Rotherham Local Development Framework

Core Strategy 1: Proposed Spatial Options

Preliminary work in progress towards preparing the Core Strategy

Front Loader Consultation
January 2006

RMBC Forward Planning
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The Local Development Framework Explained

The new LDF format and the Council’s initial programme of planning documents

The Planning and Compulsory Purchase Act 2004 introduces major changes to the planning system with the current Unitary Development Plan (UDP) eventually being replaced by a new Local Development Framework (LDF). The Local Development Framework will cover the period to 2021. Transitional arrangements are made for the adopted Unitary Development Plan to remain in force for three years (or longer if agreed by the Secretary of State) until it is gradually replaced by adopted components of the Local Development Framework.

In contrast with the Unitary Development Plan, the format of the replacement Local Development Framework is to be a portfolio of local development documents some of which may be prepared together or in sequence over a period of time. Some of the documents will be Development Plan Documents, subject to independent examination and sustainability appraisal, which along with the Regional Spatial Strategy, will form the Borough’s statutory development plan. Other Supplementary Guidance Documents will not go through independent examination and will have lesser status but will still be subject to sustainability appraisal.

In addition the Local Development Framework will also include a Local Development Scheme setting out the details and timescales for the Council’s proposed initial round of documents – essentially a programme plan for the LDF. Annual Monitoring Reports will also be published to update progress in preparing documents and in the delivery of new policies and proposals for future development in the Borough, the first of these was published in December 2005. These documents can be viewed on the website www.rotherham.gov.uk/forwardplanning

The new Act also requires the Council to prepare a Statement of Community Involvement. This is currently subject to independent examination by written representations and will be adopted later in Spring 2006 following the publication of the Inspector’s Binding Report.

Over the next 3 years community involvement will be focussed on the initial programme of documents set out in the Local Development Scheme which has been approved by the Government Office. The sequence of documents commenced with the preparation of the Statement of Community Involvement, then the Core Strategy followed by Policies and Allocations Documents (concentrating on housing, economic (including retail/leisure and waste) and transportation matters) together with a Proposals Map.

Core Strategy Objectives

The Core Strategy will be the first Development Plan Document of Rotherham’s LDF and will provide the vision underpinning all future supporting planning documents. Development of Core Strategy Options is required by government guidance and
Sustainability Appraisal. In the Autumn 2005 you were invited to consider the 33 draft objectives that have been used to generate spatial options.

The draft objectives were prepared under the four aims of sustainability and the various themes of the Community Strategy. These objectives were derived from a variety of sources – planning policy guidance and planning policy statements issued by Central Government, the draft Regional Spatial Strategy, Rotherham’s Community Strategy and other partners’ strategies.

This pack contains a feedback schedule of consultation responses to the draft objectives.

Forward Planning staff have undertaken an initial Sustainability Appraisal of the draft objectives. A commentary and summary chart of the appraisal is also included in this pack. A Sustainability Appraisal Panel is considering the approach adopted and will also be invited to comment further.

**Proposed Core Strategy Spatial Options**

In the first instance options need to be prepared and consulted upon prior to focussing on one preferred option that will form the basis of preparing the Core Strategy. The options are based on the three scenarios developed earlier for work on the Regional Spatial Strategy. These scenarios were:

- Responding to Market Forces
- Matching Needs with Opportunities
- Managing the Environment as a Key Resource

A further baseline option summarises progress made during the life of the current Unitary Development Plan (UDP); and is included for comparative purposes.

*Four options are therefore included in this pack as the main items for your scrutiny.*

The **baseline option** is derived from the current Unitary Development Plan framework. The **responding to market forces option** is based on the minimum of regulatory intervention required to harness the best development whilst constraining the excesses of the market in the wider public interest. The **matching needs with opportunities option** seeks to deliver balanced and sustainable development through public / private partnerships mindful of local needs and opportunities. The **managing the environment as a key resource option** seeks to deliver sustainable development with greater emphasis on safeguarding the natural environment, addressing climate change and contributing to global well-being.

*None of these options are Council policy and should be seen as devices to facilitate debate.* The options should not be seen as mutually exclusive and components from each can be selected to make up hybrid options. It is hoped that comments received from stakeholder and community consultation together with sustainability appraisal will lead to the consideration of further options and the
subsequent selection of a preferred option to be taken forward in preparing the Core Strategy.

**Identification of Spatial Planning Zones**
A paper outlining how the proposed spatial planning zones for Rotherham have been selected is included. These zones enable the likely spatial effects of Core Strategy Options within different parts of the Borough to be identified.
Your Response

Comments sought and deadline

It would be helpful if you could briefly review the preliminary work on the Core Strategy Options contained in this pack and provide any comments you may have by Friday 24 February with particular regard to:

- Has the LDF process and associated jargon been adequately explained enabling you to engage in discussions about the Core Strategy Spatial Options?
- Are the emerging draft options sufficiently easy to understand? If not, how might wider understanding be improved?
- What do you think of the general approach to work in progress and are there any other options or issues that you think we should be working on?

You are invited to respond by letter:
CS Options
Forward Planning
Floor 2 Bailey House
Rawmarsh Road
Rotherham S60 1TD

or e-mail: forward.planning@rotherham.gov.uk

or at the Workshop on Friday 17 February

If you prefer to discuss these matters further please contact Forward Planning staff on 01709 823888 / 823830 / 823831 who will be pleased to help or arrange to meet you if required.
Glossary

**The Act:** the Planning and Compulsory Purchase Act 2004.

**Annual monitoring report (AMR):** part of the Local Development Framework, the annual monitoring report will assess the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.

**Area action plan (AAP):** used to provide a planning framework for areas of change and areas of conservation. Area Action Plans will have the status of Development Plan Documents.

**Community Strategy (CS):** local authorities are required by the Local Government Act 2000 to prepare these, with aim of improving the social, environmental and economic well being of their areas. Through the Community Strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors. Responsibility for producing Community Strategies may be passed to Local Strategic Partnerships, which include local authority representatives.

**Core Strategy:** set out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document.

**Development Plan:** as set out in Section 38(6) of the Act, an authority’s development plan consists of the relevant Regional Spatial Strategy and the Development Plan Documents contained within its Local Development Framework.

**Development Plan Documents (DPDs):** spatial planning documents that are subject to independent examination, and together with the relevant Regional Spatial Strategy, will form the statutory development plan for a local authority area for the purposes of the Act. They can include a Core Strategy, Site Specific Allocations of land, and Area Action Plans (where needed). Other Development Plan Documents, including generic Development Control Policies, can be produced. They will all be shown geographically on an adopted proposals map. Individual Development Plan Documents or parts of a document can be reviewed independently from other Development Plan Documents. Each authority must set out the programme for preparing its Development Plan Documents in the Local Development Scheme.

