

7.11.5 Rother Valley Country Park, the Borough’s major outdoor recreational facility, lies to the south of Aston and to the west of Wales. A major opencast mining operation at the former Brookhouse Colliery (Pit House West) has provided substantial additional land for the Country Park.

7.11.6 Part of the area (the Kiveton Park electoral Ward) lies within the South Rotherham Rural...
Development Area, for which a Community and Economic Regeneration Strategy has been adopted which will be supported throughout the Plan period by the Rural Development Commission and a wide range of partners including the Council. The Strategy and Operating Plan for the Rural Development Area and this Plan are compatible and will be mutually supportive in striving to achieve the regeneration of the area.

Policy application and proposals

Housing

7.11.7 With 8,090 households in 1991, an increase of 741 since 1981, housing will continue to be the predominant land-use in the built-up areas throughout the Plan period. 71.8% of all dwellings in 1991 were owner-occupied, significantly higher than the Borough average. In 1991, Housing Association representation in the area was very small (0.5%). 70.6% of all households had access to a car, which reflects the 'commuter belt' nature of this part of Rotherham. This is a popular and attractive part of the Borough in which to live, not only for people working in Rotherham but also for those who work in Sheffield, North-East Derbyshire and North Nottinghamshire.

7.11.8 In keeping with Policy HG2, there are several areas of older housing which would benefit from improvements such as additional landscaping, building maintenance, traffic management, off-street car parking and selective clearance. The Council’s ability to undertake such works is, naturally, governed by the availability of resources. Should finance become available during the Plan period then the following areas would be suitable candidates for treatment:

Former General Improvement Area
Kiveton Park

Areas of Older Housing
Main Street, Swallownest
Mansfield Road/South Terrace, Wales Bar

Other Areas
White City Estate, Kiveton Park

7.11.9 In accordance with Policy HG4.1 the Proposals Map identifies a number of existing housing sites at:

Without planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Capacity to 2006 (dwellings)</th>
</tr>
</thead>
<tbody>
<tr>
<td>H31</td>
<td>West Lane, Aughton</td>
<td>90</td>
</tr>
<tr>
<td>H32</td>
<td>Skipton Road, Swallownest</td>
<td>100</td>
</tr>
<tr>
<td>H33</td>
<td>off Mansfield Road / Wacleswood Road, Aston</td>
<td>160</td>
</tr>
<tr>
<td>H34</td>
<td>Kiveton Lane, Kiveton Park</td>
<td>60</td>
</tr>
<tr>
<td>H35</td>
<td>Station Road, Kiveton Park</td>
<td>171</td>
</tr>
</tbody>
</table>

With planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>H55</td>
<td>Sheffield Road, Fence</td>
<td>19.7</td>
</tr>
<tr>
<td>H56</td>
<td>Stockwell Avenue, Wales</td>
<td>17.3</td>
</tr>
<tr>
<td>H57</td>
<td>The Warren, Aston</td>
<td>2.3</td>
</tr>
</tbody>
</table>

7.11.10 In accordance with Policy HG4.2 the Proposals Map identifies proposed housing sites at:

Without planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>H54</td>
<td>Mansfield Road, Aston</td>
<td>1.5</td>
</tr>
</tbody>
</table>

With planning permission at 12/05/97

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>H55</td>
<td>Sheffield Road, Fence</td>
<td>19.7</td>
</tr>
<tr>
<td>H56</td>
<td>Stockwell Avenue, Wales</td>
<td>17.3</td>
</tr>
<tr>
<td>H57</td>
<td>The Warren, Aston</td>
<td>2.3</td>
</tr>
</tbody>
</table>

7.11.11 Due to the sensitive locations of the proposed housing sites at Manor Road, Wales and The Warren, Aston, they are considered to be most suitable for low-density development. In the development of the sites at: Anston Avenue, Kiveton Park; Keeton Hall Road, Kiveton Park (H36); Queens Avenue, Wales (H37); Mansfield Road, Aston (H54); Sheffield Road, Fence (H55); Stockwell Avenue, Wales (H56); and The Warren, Aston (H57), agreement will be sought under the provisions of the Town and Country Planning Act, 1990, for the developer to provide an element of affordable housing, to meet local needs, in accordance with Policy HG4.7.
Economic Development

7.11.12 The major sources of employment in the area are located at Fence, Aston Common, Wales Common and Kiveton Park Station.

7.11.13 There are no significant changes proposed for the existing industrial and business areas at Kiveton Park Station and Rotherham Road, near Beighton. These areas will continue in industrial and business use and Policies EC1 and EC1.1 will apply. In accordance with Policy EC1.1, additional land has been allocated for industrial and business use to the west of Aston Way which should be beneficial for the future expansion of the existing firms located there.

7.11.14 In some instances, existing industrial uses may be located within residential or Green Belt areas, which whilst not affecting existing use or permitted development rights, does ensure that there will be no further inappropriate development, in keeping with Policy EC1.2.

7.11.15 In accordance with Policies EC2 and EC2.1, additional land is proposed for industrial and business development at the following locations:

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Area (ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E36</td>
<td>Fence Farm Business Park</td>
<td>2.8</td>
</tr>
<tr>
<td>E38</td>
<td>Waleswood (East)</td>
<td>4.0</td>
</tr>
<tr>
<td>E39</td>
<td>Waleswood (West)</td>
<td>10.2</td>
</tr>
<tr>
<td>E40</td>
<td>Waleswood (South)</td>
<td>5.9</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>22.9</td>
</tr>
</tbody>
</table>

7.11.16 In accordance with Policy EC3.2, the site at Fence Farm (E36) is allocated for business use (Class B1) only, due to its proximity to residential development. Within the Park View Mixed Use Area (MU29) three small sites are likely to be available for development; two for business use only totalling 2.1 ha., and one of 0.4 ha. for business and industrial use.

7.11.17 Two sites in the Kiveton Park area, at Manor Road and Kiveton Lane, are identified for business use only (Policy EC3.2) due to their proximity to residential areas. It is important to promote business uses in these locations, to help diversify employment in an area which is dominated by heavy manufacturing industries.

7.11.18 The Council is keen to see the creation of new small businesses and the expansion of existing small firms and Policy EC3.4 will be applied throughout this part of the Borough wherever there is no conflict with other Plan policies.

7.11.19 In accordance with Policies EC5 and EC5.1, a Mixed Use Area is allocated at Park View, Swallownest.

Ref. Location and Use Class*
MU29 Park View, Swallownest A3, B1, B2**, B8**, C1 & D2

* For a definition of Use Classes, see the Glossary at Chapter 8.

** B2 and B8 uses will be restricted to the area north of the railway line.

This site is situated opposite what will become the new main entrance to Rother Valley Country Park and, therefore, will have a high profile. The types of use that will be allowed on this site must, therefore, reflect this prestigious location. It will be particularly suitable for uses that complement the Country Park but cannot be located within the Park’s boundaries.

7.11.20 In line with Policies EC6, EC6.1, EC6.2, EC6.4 and CR2.4, the Council recognises the tourist potential of the Chesterfield Canal and will protect the line of the Canal through the Borough to enable future restoration to take place.

7.11.21 In accordance with Policy EC6.3, the Rother Valley Country Park will be promoted as a major tourist attraction. The Country Park offers a wide range of recreational facilities in a countryside setting and has the potential to provide a variety of tourist-related employment opportunities. Whilst the philosophy of the Park is that the activities provided are acceptable in a rural setting, the Council considers that there is scope to introduce an area for more intensive uses. The provision of short-stay accommodation and conference facilities, a visitor centre and possibly a garden/craft centre, located within the Park near the new main entrance, will complement the present range of facilities and increase the attractiveness of the Park to tourists.

Environment

7.11.22 Much of this part of Rotherham is rural in character and in accordance with Policy ENV1, is protected by Green Belt as defined on the Proposals Map. In line with Policy ENV1.8, the following minor changes to the boundary, as adopted in the earlier Rotherham Green Belt Local Plan, have been made:
• The former quarry, east of dog Kennels Hill and the site of Kiveton Park Steel and Wire at Kiveton Park Station, are afforded Green Belt status. This site is close to the Chesterfield Canal and as part of a much larger Heritage Area, is an important part of the character of the area. As the tourist potential of the Chesterfield Canal is unlocked it is important that this site continues to contribute to the ambience of the area.

• The former King Chain Works, Mansfield Road, Wales Common, is also afforded Green Belt status. Upon restoration, this site will be incorporated into the Rother Valley Country Park. By affording this site Green Belt status, it will bring it in line with the rest of the Country Park. The new boundary, as shown on the Proposals Map, is the northern edge of the new industrial development site (E40) and Mansfield Road.

• A triangular site west of Mansfield Road, Norwood, is also afforded Green Belt status to regularise the boundary at this location.

• Two minor deletions are made adjoining the Waleswood Industrial Estate. The northern boundary is altered to run alongside the railway line and the eastern boundary follows the edge of development site (E40). This site already has outline planning permission for industrial development and so this change regularises the Green Belt boundary.

7.11.23 There is one Scheduled Heritage Site, Todwick Manor House which will be protected in line with Policy ENV2.1. There are many other heritage features within the area which are protected under Policy ENV2. Of these, Meadowgate Lake, Nickeroood Pools and Woodhouse Washlands are three of the largest. Consideration is being given to declaring Meadowgate Lake as a Local Nature Reserve, and proposals to include Woodhouse Washlands within a Local Nature Reserve would also be supported.