**Front Loading:** A phrase that denotes early consultation and decision making in the plan making process.

**Generic development control policies:** these will be a suite of criteria-based policies which are required to ensure that all development within the areas meets the spatial vision and spatial objectives set out in the Core Strategy. They may be included in any Development Plan Document or may form a standalone document.

**Issues and Options:** produced during the early production stage of the preparation of Development Plan Documents and may be issued for consultation to meet the requirements of Regulation 25.
Key diagram: authorities may wish to use a key diagram to illustrate broad locations of future development.


Local Development Framework (LDF): the name for the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area and may also include local development orders and simplified planning zones.

Local Development Scheme (LDS): sets out the programme for preparing Local Development Documents. The first such schemes were submitted by 28 March 2005 by all Local Planning Authorities to the Secretary of State for approval.

Local Strategic Partnership (LSP): partnerships of stakeholders who bring together service providers, the private, community and voluntary sectors to identify and meet local needs more effectively and in a joined up way.

Local Transport Plan (LTP): 5-year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.

Preferred Options Document: produced as part of the preparation of Development Plan Documents and issued for formal public consultation.

Proposals map: the adopted proposals map illustrates on a base map (reproduced from, or based upon a map base to a registered scale) all the policies contained in Development Plan Documents, together with any saved policies. It must be revised as each new Development Plan Document is adopted, and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted proposals map accompany submitted development plan documents in the form of a submission proposals map.

Regional Planning Body: one of the nine regional bodies in England (including the Greater London Authority) responsible for preparing Regional Spatial Strategies (in London the Spatial Development Strategy).

Regional Spatial Strategy: sets out the region’s policies in relation to the development and use of land and forms part of the development plan for local planning authorities. Planning Policy Statement 11 ‘Regional Spatial Strategies’ provides detailed guidance on the function and preparation of Regional Spatial Strategies.

Saved policies or plans: existing adopted development plans are saved for three years from the date of commencement of the Act. Any policies in old style development plans adopted after commencement of the Act will become saved policies for three years from their adoption or approval. The Local Development Scheme should explain the authority’s approach to saved policies.

Site specific allocations: allocations of sites for specific or mixed uses or development to be contained in Development Plan Documents. Policies will identify any specific requirements for individual proposals.

Spatial Planning: goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. Spatial planning includes policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

Statement of Community Involvement (SCI): sets out the standards which authorities will achieve with regard to involving local communities in the preparation of local development documents and development control decisions. The Statement of Community Involvement is not a development plan document but is subject to independent examination.

Strategic Environmental Assessment (SEA): a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European ‘SEA Directive’ (2001/42/EC) requires a formal ‘environmental assessment of certain plans and programmes, including those in the field of planning and land use’.

Supplementary Plan Documents (SPD): provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

Sustainability appraisal: tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for all local development documents.
Proposed Core Strategy Spatial Options

Option: Baseline

Context

This outlines the current local development planning regime provided by the adopted Unitary Development Plan setting out the context and basis for comparing the various scenarios underpinning spatial options.

The formative period in preparing the UDP was in the mid1990s it has taken a Regeneration Strategy as its central theme with five Economic Regeneration Areas at Manvers, Aldwarke, Templeborough, Waverley and Dinnington. The main thrust of this Regeneration Strategy is to recreate and revitalise 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 heritage. The Plan was assisted by derelict land grant and Objective 1 funding and relies on the market to implement major developments with a generally favourable stance to new development. With some notable exceptions particularly in the commercial field, the quality and design of new developments has been moderate with little innovation and a preference to develop in traditional ways. The current UDP has had limited success in securing developer contributions.

The following are the key points to note;

The UDP was prepared:

- under previous Regional Planning Guidance that placed less emphasis on development in existing centres and urban areas.
- prior to the duty to promote sustainable development and the advent of spatial planning, although the thrust of the UDP strategy was to recreate and revitalise the established urban areas.
- prior to the Community Strategy.
- prior to Objective 1
- with a pro-development stance and an emphasis on economic regeneration (focussing on the reuse of previously developed land) to aid restructuring of local industrial base.
- promoting an improved image of Rotherham through the clearance of dereliction to assist regeneration.
- with a generous supply of employment land well distributed on former industrial sites. The brownfield / derelict land supply required significant intervention to create appropriate sites to meet the needs of modern industries.
- prior to further decline in the town centre due to competition from Meadowhall and Retail World and in advance of the Renaissance Towns Initiative.
- pre Planning Policy Guidance 3 with an emphasis on greenfield low density housing without a sequential test and no presumption in favour of brownfield land.
- in advance of recent Housing Market Renewal initiatives
- pre PPG13 and including various road schemes and minimum car parking standards. Limited emphasis on optimum management of current road space
capacity and more recent bus partnership initiatives and no consideration of potential tram extensions.

• When there was generally less awareness of the importance of biodiversity.
• based on landfill with limited promotion of more sustainable waste management solutions.
• prior to recent more detailed guidance concerning, open space standards, telecommunications, renewable energy and managing flood risk.
• limited reference to the importance of design and accessible environments.

Possible Spatial Effects

Protecting and enhancing the natural and built environment
The Green Belt has been maintained. Infill development within green belt villages has occurred in line with Unitary Development Plan policies. Conversions of stables and barns to residential use have been approved in a number of instances. The townscape, conservation areas and listed buildings have been protected from inappropriate development. Protection, enhancement and creation of biodiversity has been pursued and a local biodiversity action plan (LBAP) produced to aid this process. The designated Areas of High Landscape Value within the Borough have been protected from inappropriate development. Air quality management zones have been identified in the Borough. The water quality of rivers within the Borough has also been enhanced. Hazardous industries and "cordon sanitaires" have been respected in considering new development proposals. Land reclamation of a number of former colliery sites has been undertaken to remove contaminated materials and restore the land for hard development or green after uses.

More specific main spatial effects include:

• Major urban renaissance initiatives include environmental enhancements and traffic management schemes in Wath, Dinnington, Thurcroft town centres and the ongoing scheme at Maltby town centre. Rotherham Strategic Development Framework completed under Yorkshire Forward's Renaissance Towns Initiative.
• The restoration of the Chesterfield Canal to the eastern portal of the Norwood tunnel at Kiveton Park including the restoration of a number of listed locks.
• Planting undertaken to the west of the M1 by the South Yorkshire Forest Partnership.
• Conservation areas and listed buildings protected. Town Heritage Initiative secured for the High street area in Rotherham town centre.
• Local Biodiversity Action Plan completed and creation of new habitats at former colliery sites such as Dinnington and Kiveton Park.
• Country Parks have been protected and the Trans Pennine Trail bridleway has been developed across the Borough.
• Land reclamation to decontaminate land at various brownfield sites.
• Air Quality Management Zones identified along the M1 corridor.

Building a prosperous, diverse and enduring economy
Five Economic Regeneration Areas identified for mixed use development subsequently supported by Objective 1 funding. The UDP protects allocated, local employment sites within the urban fabric. However the advent of PPG 3 and the
emphasis on the reuse of previously developed land for residential purposes and the Borough's 68% brownfield target has led to a number of local employment sites being developed for housing. The UDP was assisted by the Rural Development Area in the southern part of the Borough and by Objective 1 Priority 4B Rural Target Funding to support the rural communities in this locality and identified rural areas in South Yorkshire. Sufficient new housing has been provided to meet the Borough's requirement albeit mainly within greenfield sites on the edge of settlements containing low density, mono tenure development. The Dearne Valley Parkway linking the Dearne settlements with the M1 has enabled the development of the Manvers Enterprise Zone benefiting the communities in Rotherham, Doncaster and Barnsley. Earlier improvements to the South Yorkshire Navigation in the 1980s have continued to assist the movement of freight on the canal network in South Yorkshire. The development of Retail World has had a detrimental effect on the vitality and viability of Rotherham town centre and local retail facilities at Rawmarsh / Parkgate. Private car use has increased but traffic congestion only becomes a problem at certain peak periods and locations. Bus service enhancements and Quality Bus Corridors helped to reduce the decline in bus patronage. Aggregate production is centred at Harry Crofts quarry near S. Anston and brick clay working has ceased at Maltby and Thurcroft. Domestic refuse continues to be exported to landfill in Doncaster and the strategic landfill facility at Thurcroft is unlikely to be progressed. There are several significant privately operated waste processing sites throughout the Borough.

More specific main spatial effects include:

- The Council's economic growth policies have been most successful in creating employment opportunities at Templeborough and Manvers but recent land reclamation at Waverley and Dinnington has seen the creation of much needed employment opportunities.
- Smaller workspace proposals developed at Laughton Common and, Waleswood under Objective 1 funding.
- Managed workspace schemes at Cortonwood and Moorgate Crofts in the town centre have been developed to complement similar facilities at the Brampton Youth Enterprise workshops.
- There have been further out of centre retail developments at Retail World, Cortonwood and Catcliffe relating to the previous Enterprise Zone and pre- PPG6 permissions. Environmental improvements and traffic management schemes within Wath, Dinnington, Thurcroft and Rotherham centres, together with the scheme currently under construction at Maltby, have enhanced the attractiveness of these town centres.
- Major house building on greenfield sites has been completed at Woodlaithes Village, Laughton Common, Swallownest, Maltby and , Dinnington. Smaller greenfield residential developments have been achieved at Catcliffe, Kiveton Park and Swinton. Significant housing development has also taken place at the former brownfield colliery sites at Cortonwood and Treeton and the disused brickworks at Thurcroft. The Council housing site at Wath White Bear is being redeveloped and refurbished and Eastwood Springwell Gardens has also been redeveloped.
- There has been a substantial programme of enhancements to public transport interchanges at Rotherham Town Centre, Wath, Dinnington and Swinton. A
network of Quality Bus Corridors has also been promoted on all principal radial bus routes.

- Magna, Rother Valley Country Park, the reinstated Chesterfield Canal and the Trans-Pennine Trail have all assisted in improving the Borough’s tourism offer.

**The prudent management of natural resources and minimising climate change**

Many brownfield sites throughout the Borough have been reclaimed and decontaminated for a mix of hard and soft after uses. The UDP's five economic regeneration areas are based the development of reclaimed / recycled land and mixed use development is an efficient use of land. The UDP seeks to reduce vehicle emissions by encouraging more sustainable travel modes and patterns through the use of public transport, freight transfer to rail and canal and by employment and service facilities being in locations accessible to local communities.

More specific main spatial effects include:

- Major land reclamation schemes at Manvers, Templeborough, Waverley and Dinnington
- Promotion of mixed use developments with limited success at Cortonwood; Bramley and Manvers.
- Limited interest in renewable energy - some short rotation coppicing and proposals for a small wind farm near Harthill. Methane recovery at Meadowhall Landfill and interest in mine gas recovery at former colliery sites. Some green composting associated with agricultural in the south of the Borough.
- New wharf on the South Yorkshire Navigation to serve the Corus steel works at Aldwarke
- Moorgate Crofts managed workspace built to high standard of specification promoting the principles of sustainable construction, including the use of geo-thermal heating principles.

**Creating cohesive and inclusive communities**

Although the UDP's strategy broadly supports the need to tackle social inequalities and to assist deprived communities it is difficult to be spatially specific in demonstrating its contribution to creating cohesive and inclusive communities. However, the UDP generally seeks to enhance the standard of housing design, to promote "secured by design" principles and to improve the general urban environment and public realm. It also promotes the integration of affordable housing within new residential developments. The recent Housing Market Renewal Pathfinder initiative includes considerable parts of the north and central area of the Borough and through the funding available it is anticipated that more innovative housing schemes and higher quality design can assist in reducing social inequalities. The UDP supports the improvement of local sports, leisure and education facilities. Improvements and enhancements to existing green spaces are also achieved via Section 106 Planning Agreements. The UDP promotes social service infrastructure and local centres accessible to local communities.
Baseline: Main spatial effects

This map is intended to illustrate the main spatial effects of UDP policy and proposals. It is not intended to show every UDP allocation.