7.11.24 In accordance with Policy CR2.4, the line of the Chesterfield Canal through the Borough will be protected from development proposals that would be detrimental to the historic and wildlife value of the Canal and which could prejudice the Canal’s future restoration.

7.11.25 The special wildlife interest of the valley is recognised by the River Rother Wildlife Strategy - a Subject Study carried out in association with Bolsover District Council, Chesterfield Borough Council, Derbyshire County Council, North East Derbyshire District Council and Sheffield City Council. Following public consultation the study is now formally adopted by each of the Councils concerned. The aims of the strategy are:

• to recognise the particular value of the landscapes and habitats of the River Rother catchment as unique features within the participating local authorities’ area,

• to identify key issues in the conservation of the wildlife resource of the River Rother catchment,

• to identify opportunities for the conservation and enhancement of the wildlife resource and the enhancement of a strategic wildlife corridor,

• to ensure that opportunities for protection and enhancement of the wildlife resource and enjoyment of wildlife are maximised, and

• to co-ordinate the efforts of the participating local authorities.

The aims of the Strategy will be pursued throughout the Plan period and in accordance with Policy ENV2.4, the Strategy document provides detailed planning guidance.

7.11.26 In accordance with Policy ENV2.10, the existing Conservation Areas at Aston and Wales will be incorporated into the Plan. Strict control will be exercised over proposals affecting designated Conservation Areas and listed buildings, in line with Policies ENV2.5, ENV2.6 to ENV2.9 and ENV2.11.

7.11.27 In keeping with Policy ENV3.4, the Council will seek to promote and enhance tree, woodland and hedgerow coverage throughout the Aston-Wales-Kiveton Park area.

7.11.28 The Council will support and promote initiatives in line with Policy ENV4.1, which will improve and enhance the environment of the Aston-Wales-Kiveton Park area. Particular emphasis will be given to the strategic transport corridors (e.g. the M1 motorway and the Sheffield to Lincoln railway line) locations for economic development (Waleswood Common) defined town centres at Kiveton Park and Swallownest, the urban fringe and in established residential areas.
7.11.29 Areas denoted as Urban Greenspace on the Proposals Map will be protected from development in accordance with Policies ENV5 and ENV5.1.

7.11.30 Some green areas are too small to be defined on the Proposals Map but are, nonetheless, important to the immediate locality. These areas will be protected from development in accordance with Policy ENV5.2.

7.11.31 The area to the west of the M1 motorway lies within the South Yorkshire Forest and the Council will be supportive of proposals which help to achieve the aims of the South Yorkshire Forest Plan, particularly in the Rother Valley Country Park, in accordance with Policies ENV6 and ENV6.1.

Retailing

7.11.32 Shopping provision in this part of the Borough is predominantly located in the two town centres at High Street, Swallownest and Wales Road, Kiveton Park. A number of small parades and individual ‘corner’ shops complete the shopping provision. In accordance with Policies RET1, RET2 and RET3, these areas will continue to cater for the shopping needs of these local communities.

7.11.33 Since the two town centres cater for a majority of the local shopping needs of their respective communities, the balance of retail to non-retail uses is important, therefore, Policy RET1.2 will apply to the prime shopping streets of High Street, Swallownest and Wales Road (south) Kiveton Park. Given the compactness of the defined town centres and their proximity to local facilities, neither centre is considered a suitable location for amusement centre developments and Policy RET1.3 will apply. See Map 11: Swallownest Prime Shopping Streets and Map 12: Kiveton Park Prime Shopping Streets.

7.11.34 Part of the Swallownest Nursery site is allocated for retail purposes which will allow the shopping centre to expand should the need arise. This means that the Nursery site has a split allocation, part retail and part Urban Greenspace. However, if a proposal to redevelop and reorganise the garden centre was received, then the whole of the site would be considered for garden centre usage, in order to maximise improvements, particularly in vehicular access and movement, in line with Policies RET2 and RET6.2.

7.11.35 The settlements of Swallownest and Kiveton Park are earmarked for substantial housing growth during the Plan period which should increase the viability of the two established town centre shopping areas. In accordance with Policy RET2, it is envisaged that these two town centres can accommodate anticipated future demands for new shopping provision. A small area is proposed for local shopping, in line with Policy RET6, to serve the new residential development proposed at Fence (H55).

7.11.36 The Council will support measures to improve the appearance of shopping areas, improve access for people with disabilities and reduce vehicular/pedestrian conflict (Policies RET1.1, RET6, T4 and T8).
7.11.37 The only new major road scheme envisaged in the area during the Plan period is the Mosborough Parkway (Stage III) which is mainly in Sheffield (Policy T2). This road scheme has now been implemented. The Department of Transport has also undertaken improvements to the A618/A57(T) junction.

7.11.38 In accordance with Policies T3 and T3.2, a new Rail Station with ‘park and ride’ facilities there is potential for at Swallownest, south of the A57(T). This Station will afford direct links with Sheffield and Lincoln and provide excellent access to Rother Valley Country Park and will serve new housing development in the locality. The possibility of a new rail link to Meadowhall via a new Swallownest curve is under investigation.

7.11.39 In line with Policy T4, the Council will support, where appropriate, the introduction of traffic management schemes to reduce vehicular/pedestrian conflicts, particularly in established residential areas and shopping centres. Possible traffic management schemes for the two main shopping areas, at Swallownest and Kiveton Park will be investigated.

7.11.40 In accordance with Policy T7, local pedestrian/cycle/equestrian access to Rother Valley Country Park will be improved, particularly from Aston, Swallownest and Kiveton Park in order to increase the attractiveness of the Park for local people. In particular, the public footpath from Brookhouse Road, Aston, to the footbridge over Aston Way must be retained since it will form the major pedestrian route from Aston to Rother Valley Country Park and the potential Swallownest Rail Station.

7.11.41 The Council will promote a footpath/cycleway route from Treeton Dyke, through Rother Valley Country Park and also a footpath eastwards along the line of the Chesterfield Canal as part of the Borough’s Long Distance Footpath Network, in accordance with Policy T7.

Community and Recreation

7.11.42 Community and recreation facilities in this part of Rotherham are provided by a combination of the Council, Parish Councils at Aston, Wales and Todwick and by private organisations. The Council is keen to see existing facilities retained and upgraded and to support new facility provision to encourage community activity and involvement, in accordance with Policies CR1 and CR1.1.

7.11.43 A site for a new community library is reserved at Main Street, Swallownest, to replace the existing facility at Aston Comprehensive School, in line with Policy CR1.1.

7.11.44 An area of land to the west of Lodge Lane, Aston identified as Urban Greenspace on the Proposals Map, is to be laid out for active public open space in accordance with Policy CR2, to meet a local need.

7.11.45 The Council will support the community use of school buildings and playing fields in accordance with Policies CR1, CR2 and CR2.1.

7.11.46 This part of Rotherham contains the Council’s major outdoor recreation facility at Rother Valley Country Park. The concept of this facility is to provide a wide range of activities compatible with a countryside setting. The restoration of the large opencast mining operation at Pit House West provided, upon its completion in 1996, a substantial addition to the Country Park. In line with the Policy CR2.3, CR2.5, EC6, EC6.3 and ENV4.2, the Council supports proposals for wooded walks, wetland and nature areas, a camping and caravanning site and an events area, which are included in the development framework for the Park. A new main entrance into the Park from the Mosborough Parkway has been provided for. This new entrance, together with the potential Swallownest Rail Station, will make the Country Park and its facilities much more accessible to local people and visitors from further afield.

7.11.47 In accordance with Policy CR2 and CR2.3, a new 18 hole golf course with club house and driving range has been provided within the Country Park’s boundaries. This facility, with access from the A618 Mansfield Road at Norwood, is a Pay-as-you-Play course to enable the widest possible use by the general public.

7.11.48 Sections of the Chesterfield Canal beyond the Borough boundary have already been restored, and the possibility of a new channel being cut through the southern part of Rother Valley Country Park, to bypass Killamarsh, is one alternative under consideration, in accordance with Policy CR2.4. This would physically connect these two tourist attractions.

7.11.49 Restoration of the Norwood tunnel section of the Chesterfield Canal presents particular
problems. Restoration here will depend upon the future of the Kiveton Park Colliery site. The Council is considering options for the site, which includes two listed buildings. Alternative uses for these buildings have to be found, they could be used for future “community” craft and business uses within an overall heritage setting. The remainder of the site will require restoration in keeping with its Green Belt status. The Council is keen that any restoration works will provide for the future improvement of the Chesterfield Canal, possibly by the removal of all or part of the Norwood Tunnel, in keeping with Policy CR2.4.

7.11.50 In accordance with Policy ENV2.4 and EC6.2, a site has been identified at Kiveton Park Station for the location of a visitor centre directly related to the Chesterfield Canal and its restoration.

7.11.51 In accordance with Policies CR2.2, ENV5 and ENV5.1, existing recreational areas will generally be protected from development.

7.11.52 The South Yorkshire Forest initiative will provide opportunities for recreation, in line with Policies CR2.5, ENV6 and ENV6.1.

7.11.53 There has been a long-standing requirement for an indoor recreational facility in Kiveton Park and the Council will support proposals for such a facility, providing it meets the criteria set out in Policy CR2.6. A central location would be desirable, and part of the existing recreation ground or adjoining allotments might be suitable.

Minerals and Waste Management
7.11.54 Kiveton Park Colliery in September, 1994 and alternative uses for the site are under investigation. (See paragraph 7.11.49.)