Strategic Regeneration Areas
Out of Centre Shopping
Town Centre Protection
Dearne Valley College
Magna
Greenfield Housing Sites (under consul, with PP, completed)
Brownfield Housing Sites (under consul, with PP, completed)

Major Road Schemes Completed
Major Road Schemes Proposed
Air Quality Management Areas
Main Public Transport Routes
Main Passenger Rail Service
Canal Corridors

Sites of Special Scientific Interest
Local Nature Reserves
Derelict Land Restoration
Area of Search for Quarry Extension
Waste Processing Site
Area of High Landscape Value
Country Parks

Baseline Map

DRAFT: 17 Jan 2006
## Option: Baseline – Main Spatial Effects by Area

<table>
<thead>
<tr>
<th>Spatial Planning Zone</th>
<th>Environment</th>
<th>Economic</th>
<th>Natural Resources</th>
<th>Social</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rotherham Urban</td>
<td>Upgrading of All Saints Square</td>
<td>Choice of employment and mixed use sites.</td>
<td>Reuse of land at Aldwarke and Templeborough.</td>
<td>High quality public realm in All Saints Square.</td>
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<td></td>
<td>Town Heritage Initiative</td>
<td>Templeborough (part) and Aldwarke Economic Regeneration Areas (SRA’s)</td>
<td>Sites within the town centre promoted for mixed use development.</td>
<td>New swimming pool and sports Hall proposed at St. Ann’s, Rotherham.</td>
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<td></td>
<td>Town Centre Strategic Development Framework prepared.</td>
<td>Masterplan prepared for Aldwarke Economic Regeneration Area using Objective 1 funds.</td>
<td>Flood alleviation scheme at Templeborough to safeguard new development in Rotherham town centre.</td>
<td>HMR Pathfinder draft masterplans prepared for Rawmarsh Parkgate; Rotherham East and Rotherham West.</td>
</tr>
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<td></td>
<td>Urban Design Code approved as Interim Planning Statement for Westgate area of</td>
<td>Limited small scale housing development promoted in this area.</td>
<td>Moorgate Crofts managed work space using sustainable construction methods and geo thermal heating.</td>
<td>Eastwood Springwell Gardens redeveloped.</td>
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<td></td>
<td>Rotherham Urban, O1 P4B Zone of Transition - Framework for Rawmarsh town centre including Bellows Centre.</td>
<td>Westgate Housing Demonstrator project.</td>
<td></td>
<td>Improvements to green space being promoted through Housing Market Renewal (eg Herringthorpe Valley Park, Greasbrough Park and Recreation Ground, Rosehill Victoria Park,</td>
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<td>Spatial Planning Zone</td>
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<td>Sub division of Retail World into smaller units - competition has had a detrimental impact on Rotherham town centre.</td>
<td></td>
<td>Rawmarsh. New PFI schools - eg Henley, Ferham and Clifton.</td>
</tr>
<tr>
<td>Urban Fringe</td>
<td>Traffic management/improvements to Bramley centre</td>
<td>Major housing development at Woodlaithes Village, Bramley. Mixed use development site at Junction 1 of the M18 Bramley Local centre within the Woodlaithes Village.</td>
<td>Rotherham - Maltby Quality Bus Corridor.</td>
<td>Affordable housing provision within Woodlaithes Village and Flash Lane developments.</td>
</tr>
<tr>
<td>Outlying Settlements</td>
<td>Dinnington, Thurcroft and Maltby environmental enhancements and traffic management schemes Protection of green belt</td>
<td>Maltby and Dinnington promoted as service centres serving a wide rural hinterland. O1 P4B Zone of Transition - framework for Maltby Town</td>
<td>Higher density residential developments achieved at Laughton Common. Reclamation of contaminated land at Dinnington Colliery site and the former gas works site</td>
<td>Expansion of sporting and teaching facilities at Rother Valley college Redevelopment of Maltby and Laughton Common White City</td>
</tr>
<tr>
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<td>villages and Conservation areas</td>
<td>Centre.</td>
<td>at Rotherham Road Laughton Common and former Thurcroft brickworks.</td>
<td>Estates</td>
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<td></td>
<td>Creation of biodiversity habitats at Dinnington Colliery tip.</td>
<td>Choice of employment sites provided at Hellaby industrial estate, former Dinnington Colliery site, Aven Industrial Estate and Laughton Common.</td>
<td>Quality Bus Corridors - Rotherham to Maltby; Dinnington to Worksop (via Thurcroft).</td>
<td>A new swimming pool is proposed at Maltby.</td>
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<td></td>
<td>Protection and enhancement of Sandbeck estate, Anston Stones Wood, Lindrick Dale, Maltby Craggs, Roche Abbey.</td>
<td>Transport Interchange developed at Dinnington.</td>
<td></td>
<td>Enhancements to greenspace at Laughton Common White City as part of the redevelopment proposals.</td>
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<td></td>
<td>Reclamation of contaminated land at Dinnington Colliery site.</td>
<td>Housing development at former Thurcroft brickworks.</td>
<td></td>
<td>New schools developed in Dinnington and Maltby.</td>
</tr>
<tr>
<td>Rotherham Sheffield Corridor Settlements</td>
<td>Protection of Green Belt villages and Conservation areas.</td>
<td>Waverley Advanced Manufacturing Park identified in the O1 SEZ Waleswood and the former Beighton Colliery site included within the SEZ.</td>
<td>Restoration/decontamination of previously developed land at Waverley, Pit House West, former Kiveton and Beighton Collieries and Templeborough.</td>
<td>Investment in schools.</td>
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<td>Creation of the Trans Pennine Trail.</td>
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<td>Development of a new swimming pool and sports hall proposed at Aston.</td>
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<td>Restoration of Chesterfield canal.</td>
<td>Small business units developed on the Sheffield Road, Templeborough with further units proposed at Magna.</td>
<td>Wind farm proposals at Harthill.</td>
<td>Redevelopment of former White City estate at Kiveton Park.</td>
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<td>Restoration of Pit House West open cast site and Kiveton Colliery to include fishing lake and creation of bio diversity habitats.</td>
<td>SWYMBUS - optimal utilisation of motorway capacity.</td>
<td>HMR Masterplans</td>
<td>Improvements to green space promoted through Housing Market Renewal (eg Barkers Park).</td>
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<td>Reclamation of contaminated land at Templeborough and the former Kiveton and Beighton Colliery sites.</td>
<td>A57- M1 to Todwick Improvement</td>
<td>Further retail development at Catcliffe</td>
<td></td>
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<td></td>
<td>Housing developments completed at Swallownest, Treeton, Kiveton Park and Catcliffe.</td>
<td>Adaptation of former steelworks at Templeborough as Magna tourism attraction.</td>
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<td>development (including housing and golf course) to commence at Manvers Lakeside. Mixed use development at Cortonwood completed. Development of Dearne Valley College and Humphry Davey College of Nursing at Golden Smithies Lane.</td>
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Option: Responding to Market Forces (Minimum Intervention)

Context

This option is developed broadly within the context of the prevailing planning regime which is tasked to harness the delivery of development by the market but also to temper any excesses arising from market forces which may not be in the wider public interest.