7.11.55 A major opencast mining operation at Pit House West, Aston was completed in 1996, in accordance with Policy MIN1. The site has been restored to become an extension to the Rother Valley Country Park.

7.11.56 A 10.2 hectare site to the rear of Sutherlands Foods, Mansfield Road, Wales Common, has been restored.

7.11.57 The domestic waste disposal facility at Kiveton Park Station is no longer operational and has been restored.

7.11.58 The quarry area to the rear of Kiveton Park Steel, has an industrial allocation by virtue of a planning permission for open storage. The quarry is a waste disposal site, with a recycling centre, and will be restored to a ‘green’ after-use, in accordance with Policies WM1.1, WM1.2, WM1.3 and WM1.4.

7.11.59 A private landfill site operates adjacent to the A57(T) and the Council will continue to monitor this operation to ensure compliance with the terms of the planning permission. It is proposed that this site will eventually be restored to a “green” after-use, except for a small area for mixed use to the eastern end. Part of the site may be required for a new rail-link to the possible Swallownest Station, as shown on the Proposals Map, in line with Policy T3.2.

7.11.60 In support of Policy WM1.5, the Council will welcome the establishment of recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) in appropriate locations throughout the Aston-Wales-Kiveton Park area.

Utilities
7.11.61 Existing Scheduled Washlands at Rother Valley Country Park and Woodhouse Meadows, will be protected from developments likely to impair the efficiency of these areas for flood storage purposes, in accordance with Policy UTL1.1.

7.11.62 Policy UTL2 will be considered when any proposals for new development are received in view of the limited sewage capacity within the Kiveton Park/ Dinnington area.

7.11.63 Development proposals for land at Fence may be constrained by high voltage cables crossing the site (Policy UTL3.1).
7.12 Harthill - Woodsetts

Introduction
7.12.1 The area includes the settlements of Harthill and Woodsetts, the smaller communities of Thorpe Salvin, Woodall, Netherthorpe and Turnerwood and the intervening areas of open countryside. The area extends up to the Borough’s southern boundary which now includes additional areas taken from the adjoining authorities following the Boundary Commission’s Review in 1994 and the large settlements of Wales, Kiveton Park, South Anston and Gildingwells form its northern boundary. Beyond the Borough boundaries to the south and to the east are areas of open countryside in Derbyshire and Nottinghamshire.

7.12.2 The 1991 Census population for this area was 4,012, an increase of 51 over the decade since 1981. The population is more elderly than the Borough average which is probably a reflection of people retiring to this rural part of Rotherham. The 1991 Census also shows that 26.5% of the population is in pensioner-only households and 5.9% are lone-pensioners. However, other social indicators, e.g. households with 3 or more children (3.2%) persons with long-term illness (12.0%) and single-parent families (2.1%) are significantly lower than the Borough averages.

Policy overview
7.12.3 All of this area, except the settlements of Harthill and Woodsetts, has a Green Belt designation. In addition, most of the area east of Harthill is defined as an Area of High Landscape Value. The Plan will incorporate the existing Green Belt and Areas of High Landscape Value designations as a means of conserving the character of the area. Existing Conservation Areas at Harthill, Thorpe Salvin and Woodsetts will be incorporated. Two new areas will be considered for Conservation Area designation at Turnerwood and Norwood. Provision is made in the Plan for continuing mineral extraction at Harry Crofts.

7.12.4 The area lies within the South Rotherham Rural Development Area, for which a Community and Economic Regeneration Strategy has been adopted, which will be supported throughout the Plan period by the Rural Development Commission and a wide range of partners including the Council. The Strategy and Operating Plan for the Rural Development Area and this Plan are compatible and will be mutually supportive in striving to achieve regeneration of the area.

Policy application and proposals
Housing
7.12.5 The 1991 Census shows the total number of households in the area was 1,579, an increase since 1981 of 154. 77.8% of these are owner-occupied and 17.7% are rented from the local authority, this compares with a Borough average of 61.9% and 30.2%, respectively.

7.12.6 Areas to be retained primarily for residential use are identified on the Proposal Map, within which development proposals which detract from or are incompatible with the established character of the area, will be resisted (Policy HG1). The Council will support proposals designed to
improve the quality and appearance of established residential areas (Policy HG2).

7.12.7 The following residential sites, identified on the Proposals Map, will contribute to meeting the Borough's overall housing requirements during the Plan period and these sites are expected to accommodate a variety of residential development appropriate to the area (Policies HG3 and HG4).

With planning permission at 12/05/97

Location | Capacity to 2006 (dwellings)
---|---
Grange Farm, Lindrick Road, Woodsetts | 14
Dinnington Road, Woodsetts | 24
North Farm, Union Street, Harthill | 14
Peregrine Way, Harthill | 23

Economic Development

7.12.8 The 1991 Census shows unemployment of 6.1% in the Harthill-Woodsetts area, was much lower than that of the Borough average of 11.9%. Also, 15.7% of the economically active population were self-employed, almost twice the Borough average. Because of the rural nature of the area and the proposals to protect and conserve Harthill-Woodsetts, it is accepted that most employment opportunities will be provided elsewhere. It is also recognised that the development of industry on a substantial scale, even to meet the needs of local unemployment, would be incompatible with the countryside and those traditional activities carried out in it. Accordingly, no new industrial proposals are made in the Plan for this area.

7.12.9 Suitable visitor and tourism developments could bring positive employment benefits to the Harthill-Woodsetts area. The main tourist attractions, such as the Chesterfield Canal, are located within the Green Belt, Development providing employment opportunities compatible to the character of the area, such as small craft workshops and cafes, will be supported, subject to appropriate development control and highways criteria (Policies EC3.4, EC6 and EC6.2). Alternative uses for rural buildings in the Green Belt which will result in the creation of appropriate local employment opportunities will also be permitted, subject to planning and highways considerations (Policies EC3.6 and ENV3.5).

Environment

7.12.10 In accordance with Policy ENV1, all but the villages of Harthill and Woodsetts are protected by the Green Belt as defined on the Proposals Map. No changes are made to the Green Belt boundary as adopted in the earlier Rotherham Green Belt Local Plan. Furthermore, Green Belt allocations have been extended to those additional areas of rural and open countryside character taken from the adjoining local authorities and now included within the Borough as a result of the Boundary Commission's Review in April, 1994. The Green Belt will be protected against inappropriate development (Policies ENV1, ENV1.2, ENV1.3, ENV1.6 and ENV1.7).

7.12.11 It is considered that within much of the Green Belt the landscape is of a quality and character that its conservation and protection is the overruling factor. Therefore, it has been given the additional designation as an Area of High Landscape Value. The Sandbeck-Harthill Area of High Landscape Value which is superimposed on the Green Belt, is defined on the Proposals Map (Policy ENV1.1). This Area of High Landscape Value which includes the village of Thorpe Salvin, will be protected against inappropriate development. Development associated with the recreational use of the Chesterfield Canal may be acceptable as long as it does not detract from the visual character of the area (Policies ENV1.1 and ENV1.2).

7.12.12 Minor extensions and additions in appropriate styles to existing dwellings will be permitted within the Green Belt (Policies ENV1.3 and ENV1.6) and development in areas adjacent to the Green Belt (e.g. in Harthill and Woodsetts) will need to be sympathetic to the visual amenity and environmental quality of the Green Belt in order to safeguard the rural character of the area (Policy ENV1.4).

7.12.13 The Harthill-Woodsetts area contains some important Heritage Sites including statutorily protected Sites of Special Scientific Interest at Anston Stones Wood and Lindrick Golf Course together with Ancient Monuments comprising Old Hall, Netherthorpe Moat and Lob Wells Shelter at Thorpe Salvin and Dead Man's Cave, Anston. Sites are identified on the Proposals Map and the Borough's heritage interest is safeguarded in the Plan (Policies ENV2 and ENV2.1 to ENV2.4).

7.12.14 Not only will the heritage interest of the area be protected but the positive promotion and enhancement of the Borough's heritage through various measures such as Core Area Studies, countryside management schemes and management agreements, will be supported and accordingly Local Nature Reserves at Anston Stones Wood, Hawks Wood and Old Spring Wood, are
proposed in the Plan (Policy ENV2.4). There are a number of listed buildings in the Harthill-Woodsetts area, whose effective conservation will be encouraged and their proper use safeguarded (Policy ENV2.5).

7.12.15 In accordance with Policy ENV2.10, the existing Conservation Areas at Harthill, Thorpe Salvin and Woodsetts will be incorporated into the Plan. Two new Conservation Areas will be considered at Norwood and Turnerwood. Policies ENV2.5, ENV2.6 to ENV2.9, ENV2.11 and ENV2.12 ensure that strict controls will be exercised over proposals affecting designated Conservation Areas and listed buildings. Only appropriate development will be allowed within and adjacent to these areas under the above Policies.

7.12.16 There are a number of woodlands and Tree Preservation Orders (T.P.O.s.) in the Plan area, notably in and around Harthill and Woodsetts. The Council recognises the value of these woodlands in making a significant contribution to amenity and natural history interest, as well as to the character and the environment of the countryside. The value of commercial woodlands as a contribution to the local economy is also recognised. In order to best maintain the various contributions that woodlands make to the environment, it is important that long-term management should be exercised which may well involve felling and planting. The Council will continue to support and secure the long-term conservation and enhancement of woodlands and take steps to protect trees, where appropriate, by the application of Tree Preservation Orders. The Council will also make particular efforts to ensure that mature trees in Conservation Areas and trees on land in public ownership are given the full measure of protection (Policies ENV3.3 and ENV3.4).