This option:

- Recognises that the economy is driven by market forces and that a buoyant economy is desirable for social well being.
- Recognises that the market is the principal delivery vehicle for development and is capable of innovation.
- Recognises the market is primarily motivated by profit and returns to shareholders and is unlikely to provide for wider community interests unless prompted or where these coincide with business development.
- Recognises many businesses operate on a global scale and restructuring within different sectors can lead to rapid changes in the local economy.
- Recognises that the market generally takes a more restricted or narrowly focussed view over investment decisions and seeks to minimise risk.
- Recognises the market will be highly selective in investing in Rotherham where returns and economic growth are likely to be lower relative to other more prosperous parts of the country. However Rotherham has specialist manufacturing skills that may be attractive to inward investors.

Possible Spatial Effects:

**Protecting and enhancing the natural and built environment**

Market aspirations are not always consistent with maintaining the green belt and consolidating the regeneration of urban areas. Indeed, there is ongoing pressure from developers and landowners to exclude peripheral sites from the green belt for development purposes.

Similarly, if unconstrained, the market might only be expected to make a minimum contribution to safeguarding and enhancing biodiversity; protecting and managing distinctive landscape and townscape features; the conservation and sensitive promotion of countryside resources and historic assets; and in reducing air, land and water pollution. Mitigation and benefits could be achieved through negotiated planning agreements and instances where project viability is less critical and environmental aims are coincidental with business development.

More specific main spatial effects include:

- Selective opportunist urban renaissance initiatives chiefly focused on Rotherham Town Centre along the River Don/Canal waterfront and perhaps in Wath town centre.
Major review of Green Belt to exclude various sites for development.
Poor air quality in M1/M18 motorway corridors.

**Prosperous, diverse and enduring economy**
The market is less likely to be looking to support the growth of local businesses accessible to local communities but will be more inclined to favour the most profitable enterprises this approach may not always bring benefits to the surrounding community. Marginal businesses may be threatened by more profitable alternative uses. The market will only support the most viable local retail and service centres.

New enterprises in support of rural diversification are likely to be highly selective and probe any perceived relaxation of constraining rural planning policies but some rural projects may be innovative and beneficial. Developers will only invest in utility infrastructure where imperative for project development. Public service obligations of utility companies may be compromised by commercial interests and market pressure for new infrastructure in less appropriate locations. New innovative industries utilising waste as a raw material may be hampered by fluctuations in the pricing of waste commodities risking returns in the short term.

Investment in strategic transport links is essential to the economy. Although investment in the primary road network is seen essentially as a public service issue, the interests of the public and private sectors may coincide in the promotion of motorway toll roads and new initiatives on the railway network. Continuing development and innovation in ICT networks can be expected. This may reduce the need for traditional transportation links but may lead to additional masts and equipment conflicting with amenity and landscape.

More specific main spatial effects include:

- Greatest pressure for economic growth in the motorway corridors (Waverley, Magna/Templeborough, Waleswood), around Retail World at Parkgate/Aldwarke, some post Objective 1 consolidation in the Dearne and some further development at Dinnington and Maltby/Hellaby.
- Major housing development (often part of mixed use schemes) at Waverley, Manvers, Kilnhurst, Thorpe Hesley and Dinnington/Laughton Common.
- Major new mixed use community at Waverley.
- With the tram link, consolidation and improvements in the quality of the retail and leisure offer at Retail World with the possibility of ancillary uses (including housing) to further rival Rotherham Town Centre which takes on a lesser niche role.
- After Objective 1, the viability of development in the Dearne may be dependent on consolidation around mixed use developments at Manvers and Kilnhurst.
- Hotel and major leisure development at Rother Valley Park, further commercial leisure projects at Manvers in the Dearne, at Grange Park, Droppingwell and selective leisure projects associated with rural diversification in attractive outlying rural areas including Wentworth and Sandbeck Estates.
- M1/M18 motorway widening involving tolls and construction beyond current highway boundaries. Possibility of zonal road pricing in the Lower Don Valley and around Meadowhall and Retail World. Consolidation around commercially viable
parts of the public transport network mainly based on quality bus corridors with some marginal improvement to rail services.

- Consolidation and expansion of waste processing facilities at Wath, Dinnington, Kiveton Bridge and Thurcroft. Mine gas recovery at former colliery sites.
- Extension of quarrying at Harry Crofts.

**Prudent management of natural resources and minimising climate change**

This aim is unlikely to be an imperative for the market in the short term. Planning policy requires the market to develop previously developed land in preference to greenfield land. In the absence of incentives the market is only likely to contemplate the more viable brownfield sites. There is continuing economic pressure nationally to substantially increase the provision of housing (particularly in the south east of the country). This serves to maintain market aspirations for the release of greenfield and green belt sites for housing.

Maintaining the transportation status quo is likely to be preferable to reducing vehicle emissions through more sustainable travel and freight movements, strict limitations on car parking and the introduction of road pricing. Despite increasing planning policy constraints over the location of development, there is still pressure for dispersed developments catering for car borne customers.

The market is likely to view the integrated management of water catchments (safeguarding water supplies, sewerage capacity, sustainable drainage and flood prevention) essentially as a responsibility of the public sector. Innovations in energy efficiency, renewable energy, the use of secondary aggregates and sustainable building materials and methods will generally be driven by issues of technical viability and Government policy and fiscal incentives.

More specific main spatial effects include:

- Possibility of more efficient use of brownfield land through mixed use and higher densities at Waverley and Manvers.
- Expansion of renewable energy schemes (including biomass and wind farms) particularly in outlying rural areas and at former colliery sites.

**Creating cohesive and inclusive communities.**

The market is likely to perceive it has a limited role in achieving this aim. Without policy and fiscal incentives market forces will tend to perpetuate marked contrasts between affluent and disadvantaged communities. Quality design and public realm is only likely to be achieved in development projects with the highest profile and profitability. Without prompting there will be pressure to provide open space to minimum standards with a reluctance to commit to long term maintenance obligations. The market is unlikely to see a major role in providing local public service infrastructure although there may be scope for contributions at the margins through planning obligations. Where there are perceived opportunities for commercial investment (mainly in local leisure or retail facilities) these will tend to be in the most viable locations which may not always be accessible to local communities.

Achievements in improving walking, cycling and public transport facilities in new developments will be variable and largely dependent on negotiated planning
obligations. Public transport services providing for convenient travel within and between communities will be dictated by commercial considerations by operators.

Unprompted the market cannot be expected to provide a wide choice of housing and tenure. The provision of special needs housing is likely to be dictated by niche market considerations rather than local requirements. The provision of affordable housing will be largely dependent on negotiated planning obligations. Although planning policy has prompted increases in density necessitating some changes in house type, the volume builders will continue to provide for perceived market preferences often at variance with planning policy aspirations.

Pressure will continue for the location of housing developments influenced by acquisition opportunities and development economics which may conflict with planning policy. In the short term there is likely to be limited market interest in housing market renewal. Any schemes in such areas will tend to be highly selective with particular interest in peripheral sites and the development of greenspaces, where justified. Longer term interest will be dependent on risk limitation linked to the success of public interventions.

More specific main spatial effects include:

- No discernible pattern of intervention to assist sustainable and inclusive communities - development and initiatives likely to be highly selective and sporadic across more commercially and physically attractive neighbourhoods and communities throughout the Borough.
None of these possibilities are Council policy. They are intended to facilitate discussion about alternative options.
## Option: Responding to Market Forces - Main Spatial Effects by Area

<table>
<thead>
<tr>
<th>Spatial Planning Zone</th>
<th>Environment</th>
<th>Economy</th>
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<tbody>
<tr>
<td><strong>Rotherham Urban</strong></td>
<td>Selective development in Town Centre</td>
<td>economic growth at Magna/ Templeborough, and around Retail World, Parkgate/Aldwarke. Improvements in the quality of the retail and leisure offer at Retail World with ancillary uses (including housing) Rotherham Town Centre takes on a lesser niche role. Commercial leisure at Grange Park, Droppingwell Possibility of zonal road pricing in the Lower Don Valley and around Meadowhall and Retail World. Consolidation around commercially viable quality bus corridors and rail services.</td>
<td></td>
<td>Sporadic interventions particularly in more commercially and physically attractive neighbourhoods and settlements</td>
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<tr>
<td><strong>Rotherham / Sheffield Corridor</strong></td>
<td>Green belt exclusions - Parkway corridor. Poor air quality in motorway corridor.</td>
<td>Economic growth in the motorway corridors - Waverley, Waleswood Major housing development at Thorpe Hesley Major new mixed use community (including housing) at Waverley. Major leisure development at Rother Valley Park, and smaller leisure projects in attractive rural areas including Wentworth Estate. M1/M18 motorway widening</td>
<td>Mixed use/ higher density development at Waverley Renewable energy schemes particularly in rural areas and at former colliery sites.</td>
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<tr>
<td><strong>Urban Fringe</strong></td>
<td>Green belt exclusions - Bramley, Wickersley, Whiston. Poor air quality in motorway corridor.</td>
<td>M1/M18 motorway widening</td>
<td></td>
<td>Sporadic interventions particularly in more commercially and physically attractive neighbourhoods and settlements</td>
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<td>Dearne</td>
<td>Minor urban renaissance projects in Wath</td>
<td>Consolidation of economic growth around mixed use developments at Manvers and Kilnhurst. Further commercial leisure projects at Manvers. Consolidation around commercially viable quality bus corridors and rail services. Consolidation/expansion of waste processing facilities at Wath</td>
<td>Mixed use/higher density development at Manvers.</td>
<td>Sporadic interventions particularly in more commercially and physically attractive neighbourhoods and settlements</td>
</tr>
<tr>
<td>Outlying Settlements</td>
<td>Green belt exclusions - Hellaby, Maltby (colliery and Aven Industrial Estate), Dinnington (Swinston Hill) Poor air quality in motorway corridor.</td>
<td>Some further economic growth at Dinnington and Maltby/Hellaby. Housing development at Dinnington/Laughton Common. Selective rural diversification leisure projects in attractive outlying rural areas including Wentworth and Sandbeck Estates. M1/M18 motorway widening Consolidation/expansion of waste processing facilities at Wath, Dinnington, Kiveton Bridge and Thurcroft. Mine gas recovery at former colliery Extension of quarrying at Harry Crofts.</td>
<td>Renewable energy schemes (including biomass and wind farms) particularly in rural areas and at former colliery sites.</td>
<td>Sporadic interventions particularly in more commercially and physically attractive neighbourhoods and settlements</td>
</tr>
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</table>
Option: Matching Needs With Opportunities (Partnership Based)

Context

This option is developed broadly within the context of the prevailing planning regime which is tasked to deliver sustainable development (balancing economic, social and environmental aims) through public and private partnerships mindful of local needs and opportunities.

This option recognises that:

- Public attitudes and political sensitivities conspire against fundamental changes in legislation and taxation.
- There will be a need for regulation and public subsidy to bring about sustainable development.
- There is a limit to public subsidy through increased taxation.
- The public and private sectors have a complementary role in achieving sustainable development.
- In general the market will be attracted by commercial opportunities and the public sector will be more concerned with addressing social needs and environmental safeguards.
- The wealth generated by the market is required to supplement the pump-priming role of the public sector.
- Public funds will be required to underpin high risk and low return investment in providing major new infrastructure and social programmes in support of appropriate development and wider social well being.
- Enlightened attitudes and technological innovation can contribute to sustainability bringing about changes in consumption patterns and lifestyles. However there may still be some perceived loss of personal benefit.

Possible Spatial Effects

Protecting and enhancing the natural and built environment

This option promotes urban renaissance of the main urban centres building on partnership interventions including the Spatial Development Framework and Townscape Heritage Initiative for Rotherham Town Centre.

Under this option the green belt will generally be maintained within current boundaries but there may be scope for localised minor amendments to cater for development which may assist the sustainability of particular settlements or communities and subject to housing supply considerations and the housing trajectory. Generally further development within green belt villages will be restricted but some minor infilling may be supported in exceptional circumstances for the provision of rural affordable housing, where justified by local needs, in the most sustainable village communities.

This option will give rise to new designations to promote biodiversity and landscape distinctiveness as well as additional nature conservation sites and Conservation
Areas supported by policies for safeguarding, mitigation requirements and encouraging more proactive management of these important resources. New developments will be required to incorporate appropriate features to contribute support within or affecting designated areas.

Development giving rise to air, water, land and noise pollution, potentially harmful to public health, amenity and safety, will be strictly controlled to achieve satisfactory remedies or mitigation.