7.12.17 Open spaces, many of which are associated with community facilities within the built environment and are important from a recreation, conservation and amenity viewpoint, will be treated as an integral part of Urban Greenspace and their retention and enhancement will be supported (Policy ENV5). Green Belt protection is not afforded to the areas of Urban Greenspace indicated on the Proposals Map and, therefore, their protection will be safeguarded by other measures (Policies ENV5, ENV5.1 and ENV5.2).

7.12.18 Part of the area, to the west of the M1 motorway, is included in the South Yorkshire Forest which is supported under Policy ENV6. Development within the Forest area and associated provision of facilities which contribute to the aims of the initiative will be encouraged in line with Policy ENV6.1.

Transportation

7.12.19 The area is traversed by the M1 motorway, the A57(T) and the Sheffield-Lincoln railway. None of the main settlements have direct access to these and all are served by ‘C’ class roads.

7.12.20 The Council has no significant transportation proposals within this area.

7.12.21 Where appropriate, the Council will promote development of footpaths, cycleways and bridleways within the Chesterfield Canal corridor. In particular, the canal towpath is to be developed as a path, known as ‘The Cuckoo Way’ as part of the Borough’s Long Distance Footpath Network (Policy T7).

Retailing

7.12.22 There are shopping facilities, providing for local needs, in both Harthill and Woodsetts. It is considered that the present local shopping provision is adequate and no proposals are made for additional shopping. The local shopping centre at Harthill has been identified on the Proposals Map and will be limited to ‘convenience’ shopping serving local needs only (Policy RET6). Proposals for amusement centres will not be supported in this local shopping centre (Policy RET1.3) and any retail proposals designed to serve wider than local needs will be strongly resisted. Furthermore, the Council will seek a high quality environment within the local shopping centre (Policy RET1.1). The Council will encourage the retention of village shops and services and will oppose changes from retail to other uses unless they can be shown to be unviable. Where farm shops require planning permission, they will be permitted provided that (inter alia) they are unlikely to significantly undermine existing village shops in the immediate locality, in line with Policy RET6.1.

Minerals and Waste Management

7.12.23 The Plan incorporates and rolls forward relevant existing approved minerals principles and policies, recognising the need to make continuing provision for mineral production by identifying potential future reserves in environmentally acceptable locations. The Harry Crofts quarry near South Anston is the only primary aggregate production site in the Borough and operates under
7.12.24 Limestone reserves at the Harry Crofts quarry are rapidly dwindling and new reserves will be needed within the Plan period and beyond to maintain employment and the area's contribution in accordance with levels established by national and regional guidance for aggregate supply. Provision is, therefore, made in the Plan for continuing aggregate mineral extraction at this site during the Plan period. (Policy MIN1). The Council has also acknowledged the continuing validity of the long-standing permission to work limestone from Fan Field and this is identified on the Proposals Map as an existing commitment.

7.12.25 MPG 6 (Guidelines for Aggregate Provision in England) promotes a more sustainable approach to aggregate planning (in that the extraction of primary aggregates should be limited, with the shortfall increasingly made up from alternative sources such as recycled products, secondary aggregates and costal super quarries) and requires aggregate planning considerations to be constrained within a reduced timescale to 2006 (instead of the previous 20 year period covering 1992-2011). Accordingly, a need for the constituent mineral planning authorities in South Yorkshire to make planned provision to 2006 for some 87 million tonnes of primary aggregates reserves (comprising 76 million tonnes of crushed rock and 11 tonnes of sand and gravel) has been identified. Proportionately, Rotherham's share of provision now amounts to some 4.5 million tonnes of aggregates over the same period (i.e. to 2006) which needs to be catered for in the Plan. The Council, in conjunction with the other South Yorkshire District Councils will seek to maintain a land bank of permitted reserves of aggregate minerals over the required period and it is considered that this would allow continuity of production and employment, as well as advance screening provision at Harry Crofts quarry in the Plan (Policy MIN1). The Plan, therefore, contains proposals which make provision for meeting Rotherham’s share of aggregate provision through a combination of existing permitted reserves and a new ‘Area of Search’. The Council has, in the past, by mutual agreement, preferred to see quarrying pressures concentrated at Harry Crofts where the impact on sensitive land-uses is less acute than that at the Fan Field location. This approach will be continued in the Plan, in that a new Area of Search is identified on the Proposals Map immediately to the west of the existing quarry workings, which will provide a mineral supply at the revised rates to 2006 (Policy MIN2.1).

7.12.26 The Council will seek a legal agreement with the mineral operators to secure that the programming of working during the Plan period, is contained within this Area of Search and that the outstanding Fan Field planning permission could not be worked concurrently (Policies MIN5, MIN6 and MIN6.1).

7.12.27 Workings would thus inevitably move closer to the community of South Anston, though at their potential maximum extent, they would still be a minimum of 400 metres from the nearest properties. The provision of screen mounding and planting will be required by the Council at an early stage along the maximum potential westerly limit of working. This, together with a significant stand-off distance and natural topography, will serve to screen workings advancing at the lower level (Policies MIN5 and MIN6.1).

7.12.28 The Council will use its powers to negotiate a scheme of workings for the Fan Field area, which will seek to reconcile problems of access and surrounding sensitive land-uses (Policies MIN5, MIN6 and MIN6.1).

7.12.29 In view of the current downwards estimates acquired to make planned provision with regard to aggregate supply to 2006, the previously identified further ‘Area of Search’ on land immediately to the east of Fan Field site to ensure adequate resources of minerals to 2011, has now been omitted from the Proposals Map. This area will, however, remain under consideration as a potential “Area of Search”, should a need arise to bring further resources forward beyond the end of the Plan period (Policy MIN1).

7.12.30 The existing planning permissions and Area of Search identified on the Proposals Map, will represent the maximum potential extent of
working at this location and in order to protect the mineral resources from inappropriate development a Buffer Zone is defined on the Proposals Map, around these sites (Policy MIN2.2).

7.12.31 Proposals for other surface mineral workings in the Harthill-Woodsetts area, including opencasting in the Green Belt, where unacceptable disturbance to the residential amenities of nearby communities would result, will be resisted (Policies MIN3, MIN3.1, MIN5 and MIN6).

7.12.32 The establishment of recycling facilities (e.g. bottle-banks and containers for waste paper, plastics and clothing) will be supported in appropriate locations throughout the area (Policy WM1.5).

Community and Recreation
7.12.33 It is intended to support and retain a wide range of community, social and recreation facilities in the area as indicated on the Proposals Map. The Council will, therefore, normally support development proposals for the provision of additional facilities which fulfil a local need in the area, particularly those projects designed to serve identified target groups (Policies CR1 and CR2).

7.12.34 The Council will seek to prevent the loss of social, health, education or community facilities in the area. Where this is unavoidable, developers will, in consultation with the Council and other representatives of the local community, be expected to adequately replace or substitute for lost facilities (Policies CR1, CR1.5, CR2 and CR2.2).

7.12.35 Community use of school playing pitches and facilities can help meet any shortages of formal provisions and the Council will support investigation into greater community access to sports facilities at the existing schools. Dual-use of school buildings and playing fields will be supported over the Plan period (Policies CR1, CR2 and CR2.1).

7.12.36 Existing recreational areas (e.g. Harthill Parish Recreation Ground and Spenns Field Sports Ground) including those identified as Urban Greenspaces on the Proposals Map and incidental open spaces will be protected from inappropriate development (Policies ENV5 and CR2.2).

7.12.37 The Chesterfield Canal is proposed for comprehensive restoration. The approved restoration strategy seeks to restore the canal to navigation and protect the line of the towpath as part of the 'Cuckoo Way' long-distance footpath as well as realising the wider potential of the surrounding area for conservation, informal recreation and education. The Council recognises the high quality and sensitivity of much of the heritage interests within the Canal corridor and will seek to ensure that development associated with its restoration is designed to reduce the impact of visitors on these vulnerable sites. Restoration will inevitably provide opportunities for tourism, employment and reclamation of derelict sites but physical development will mostly be encouraged towards sites within the Aston-Wales-Kiveton Park area. Therefore, whilst the Chesterfield Canal is identified on the Proposals Map as a Major Potential Recreation Area those parts of the Canal corridor within the Harthill-Woodsetts area are likely to remain undeveloped with use restricted mainly to quiet informal recreation. The Council will, therefore, resist proposals for development which would prejudice the restoration of the Chesterfield Canal, the conservation of its high heritage interest and its overall potential for recreational use (Policy CR2.4).

7.12.38 The Council supports the proposed South Yorkshire Forest (Policies ENV6, ENV6.1 and CR2.5). This initiative provides opportunities for improved public access to the countryside, new informal recreation opportunities, countryside sports and leisure facilities and environmental education in appropriate locations.

Utilities
7.12.39 A number of villages in this area are not connected to the mains gas supply. Lack of demand locally would suggest that this is not viewed as a problem.

7.12.40 It is advisable for the proposers of major developments to check the existence of Source Protection Zones with the Environment Agency.
Glossary

Accessibility
The relative ease of entry into a site or travel to or from an area or facility assessed in relation to the time taken for the journey (including waiting time) and the actual or perceived cost of the journey.

Adoption
Final confirmation of the Plan as the Statutory Development Plan.

Affordable Housing
Both low-cost market and subsidised housing (irrespective of tenure, ownership - whether exclusive or shared - or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market.

Aftercare
The maintenance work needed to ensure that a restored landfill site does not produce environmental problems, or in respect of mineral workings, the steps necessary to bring restored land up to the required standard for either agriculture, forestry or amenity purposes (usually over a 5 year period).