More specific main spatial effects include:

- Major urban renaissance initiatives principally in Rotherham Town Centre and Dinnington as key centres for change together with Maltby, Rawmarsh / Parkgate, and Wath, Swinton / Kilnhurst as settlement centres with high potential for change or intervention (in line with the recommendations of the "South Yorkshire Settlements Appraisal Study" completed in May 2005 by consultants Jacobs Babtie on behalf of the South Yorkshire planning authorities and Transform South Yorkshire). The proposals encompassed within this study need to be carefully considered.
- Maintain current green belt boundaries with possible minor exceptions where development may enhance the sustainability of appropriate settlements identified in the Jacobs Babtie Study.
- New designations and proactive management to safeguard and enhance biodiversity and the landscape including opportunities for interpretation and informal recreation within the urban fringe (eg Wentworth, Sandbeck estates, Canklow Woods and Chesterfield Canal corridor). Potential new Conservation Area designations at Maltby, Letwell, Stone, Firbeck, Ulley, Thrybergh, Upper Whiston, Morthen, Hooton Roberts, Chesterfield Canal (Norwood and Turnerwood) and Brookhouse. Further initiatives to enhance existing Conservation Areas at Swinton, Wath, Treeton, and Rotherham Town Centre (Townscape Heritage Initiative). Conservation Areas at Greasbrough and Moorgate need to be protected from loss of character arising from the diversification of large dwellings and gardens to smaller units.
- Possible designation of additional Air Quality Management Areas and strict development control and mitigation measures within existing areas to reduce the impact of pollution.

Building a prosperous, diverse and enduring economy

This option will cater for population growth and discourage out migration and commuting with attractive employment opportunities and a wide choice of quality and affordable housing.

Current UDP employment allocations will be critically reappraised in line with the requirements of modern industry to provide for target employment growth sectors, new innovative industries and small locally accessible businesses together with the development of related skills. Main employment provision to be located in the main urban centres and the most sustainable outlying centres. Sites with existing or potential access to rail or canal will be safeguarded to encourage a reduction in road freight movements.
Identification of town centre retail and leisure sites together with strict application of sequential test to maintain the vitality and viability of redefined town centres. Safeguarding and enhancement of local retail facilities to maintain and assist the sustainability of appropriate outlying settlements.

Promote a varied housing offer centred on mixed use, high density housing development on brownfield sites within the main centres with additional housing development in the most sustainable urban extensions and outlying settlements. Further consideration of the Jacobs Babtie study will provide information to support the identification of those areas most in need of appropriate change. There could be scope to release some existing UDP greenfield housing allocations in these settlements subject to housing supply considerations.

Assist access to employment opportunities through improved transport connectivity with strategic centres. Consider opportunities and issues presented by the future development and expansion of the Robin Hood Airport at Doncaster. Selective improvements to the rail network and town centre interchanges and optimise the management of existing motorway capacity. The management of roadspace and parking together with improvements to the quality and reliability of public transport and the development of a new rapid transit network, will extend transport choice at the sub-regional and local level to help reduce car travel. Promote further development of ITC and land use policies to achieve accessibility through proximity reducing the need to travel. Travel plans negotiated with developers together with fare concessions and integrated ticketing arrangements will assist in promoting the greater use of public transport and help widen travel choice.

Major tourism developments will be directed to the principal urban centres and to assist the viability of existing urban fringe and rural attractions where this can be achieved without adverse environmental impacts.

Integrated land management and selective innovative developments which assist sustainable agriculture, tourism and local businesses to be supported to assist diversification of the rural economy where this is of an appropriate scale and can be achieved without adverse environmental impacts.

Development to be located where it can be readily served by existing utility networks and take account of constraints related to water supply resources, sewerage treatment capacity and flooding. New utility investment to focus on modernising and reinforcing networks within existing urban areas and within the most sustainable outlying settlements.

Limited extensions to mineral working and the provision of suitable sites for waste management will be considered commensurate with local needs and regional targets.

More specific main spatial effects include:

- Economic development concentrated in principal urban centres - Rotherham (including Town Centre), limited opportunities associated with the Magna complex at Templeborough, consolidation of existing employment activities at Masbrough, Thornhill, Northfield, Barbot Hall, Aldwarke; Wath and Manvers,
Swinton/Kilnhurst; small scale redevelopment proposals for the Bellows Centre may yield further employment opportunities at Rawmarsh/Parkgate; consideration of Green Belt releases at Maltby and Dinnington. B1 and B2 uses with emphasis on promoting growth sector and innovative industries; B8 uses and recycling opportunities related to a potential canal/rail/road freight interchange at Aldwarke (the feasibility of this proposal will need to be tested).

- Major mixed use community at Waverley - phased housing provision, innovative industries associated with advanced metallurgy and manufacturing, related community infrastructure with areas of greening overlooking lakes within the Rother Valley.
- Strict application of sequential test to maintain viability and vitality of the retail, service and leisure function of existing Rotherham, Wath, Swinton, Maltby and Dinnington town centres. Safeguarding other significant retail facilities in Bramley, Wickersley, Rawmarsh, Parkgate, Kiveton, Swallownest, Dalton and Thucroft as well as more local retail facilities in Greasbrough, Kimberworth, Kimberworth Park, Aston and Brinsworth. (Further work needed to define new town/district/local hierarchy by floorspace and to identify those centres within Rotherham urban area that should be promoted as local service centres).
- Concentrate new housing on brownfield sites within existing urban communities with additional housing development in the most sustainable outlying settlements. The Jacobs Babtie Study promotes the following hierarchy of settlements, however ‘key settlements for change’ also includes those settlements where restructuring of the local housing market is essential to enhance the sustainability of the community:

  Key settlements for change:
  - Brampton/W Melton, Dinnington / North Anston Rotherham Town Centre (including Herringthorpe, East Herringthorpe/ Dalton, Canklow, Masbrough, East Dene, St Anns).

  Settlements with high potential for change or intervention:
  - Maltby, Rawmarsh/Parkgate, Swinton/Kilnhurst, Wath, Wales/Kivetton Park, Laughton Common, Catcliffe, Thrybergh, Blackburn, Kimberworth, Kimberworth Park, Greasbrough/Wingfield.

  Settlements with potential for limited or small scale qualitative change:
  - Thucroft, Aughton/Aston/Swallownest, Brinsworth, South Anston, Treeton, Thorpe Hesley, Moorgate and Broom, Bramley/Wickersley.

  Settlements of limited or no change
  - Whiston, Woodsetts, Todwick, Harthill, Orgreave, Hesley Grange.

There may scope for release of some existing UDP greenfield housing allocations related to the above most sustainable communities and settlements (eg H8, 9, 36, 37, 39, 52, 56).