Aggregates
Sand, gravel, crushed rocks and other bulk materials used by the construction industry.

Aggregates (Primary)
Naturally occurring sand, gravel and crushed rock used for construction purposes.

Aggregates (Secondary)
By-product waste, synthetic materials and soft rock with or without processing used as a substitute for primary aggregate materials.

Aim
Broad, long-term aspiration which sets out the Council’s general direction and eventual destination.

Allocation
The specific land-use assigned to a parcel of land within a Statutory Development Plan.

Amusement Centre
A place where the playing of amusement machines with prizes or for amusement only is the main use. Usually a closed and relatively discreet use, featuring modern electronic machines, which has developed from the brash, open and often noisy, amusement arcades usually found in seaside resorts.

Aquifer
A subsurface zone or formation of rock which contains resources of groundwater.

Backfill
The material used for or the act of refilling an excavation.

Borehole
A hole drilled in the ground or landfill site in order to obtain samples of the geological strata, wastes or liquids. Also used as a means of venting or withdrawing gas from landfills.
Glossary

Business Park
Sites for a mix of light industry, office and research uses, distinguished by their high standard of design, low density and landscaping.

Capping
The covering of a landfill with impervious material to inhibit penetration by liquids.

Cell
The compartment within a landfill in which waste is deposited. The cell has defined boundaries which may be a low permeability base, a bund wall and low permeability cover.

Change-of-Use
Planning permission is needed for changing the use of a building or land except for changes covered by the Use Classes Order, 1987.

City Challenge
A ‘competition’ where the Government awards successful local authorities additional finance towards a package of regeneration projects. City Challenge is now superseded by bidding under the Government’s Single Regeneration Budget.

City Grant
Provided by the Government, to support private sector capital projects which benefit run-down urban areas and which cannot proceed without assistance. It was a means of stimulating private sector development activity without the Council becoming financially involved. It has now been replaced by the Government’s Private Finance Initiative (P.F.I.).

Commercial Improvement Area (C.I.A.)
An area designated under the Inner Urban Areas Act, 1978, within which public funds were made available, usually through the Urban Programme, to help improve property and the local environment in co-operation with local businesses to revitalise economic activity and to secure a stable level of permanent employment within an older and usually declining commercial area. These arrangements are now discontinued (see also Industrial Improvement Area - I.I.A).

Commencement Order
In June, 1990, the Secretary of State for the Environment issued a Commencement Order, formally starting preparation of Rotherham’s Plan.

Community Business
A community enterprise that trades, is of benefit to the local community, is controlled locally and designates all surpluses to community use.

Community Enterprise
A generic term covering a variety of community owned and controlled trading and non-trading activities, addressing local needs.

Community Transport
Special, accessible, passenger transport services principally catering for the elderly, people with sensory or physical disabilities and other groups with mobility problems who find it difficult to use conventional public transport. It may also be referred to as ‘special needs transport’.

Compacting
Increasing the density of solid waste in landfills by the repeated passage of heavy machinery over its surface. Also refers to baling machines and stationary compactors for use in compacting solid waste into containers.

Comparison Goods
Clothing, footwear, household goods (such as furnishings and electrical appliances) leisure goods, D.I.Y. items and other non-food purchases for which the consumer expects to visit a range of shops before making a choice.

Compost
Organic matter decomposed and used as a fertiliser or soil conditioner.

Compulsory Competitive Tendering (C.C.T.)
The process of opening up the provision of local authority services to competition from the private sector, whereby the local authority must bid alongside private companies to provide the service at a contracted price. C.C.T. is to be replaced by the Government’s ‘Best Value’ initiative.
**Conservation**
The protection or safeguarding of land, natural habitat, landscape or townscape. Changes which do not conflict with the essential character of the resource may be acceptable.

**Conservation Area**
An area, usually part of a settlement, designated by a local planning authority for preservation or enhancement because of its special architectural or historic interest under the Planning (Listed Buildings and Conservation Areas) Act, 1990.

**Containment Site**
Landfill site where the rate of release of leachate into the environment is extremely low. Polluting components in wastes are retained within such landfills for sufficient time to allow rotting down and dilution processes to have occurred; thus preventing the escape of polluting matters at unacceptable concentrations.

**Contaminated Land**
Land which is harmfully polluted with toxic or noxious substances.

**Controlled Waters**
Defined by the Water Resources Act, 1991, in four categories, as coastal and territorial waters and inland and groundwater contained in rivers, streams and other surface or subsurface watercourses, which are regulated by the Environment Agency.

**Convenience Goods**
Food, drink and groceries, tobacco, newspapers and magazines, which tend to be purchased regularly and are usually available at local (convenient) shopping centres.

**Council**
The term “Council” in the context of this Plan unless otherwise specifically stated shall be taken to mean Rotherham Metropolitan Borough Council acting in its capacity as the relevant (unitary) local planning authority for the administrative area of the Rotherham Metropolitan District.

**Country Park**
A large area of natural or semi-natural landscape, specifically managed for countryside recreation for the general public.

**Countryside Study (Review Document)**
Adopted in August, 1990, as the Council’s framework document on countryside issues in the Borough.

**Cover**
Material used to cover solid wastes deposited in landfills. Daily cover is used to overlay each lift or layer at the end of each working day to prevent odours, windblown litter, insect or rodent infestation, and water ingress. Intermediate cover refers to cover material deposited over wastes and the end of a particular phase of landfilling. Final cover is the layer or layers of material placed on the surface of a landfill during its restoration.

**Dearne Valley Partnership**
A partnership of Central Government, local government and the private sector, set up to coordinate the regeneration proposals and City Challenge Action Plan for the Dearne Valley.

**(On) Deposit**
The stage at which the Plan is formally available for objections, which may then be subject to a Public Inquiry.

**Derelict Land**
Land so damaged by industrial or other development that it is incapable of beneficial use without treatment.

**Derelict Land Grant**
A Central Government grant payable by the Secretary of State for the Environment which was to local authorities and other bodies such as private companies and voluntary sector organisations for the reclamation of derelict land. This has now been replaced by Land Reclamation Programme grants administered by Yorkshire Forward, the Regional Development Agency.
Designation
The formal indication than an area is specially defined by statute (e.g. the area to be treated as a Site of Special Scientific Interest).

Development
Defined in Section 55 of the Town and Country Planning Act, 1990 as:

“The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.”

Development Plan
The statutorily adopted documents which express in written and map form, the manner in which the local planning authority proposes that the land in their area should be used.

Development/Planning Brief
Provides guidelines for the Council and private developers to ensure the right sort of solutions to the detailed planning needs of development sites.

Disadvantaged People
Those whose access to facilities is inadequate because of unfair discrimination, poverty, or both. This may include elderly people, people with disabilities, ethnic minorities, women, people with young children, young people, unemployed people and those on low incomes.

Dual-Use
The use by the general public of facilities which would normally only be available to a specific user group e.g. school playing fields/gymnasium.

Economic Strategy
The document produced annually by the Council, as required by the Local Government and Housing Act, 1989, which sets out the Authority’s proposals to promote local economic development with specified activities and performance targets.

Enterprise Zone
An area designated by the Secretary of State for the Environment which benefits from a package of financial inducements and the relaxation of planning and other regulatory requirements for a ten year period, with the aim of encouraging the economic and physical regeneration of the area.

Environmental Assessment
An assessment of the effects on the environment of specified types of proposed development, leading to the submission of an environmental statement in support of a planning application.

Environmental Impact
The total effect of any operation on the surrounding environment.

Environmental Improvements
Small-scale improvements to the appearance and use of an area by creating new open spaces, landscaped areas, flower beds, sculptures, murals, seating, renewing street lighting, road signs, paving, fences and walls and improving the frontages of buildings.

Factory Outlet Shops
Shops selling a wide range of non-food goods such as high quality fashion and other goods usually found in the traditional shopping centres, grouped together but separated from their manufacturing bases.

Footloose
A term used to describe certain organisations that wish to expand or relocate. It means that decisions on where to move to are not particularly constrained by factors which might limit the ‘area of search’ for a site.

General Development Order

General Improvement Area (G.I.A.)
An area where encouragement of improvements to owner-occupied housing was assisted by grants and environmental improvements. Powers to operate these were terminated under Part VII of the Local Government and Housing Act, 1989, effective from March, 1991.
Green Belt
An area of open land where strict planning controls apply in order to check the further growth of a large built-up area, prevent neighbouring towns from merging or to preserve the special character of a town.

(Urban) Greenspace
Breaks in the urban environment formed by open areas such as parks, playing fields, woodlands and landscaped areas. These spaces may exist as definable linear routeways, forming part of a network linking urban areas to the surrounding countryside.

Groundwater
Forms that part of the natural water cycle which is present within underground strata.

Heavy Goods Vehicle (HGV)
Vehicles over 7.5 tonnes unladen weight.

Hectare (ha.)
Metric unit of measurement equivalent to 100 metres x 100 metres or 2.47 acres (i.e. approximately one and a half football fields).

Heritage Site
The term used for any site registered with the Planning and Transportation Service as having an environmental value worthy of consideration within the statutory planning process. The Heritage Sites Register was developed through the Rotherham Countryside Study to combine various classification regimes into a single system, so as to simplify interpretation of policy issues. Heritage Sites are graded on a common scale of significance:

Category 1 - national or regional significance
Category 2 - Borough significance
Category 3 - local or parochial significance

The site may be of interest for reasons of natural history, archaeology, geology, landscape importance, etc.

Heritage Sites Register
The database and detailed site boundary records which identify the type, extent and level of interest of each Heritage Site. The Council is committed to keeping the Heritage Sites Register under constant review, regularly updated and publicly accessible.

Household
Either one person living alone or a group of people (who may or may not be related) living at the same address with common house-keeping arrangements.

Housing Action Area (H.A.A.)
An area of housing and social stress where encouragement of house and area improvement was undertaken by higher levels of grant and environmental improvements. Powers to operate these were terminated under Part VII of the Local Government and Housing Act, 1989, effective from March, 1991.

Housing Investment Programme (H.I.P.)
The system by which Central Government allocates finance to local housing authorities. An Housing Investment Programme document is prepared each year. It sets out proposals for future housing expenditure and is submitted to the Department of the Environment, Transport and the Regions to bid for Government approval for the level of spending required by the Programme.

Housing Renewal Area
Introduced by the Local Government and Housing Act, 1989, to replace General Improvement Areas and Housing Action Areas. They are intended to cover areas consisting of a minimum of 300 houses where improvements will uplift and bring new life into predominantly residential areas. A wide range of social and community issues can be addressed as well as housing matters.

Houses in Multiple Occupancy
A residential unit inhabited by two or more households sharing at least some but not necessarily all facilities (e.g. for cooking and cleaning). Under the Use Classes Order, 1987, a house can accommodate up to 6 people who need not be related, sharing all facilities without the need to seek planning permission. Shared student houses are an example.

Hydrogeology
The study of water in rocks.
Impervious
Used to describe materials, natural or synthetic, which have the ability to resist the passage of fluid through them.

Implementation
The resources and means by which the Plan’s policies and proposals appear ‘on the ground’.

Industrial Improvement Areas (I.I.A.)
Designated under the 1978 Inner Urban Areas Act. This enabled the Council to provide financial assistance for improvements to sites and premises and to carry out environmental works in these Areas. These arrangements are now discontinued and, where appropriate, have been replaced by initiatives under the Single Regeneration Budget (SRB).

Inert Waste
Landfill material which will not produce harmful gases or leachates.

Infilling
The filling-in by built development of a gap site, within an established built-up frontage, normally limited to a single dwelling.

Informal Recreation
Activities for which participants need no specific skills or equipment, e.g. walking and picnicking. The activities tend to exclude team sports and organised events.

Infrastructure
The distribution network of urban services essential for development, e.g. roads, trunk sewerage, gas and water mains, electricity and telephone lines.

In/Out Migration
The movement of people into or out of an area, usually across local authority boundaries.

Inner Area/Inner Urban Area
Selected local authorities such as Rotherham had special status under the Inner Urban Areas Act, 1978, which enabled them to direct funding through the Urban Programme into the older built-up areas as a priority. This funding was directed to improving the social, economic and environmental conditions of these areas. It has now been replaced by funding under the Government’s Single Regeneration Budget (SRB).

Interest outside Statutorily Protected Sites
Key species, key habitat and significant geological, architectural or archaeological features, which do not have statutory protection but are of local, regional or even national importance. All known sites have been identified in the Plan to alert potential developers to the existence of an interest included within the Council’s Heritage Site Register. New sites may come forward and will be added to the Register as necessary.

Key Environmental Resources
Those parts of our natural and cultural heritage which are considered vitally important and irreplaceable, and where any loss or damage would be extremely serious.

Landfill
The deposit of waste onto and into land in such a way that pollution or harm to the environment is prevented and, through restoration, to provide land which may be used for another purpose. ‘Controlled Landfill’ is a disposal practice where wastes are deposited in an orderly planned manner at a site licensed under the Environmental Protection Act, 1990.

Landfill Gas
A variable mixture of methane and carbon dioxide (typically in a 2:1 ratio) given off by decomposing waste material. It can be explosive and/or cause suffocation.

Leachate
Liquor formed by the action of water percolating through soil, waste or rock. It may contain substances which could pollute ground water.

Leachate Treatment
A process to reduce the polluting potential of leachate. Such processes can include leachate re-circulation, spray irrigation over adjacent grassland and biological and chemical processes.
Leaching
The process of extracting substances from a material due to the passage of water through it.

Licensing
The granting of formal permission for landfill operations at a specified site. The requirement for a licence and the application procedure are set out in Sections 35 and 36 of the Environmental Protection Act, 1990. Licences are issued by the Environment Agency.

Light Industry
Industrial processes which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. Such uses are now contained within Class B1 of the Use Classes Order, 1987.

Liner
A natural (e.g. clay layer) or synthetic membrane material (e.g. various types of heavy duty plastic) used to line the base and sides of a landfill site to prevent leachate seeping into surrounding geological strata.

Listed Building
Buildings or structures considered to be of special architectural or historic interest and included in a list (compiled or approved by the Secretary of State) giving details of each building. They are protected from unauthorised works on or near them and from unauthorised demolition.

Local Nature Reserve
A site acquired, declared and managed as a nature reserve under Section 21 of the National Parks and Access to the Countryside Act, 1949.

Major Road Network
A limited number of roads identified to carry large and increasing volumes of traffic, including lorries. This will allow measures to be introduced on certain other roads to slow and discourage traffic. The Major Road Network provides links between the main settlements within the Borough and the national road network. It is shown on the Proposals Map but it may be redefined and updated over time.

Managed Workspace
Small starter units for light industry/business use, provided for rent (generally short-term) with access to common services such as reception, secretarial services, administration, etc.

Mixed Use Area
An area defined on the Proposals Map within which two or more different Use Classes will be acceptable in principle in accordance with conditions/limitations specified in the Written Statement.

Monitoring
Collection and analysis of appropriate data and information on a regular basis required to assess the achievement of the Plan’s policies and proposals, judged against its stated objectives.

Net Migration
The difference between the number of people leaving an area and the numbers moving into the area.

New Technology Industries
Manufacturing or development enterprises involved with new or innovative processes such as micro-electronics, biotechnology or telecommunications.

Non-Conforming Use
An existing use which would today not be considered suitable for its present location. It is not necessarily a use which causes actual nuisance to neighbours.

Objective
A shorter-term, more precise, measurable and achievable statement of intent which helps towards meeting a broader aim.

OPCS Population Projections
Periodically the Office of Population Censuses and Surveys (OPCS) produces sets of population projections for England and Wales, regions and local authority areas. These use up-to-date information on births, deaths, fertility and migration.

Outdoor Playspace
Space which is available for sport, active recreation or children’s play, which is of suitable size and
nature for its intended purpose, and safely accessible and available to the general public.

**Overburden**
Soil and other material which overlies a mineral deposit.

**Package Approach**
Balanced investment in both road and public transport schemes as part of local integrated transportation strategies. 'The Package Approach' was introduced by D.O.T. Circular 2/93 guiding Transport Policies and Programme/Package submissions. On the invitation of the Department of Transport, the South Yorkshire Authorities, including the SYPTA/E, submitted a joint package bid for South Yorkshire commencing 1996/97. Package submissions now to replaced by Local Transport Plans.

**Park-and-Ride**
Car parks located along main transport corridors, in the suburbs or on the edge of the town centre, linked by frequent bus or rail services to the central area.

**Permitted Development**
Types of development for which planning permission is not normally required. This includes very small extensions and alterations.

**Pocket Park**
A small amenity open space within a built-up area, generally laid out as a sitting-out area with ornamental garden (normally created through clearance or area improvement).

**Policy Guidance Notes (Planning and Mineral)**
Sets out Central Government’s policies on different aspects of planning. They are to be taken into account by local planning authorities as they prepare their Development Plans and may be material to decisions in individual planning applications and appeals.

**Policy**
Precise course of action selected by the Council in pursuance of its measurable objectives.

**Precautionary Principle**
The decision making principle that where the consequences of an action are uncertain, or the impact is likely to be substantial, irreversible environmental damage will be prevented or avoided.

**Proposal**
Specific act or scheme of action put forward within a policy framework usually for the development or other use of land.

**Proposals Map**
Obligatory component of the Plan which shows planning information as accurately as the scale permits on an Ordnance Survey base.

**Reclamation**
The treatment of derelict land to make it capable of beneficial use.

**Redevelopment**
The demolition and rebuilding of parts of built-up areas.

**Residential Density**
A measurement of the intensity of residential land use. Gross residential density relates to net housing areas and ancillary uses such as primary schools, local shops and open space. Net residential density is confined to the actual housing area only and is, therefore, always higher than gross density.
Regional Aggregates Working Party
A group consisting of representatives from the aggregates industry, Central and local government which assesses the supply and demand for aggregates in the Region.

Regional Centre
Out-of-town shopping centre generally over 50,000 square metres (540,000 sq. ft.) gross retail area, typically enclosing a wide range of food, clothing and other comparison goods.

Renewable Energy
The energy that flows naturally and repeatedly in the environment (energy from the sun, the wind, the oceans and the fall of water). Plant material is also an important source of renewable energy. Combustible or digestible industrial, agricultural and domestic waste materials are also regarded as renewable sources of energy.

Retail Warehouse Park
A grouping of at least three retail warehouses.

Retail Warehouse
Large, single-storey store, typically around 2,500 square metres (27,000 sq. ft.) trading floorspace, specialising in the sale of major household goods and bulky D.I.Y. items, catering mainly for car-borne customers, often in out-of-centre locations.

Review
Monitoring will provide an assessment of the Plan’s performance over time. Should this assessment conclude that the underlying philosophy or any of the main planks of the Plan are no longer valid, then major amendments or alterations to the Plan will be considered.

Rounding-Off
The building up of indentations on the edge of the built-up area of a settlement thereby leading to a more regular and consolidated pattern of development.

Scheduled Ancient Monument
Protected under the Ancient Monuments and Archaeological Areas Act, 1979. These are of national importance by virtue of their historic, architectural, traditional or archaeological value.

Most tend to be archaeological sites or buried deposits but some are standing remains. They could also be ruins or buildings with no present day use. Bridges and industrial structures can also be Scheduled.

Scheduled Heritage Site
Any Heritage Site which receives specific protection through legislation e.g. Site of Special Scientific Interest, Scheduled Ancient Monument, Local Nature Reserve, etc.

Section 20 Rail Services
Under Section 20 of the Transport Act, 1968, the S.Y.P.T.A. can specify to British Rail, fares and service levels for local rail services. The Authority then subsidises the difference between the cost of running services and fares income.

Section 106 Agreement
Is a voluntary legal agreement relating to the development of land. It is entered into between a developer and the Council. It often allows better control over the type of development which takes place. It can help to achieve community benefits which could not reasonably be imposed through conditions attached to a planning permission.

Service Sector Employment
The sector of the labour market other than primary production and manufacturing, such as ‘white collar’ administration/government, health-care, education, financial services, retailing/distribution, leisure and tourism, hotels and catering, etc.

Settlement
The amount by which a landfill surface sinks below its original level due to compaction by its own weight, or that of landfill machinery.

Sewage Sludge
Sludge resulting from the treatment of raw sewage. It typically contains 70-90% water, prior to dewatering.

Sheltered Housing
Housing for the elderly which includes an element of communal facilities, e.g. communal lounge, laundry facilities and an on-site warden or an emergency call system.
Site of Special Scientific Interest (S.S.S.I.)
An area recognised by English Nature as being of special interest by reason of its flora, fauna, geological or physiological features and having statutory protection to preserve these features.

South Yorkshire Passenger Transport Authority (S.Y.P.T.A.)
A joint Board nominated by the Councils of South Yorkshire to assess overall needs for public transport. The Authority sets policies for securing subsidised bus services, support, to local rail services, concessionary fares, travel information and the development of new interchanges and infrastructure.

South Yorkshire Passenger Transport Executive (S.Y.P.T.E.)
An organisation responsible for advising the Authority (S.Y.P.T.A.) and implementing its policies and development programmes.

Special Needs Housing
Housing designed to meet the particular requirements of various groups of people such as single people, people with disabilities, ethnic minorities etc., which would not normally be provided by the volume builders.

Stabilisation
As applied to landfill this term includes the degradation of organic matter to stable products and the settlement of the fill to its rest level. The process can take more than 20 years to complete. The term also refers to the use of plants to prevent soil erosion from the surface of a landfill or spoil heap.

Statutorily Protected Sites
Sites which are important habitats for species, geological, architectural or archaeological features which are protected by national and international law.

Sterilisation
When a development of land prevents possible exploitation of minerals in the foreseeable future.

Strategy
The overriding theme of the Plan which sets out a broad course of action, designed to achieve the Council’s stated overall aims.

Strategic Planning Guidance
Central Government’s guidance to Councils in metropolitan areas providing a strategic framework for the preparation of Unitary Development Plans.

Subsidence
The sinking of a land surface due to consolidation and filling of underground void space.

Subsoil
The less well structured and less biologically active layer below top soil which acts as a reserve of nutrients and water for plant growth in the top soil.

Supermarket
Single-level, self-service store selling mainly food, with a trading floorspace less than 2,500 square metres (26,911 sq. ft.) often with car parking.

Superstore
Single-level, self-service store selling mainly food, or food and non-food goods, usually with a gross trading floorspace of more than 2,500 square metres (26,911 sq. ft.) with supporting car parking.

Supplementary Planning Guidance (SPG)
Is produced by the Council and provides detailed information on aspects of policy implementation which will be relevant during the life of the Plan (e.g. open space requirements in new housing areas).

Sustainable Development
Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. (This concept offers the prospect of reconciling the pressures for growth with the need for conservation.)

Tandem Development
Development consisting of one house immediately behind another and sharing the same access.
Tonnnes
1000 kg or 2204 lbs (0.984 imperial tons).

Topsoil
The biologically active surface layer of soil which provides a medium for the cultivation of plants.

Tourism
Any activity concerned with the temporary short-term movement of people to destinations outside the places where they normally live and work, and their activities during their stay at these destinations.

Town and Country Planning (General Development) Order, 1995
This grants permitted development rights for various specific types of development and governs the making and handling of planning applications. (N.B. Making minor building operations are exempt from planning control but may still require approval under the Building Regulations).

Town and Country Planning (Use Classes) Order, 1987
Sets out different categories of land-uses, based upon their different characteristics. In general, planning permission is required for changing from one use category to another but not for changes within those categories.

Summary of Use Classes
Class A1: SHOPS of all types including Superstores, retail warehouses, hairdressers, sandwich bars, travel agents, showrooms (excluding car showrooms).

Class A2: FINANCIAL AND PROFESSIONAL SERVICES to visiting members of the public, including banks, building societies, estate agents, betting offices.

Class A3: FOOD AND DRINK including restaurants, pubs, wine bars and take-aways.

Class B1: BUSINESS USE including offices (other than those falling in Class A2), research and development, and industrial processes, provided the use could be carried out in any residential area without detriment to amenity by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class B2: GENERAL INDUSTRIAL

Class B8: STORAGE AND DISTRIBUTION warehouses including wholesale cash and carry.

Class C1: HOTELS AND HOSTELS

Class C2: RESIDENTIAL INSTITUTIONS including hospitals, nursing homes, residential schools and colleges.

Class C3: DWELLING HOUSES occupied by a single-person or family or not more than 6 persons living together as a single household.

Class D1: NON-RESIDENTIAL INSTITUTIONS including religious buildings, public halls, museums, medical services.

Class D2: ASSEMBLY AND LEISURE including cinemas, bingo halls, casinos, and indoor sports.

SUI GENERIS: Many uses do not fall within any Class, and are therefore described as sui generis - a class of their own. For example, theatres, launderettes, amusement centres, car showrooms, petrol filling stations and car hire offices are among uses which are specifically excluded from any of the defined Classes.

Toxic (Toxicity)
A substance or material which when taken in produces a detrimental effect on human, animal or plant life.

Traffic Calming
Methods of slowing down traffic to improve safety and amenity particularly in relation to pedestrians. The measures can include narrowing the carriageway part of the street, including chicanes and road humps (sleeping policemen) changing the texture of the road surface and removing through routes in an area, by the use of one-way streets, etc.

Transport Efficiency
The degree to which the location and layout of development and land-use patterns can reduce the need to travel or encourage the greater use of public transport, walking or cycling, thereby maximising available road capacity for essential journeys and reducing vehicle emissions and energy consumption.
Transports Policies and Programme (TPP)
A document produced by the Council each year as a bid to Central Government for a Transport Supplementary Grant and capital allocations to fund its proposals and policies for road improvements and new roads. This now forms part of the Local Transport Plan prepared in conjunction with the other South Yorkshire District Councils and the SYPTE.

Tree Preservation Order
An order made and confirmed by the local planning authority which prohibits in the interests of amenity, the cutting down, topping or lopping of trees (singly or in groups) or woodlands, without the local planning authority's consent.

Unitary Development Plan (Plan)
The new form of Development Plan introduced by The Local Government Act, 1985 (see also Development Plan).

Urban Fringe
A term applied to areas or pockets of generally open, often neglected, land on the edge of built-up areas, subjected to trespass and fly-tipping.

Urban Programme
Economic, social and environmental schemes and projects within Urban Programme Target Areas which, if they satisfied defined D.o.E. criteria, were eligible for 75% grant aid from Central Government (now discontinued).

Use Classes

Vents
Usually refers to a facility provided in a landfill to permit the escape into the atmosphere of gases and vapours generated by the rotting down of deposited waste. Perforated pipes, placed laterally or vertically within the landfill, are sometimes used.

Warehouse Club
Out-of-town businesses, usually about 13,500 square metres (140,000 sq. ft.) specialising in bulk sales of quality goods at reduced prices in unsophisticated buildings with large car parks with membership restricted to businesses, organisations or classes of individuals.

Waste
‘Waste’ is defined in the Environmental Protection Act 1990 Part I Section 75 (1) to include:

(a) any substance which constitutes a scrap material or an effluent or other unwanted surplus substance arising from the application of any process, and

(b) any substance or article which requires to be disposed of as being broken, worn out, contaminated or otherwise spoiled.

but does not include a substance which is an explosive within the meaning of the Explosives Act, 1875.

Waste (Commercial)
Waste from shops, offices, business and places of entertainment as defined in the Environmental Protection Act 1990 Part II Section 75 (7)

Waste (Controlled)
‘Controlled Waste’ is waste described as such in the Environmental Protection Act 1990 Part II Section 75 (4) which defines ‘controlled waste’ as “household industrial and commercial waste or any such waste”.

Waste (Hazardous)
A waste that, by virtue of its composition, carries the risk of death, injury or impairment of health to humans or animals, the pollution of waters, or could have an unacceptable environmental impact if improperly handled, treated or disposed of. The term should not be used for waste that merely contains a hazardous material or materials. It should be used only to describe wastes that contain sufficient of these materials to render the waste as a whole hazardous.

Waste (Household)
‘Household waste’ is defined in the Environmental Protection Act 1990 Part II Section 75 (5) as consisting “of waste from a private dwelling, caravan or residential home or from premises forming part of a university or school or other educational establishment or forming part of a hospital or nursing home”.

Glossary
Waste (Industrial)
‘Industrial Waste’ is defined in the Environmental Protection Act 1990 Part II Section 75 (6) as consisting “of waste from any factory (within the meaning of the Factories Act, 1961) and any premises used for the purposes of or connected with the provision of public transport, the supply to the public of gas, water, electricity or sewerage services, or the use of premises for the purposes of the provision to the public of postal or telecommunications services.

Waste Disposal Authority
The Environmental Protection Act 1990 removed the waste disposal function of the waste disposal authorities (i.e. County Councils and Metropolitan District Councils) and required the formation of separate arms-length companies known as LAWDC’s (Local Authority Waste Disposal Companies). These companies are self financing and operate independently of their respective local authorities. The duties of the waste disposal authorities are set out in Section 51 of the Act and are primarily concerned with organising contracts for the disposal of waste collected by the collection authorities in their area.

Waste Management
The process of getting rid of unwanted, broken, worn out, contaminated or spoiled materials in an orderly, regulated fashion.

Windbreaks
A barrier or screen, designed and installed to prevent the spread of windblown litter from a landfill onto adjacent land.

Written Statement
A document embodying the Plan’s policies and proposals. Taken together with the Proposals Map, it forms, on adoption, the local planning authority’s statutory Development Plan.

Windfall Sites
Sites for new housing which are not identified but which may come forward for development during the Plan period. Examples are the redevelopment of former industrial premises and surplus school lands.
6.2 Housing
Policy Guidance Notes

Planning Policy Guidance Notes

PPG 1  General Policies and Principles ................................................................. March 92
PPG 2  Green Belts ................................................................................................. January 95
PPG 3  Housing ...................................................................................................... March 92
PPG 4  Industrial and Commercial Development ............................................. November 92
PPG 5  Simplified Planning Zones ......................................................................... November 92
PPG 6  Town Centres and Retail Developments ............................................... June 96
PPG 7  The Countryside and the Rural Economy ............................................. January 92
PPG 8  Telecommunications ..................................................................................... December 92
PPG 9  Nature Conservation ................................................................................... October 94
PPG 12 Development Plans and Regional Planning Guidance ......................... February 92
PPG 13 Transport ................................................................................................... March 94
PPG 14 Development of Unstable Land ............................................................ April 90
PPG 15 Planning and the Historic Environment ................................................ September 94
PPG 16 Archaeology and Planning ...................................................................... November 90
PPG 17 Sport and Recreation ................................................................................ September 91
PPG 18 Enforcing Planning Control ...................................................................... December 91
PPG 19 Outdoor Advertisement Control ............................................................ March 92
PPG 20 Coastal Policy ............................................................................................ September 92
PPG 21 Tourism ..................................................................................................... November 92
PPG 22 Renewable Energy ..................................................................................... February 93
PPG 23 Planning and Pollution Control .............................................................. July 94
PPG 24 Planning and Noise .................................................................................... September 94
**Minerals Policy Guidance Notes**

MPG1  General Considerations and the Development Plan System .................................. June 1996
MPG2  Applications, Permissions and Conditions .......................................................... July 1998
MPG3  Coal Mining and Colliery Spoil Disposal ............................................................ March 1999
MPG5  Minerals Planning and the General Development Order .................................... December 1988
MPG6  Guidelines for Aggregates Provision in England and Wales ................................. April 1994
MPG7  The Reclamation of Mineral Workings ............................................................... November 1996
MPG10 Provision of Raw Material for the Cement Industry ............................................... 1991
MPG11 The Control of Noise at Surface Mineral Workings ............................................ April 1993
MPG12 Treatment of Disused Mine Openings and Availability of Information on Mined Ground ....................................................................................... March 1994

**Regional Planning Guidance**

RPG 5  Strategic Planning Guidance for South Yorkshire .................................................. October 1989
RPG 12 Regional Planning Guidance for Yorkshire and Humberside ............................. March 1996

**For further information, contact:**
The Senior Planner, Unitary Development Plan, on

(01709) 823834

Planning and Transportation Service
Bailey House
Rawmarsh Road
ROtherham
South Yorkshire S60 1QT
## 9.2 Environmental appraisal of Plan policies

<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Optimise the use of land</th>
<th>Conserve non-renewable resources</th>
<th>Conserve energy and stabilise greenhouse gas emissions</th>
<th>Ensure environmental safety and public welfare</th>
<th>Protect/revitalise environmental character and diversity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Housing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HG1</td>
<td>✔</td>
<td></td>
<td>✓</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>HG2</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>HG3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HG4</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HG4.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HG4.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HG4.3</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HG4.4</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>HG4.5</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>HG4.6</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>HG4.7</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>HG4.8</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>HG4.9</td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>HG5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✔</td>
</tr>
</tbody>
</table>
### 9.2 Environmental appraisal of Plan policies

<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Optimise the use of land</th>
<th>Conserve non-renewable resources</th>
<th>Conserve energy and stabilise greenhouse gas emissions</th>
<th>Ensure environmental safety and public welfare</th>
<th>Protect/revitalise environmental character and diversity</th>
</tr>
</thead>
<tbody>
<tr>
<td>EC1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC1.1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC1.2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC2.1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC2.2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC3</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC3.1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC3.2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC3.3</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC3.4</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC3.5</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC3.6</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC4</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC4.1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC5</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC5.1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC6</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC6.1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC6.2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC6.3</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC6.4</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

*Economic Development*
<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Optimise the use of land</th>
<th>Conserve non-renewable resources</th>
<th>Conserve energy and stabilise greenhouse gas emissions</th>
<th>Ensure environmental safety and public welfare</th>
<th>Protect/revitalise environmental character and diversity</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENV1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV1.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV1.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV1.3</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV1.4</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV1.5</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV1.6</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV1.7</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV1.8</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV1.9</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.3</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.4</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.5</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.6</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.7</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.8</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.9</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.10</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.11</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV2.12</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV3</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV3.1</td>
<td>✔ ✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV3.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV3.3</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV3.4</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV3.5</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV3.6</td>
<td>✔ ✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV3.7</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV3.8</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV4</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV4.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV4.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV4.3</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV4.4</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV5</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV5.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV5.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV6</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV6.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## 9.2 Environmental appraisal of Plan policies

### Transportation

<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Optimise the use of land</th>
<th>Conserve non-renewable resources</th>
<th>Conserve energy and stabilise greenhouse gas emissions</th>
<th>Ensure environmental safety and public welfare</th>
<th>Protect/revitalise environmental character and diversity</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3.1</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3.2</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T4</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T4.1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T4.2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T5</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T5.1</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T6</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T6.1</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T7</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T8</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T9</td>
<td>✓ ✓ ✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 9.2 Environmental appraisal of Plan policies

<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Optimise the use of land</th>
<th>Conserve non-renewable resources</th>
<th>Conserve energy and stabilise greenhouse gas emissions</th>
<th>Ensure environmental safety and public welfare</th>
<th>Protect/revitalise environmental character and diversity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retailing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET1</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>RET1.1</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>RET1.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET1.3</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET3</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET4</td>
<td>✔</td>
<td></td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>RET4.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET4.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET5</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET6</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET6.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RET6.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 9.2 Environmental appraisal of Plan policies

#### Community and Recreation

<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Optimise the use of land</th>
<th>Conserve non-renewable resources</th>
<th>Conserve energy and stabilise greenhouse gas emissions</th>
<th>Ensure environmental safety and public welfare</th>
<th>Protect/revitalise environmental character and diversity</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CR1.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CR1.2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CR1.3</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CR1.4</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CR1.5</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CR2</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CR2.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CR2.2</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>CR2.3</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>CR2.4</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>CR2.5</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>CR2.6</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
<td></td>
</tr>
</tbody>
</table>
### 9.2 Environmental appraisal of Plan policies

<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Optimise the use of land</th>
<th>Conserve non-renewable resources</th>
<th>Conserve energy and stabilise greenhouse gas emissions</th>
<th>Ensure environmental safety and public welfare</th>
<th>Protect/revitalise environmental character and diversity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Minerals</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN1</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>MIN2</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN2.1</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN2.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN2.3</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN3</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN3.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN3.2</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN5</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN5.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN6.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN6.2</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN7.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN7.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN7.3</td>
<td></td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIN8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 9.2 Environmental appraisal of Plan policies

<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Protect/revitalise environmental character and diversity</th>
<th>Conserve non-renewable resources</th>
<th>Conserve energy and stabilise greenhouse gas emissions</th>
<th>Ensure environmental safety and public welfare</th>
<th>Optimise the use of land</th>
</tr>
</thead>
<tbody>
<tr>
<td>WD1</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>WD1.1</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WD1.2</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>WD1.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WD1.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WD1.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WD1.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WD1.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WD1.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WD1.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 9.2 Environmental appraisal of Plan policies

<table>
<thead>
<tr>
<th>Policy No.</th>
<th>Optimise the use of land</th>
<th>Conserve non-renewable resources</th>
<th>Conserve energy and stabilise greenhouse gas emissions</th>
<th>Ensure environmental safety and public welfare</th>
<th>Protect/revitalise environmental character and diversity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Utilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTL1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTL1.1</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>UTL1.2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTL1.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTL2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTL3</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>UTL3.1</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTL3.2</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTL3.3</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTL3.4</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
9.2 Environmental appraisal of Plan policies