- Selective investment in main stations and rail services to regional employment centres together with new rapid transit public transport systems linking principal centres and the new mixed use community and employment opportunities at Waverley. Optimise existing motorway capacity through SWYMBUS on line
improvements and traffic management on the local highway network. Provision to be made for park and ride adjacent to motorway junctions and on the rapid transit network related to central area traffic and parking management. Some regeneration / road safety schemes will be supported for example the Waverley link road, Todwick Bends, B6463 and the Halfpenny link schemes.

- Major leisure developments (including PFI (private finance initiative) replacement swimming pools programme) to be concentrated within main centres. Consolidation of informal recreation facilities within existing country parks and Chesterfield Canal corridor. Amendments to YES project within the Rother Valley Country Park to minimise potential adverse environmental impacts.

**The prudent management of natural resources and minimising climate change**

This option promotes the more efficient use of land with a general presumption in favour of developing brownfield sites in urban areas and encouraging mixed use developments with optimum densities and limited car parking. However, the development of brownfield urban extensions / creation of a new community at Waverley and some of the allocated UDP greenfield housing sites in the most sustainable locations may be necessary subject to housing supply considerations.

There should be greater choice of transport with emphasis on sustainable travel and a reduction in vehicle emissions through greater use of public transport, cycling and walking. Sequential tests will be strictly applied to achieve accessibility through proximity with preferred locations within existing urban centres. Complementary land use policies will be required in support of the implementation of SWYMBUS in order to regulate development contributing to congestion and to reduce vehicle emissions within Air Quality Management Areas.

Energy efficiency will be encouraged in the design, layout and choice of materials for new buildings. Renewable energy projects, including the commercial cultivation of biomass crops and wind turbines together with schemes to recover mine gas and energy from waste will generally be supported in line with regional targets, where they can be located without adverse environmental impacts.

This option assumes increasing co-operation with the appropriate agencies to achieve the objectives of the EC Water Management Directive in working towards the integrated management of water catchments. This will involve the conservation of water supplies, higher standards of sewage treatment, promotion of sustainable drainage systems, maintaining and enhancing ecological systems, appropriate leisure use and strict controls over new development to avoid areas of existing and potential flood risk.

This option will maintain emphasis on securing the sustainable management of natural raw materials, wider promotion and provision for waste recycling and the processing and use of secondary aggregates, to achieve prevailing national and regional targets. Mineral working and waste processing will generally be concentrated at existing sites. Any additional sites to meet local needs will be considered in suitable locations with the least environmental impact.

More specific main spatial effects include:
• Mixed use developments with high densities and limited parking in Rotherham, Wath, Swinton / Kilnhurst, Maltby and Dinnington urban centres.
• Promotion of renewable energy schemes (including biomass and wind generation) within rural areas and ex-colliery sites in line with regional targets and subject to no adverse environmental impacts.
• Safeguarding of mineral reserves at Harry Crofts with limited extensions to quarrying (and integrated waste management) to meet regional production targets.
• Concentrate existing waste processing/recycling facilities at existing sites at Wath, Holmes, Parkgate, Dinnington, Thurcroft and Harry Crofts.
• Treating contaminated land at Croda site, Kilnhurst
• Work towards the integrated management of water catchments within the principal river corridors of the Don, Rother and Dearne.

Creating cohesive and inclusive communities
Continuing effort to tackle social inequalities and deprivation particularly in the communities within the Rotherham urban area and the settlements identified in the Jacobs Babtie Study as key foci or of high potential for change or intervention to achieve sustainable communities.

Within such communities and settlements, community identity will be enhanced through requirements for improved design in new development and the public realm to create locally distinctive places. In some communities there may be a need to rationalise open space provision to achieve improvements to accessibility, quality, maintenance and public safety.

Consolidate local services and social infrastructure in the most accessible and viable urban centre locations within the most sustainable local communities.

Development will be required to be less car dependent with greater provision for walking and cycling links and promoting the use of existing and enhanced public transport services. Public funding for non-commercial public transport service networks and interchange within and between the most sustainable communities will need to be maintained and enhanced through planning obligations.

New housing developments and the redevelopment of older housing areas should be better integrated in providing a wider choice of tenure, house types and affordability in tune with local needs together with links to or provision for local employment and community services. This option, in promoting initiatives to re-invigorate housing demand in Pathfinder areas, will focus on selective interventions dependent on needs and opportunities and arising from the further development of Pathfinder masterplans. Interventions are likely to comprise a mix of refurbishment and redevelopment with some exemplar new development schemes aiming to achieve sustainable communities in the urban areas and settlements within the Pathfinder in line with the recommendations of the Jacobs Babtie study.

More specific main spatial effects include:
• Safeguard and improve existing local service and social infrastructure together with public transport service enhancements to achieve sustainable communities and settlements as indicated in the Jacobs Babtie Study.
• Selective interventions in support of housing market renewal objectives within the Pathfinder area together with redevelopment of other older housing areas (such as at Maltby and Dinnington) to achieve sustainable communities and settlements as indicated in the Jacobs Babtie Study.

• The production of the recent Design Code for the Westgate area in and on the edge of Rotherham town centre should lead to enhanced design in this area. Proposals for the development of new town centre housing are promoted by the Westgate Demonstrator Project.
None of these possibilities are Council policy. They are intended to facilitate discussion about alternative options.
## Option: Matching Needs With Opportunities – Main Spatial Effects by Area

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<thead>
<tr>
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<tbody>
<tr>
<td>Rotherham Urban</td>
<td>Major urban renaissance initiatives in Rotherham Town Centre as a key centre for change</td>
<td>Economic development concentrated in Rotherham Town Centre and, Masbrough, Thornhill, Northfield, Eastwood, Aldwarke and Rawmarsh/Parkgate</td>
<td>Mixed use developments with high densities and limited parking in Rotherham, urban centre.</td>
<td>Safeguard and improve existing local service and social infrastructure together with public transport service enhancements to achieve sustainable communities and settlements as indicated in the Jacobs Babtie Study.</td>
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<td></td>
<td>Potential new Conservation Area designations at Thrybergh, and Hooton Roberts and Townscape Heritage Initiative to enhance existing Conservation Area in Rotherham Town Centre.</td>
<td>Potential road / canal / rail freight interchange at Aldwarke (feasibility to be tested).</td>
<td>Concentrate existing waste processing / recycling facilities at existing sites at Holmes and Parkgate.</td>
<td>Selective interventions in support of housing market renewal objectives within the Pathfinder area together with redevelopment of other older housing areas to achieve sustainable communities and settlements as indicated in the Jacobs Babtie Study.</td>
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<td></td>
<td>Possible designation of additional Air Quality Management Areas</td>
<td>Maintain viability and vitality of the retail, service and leisure function of Rotherham Town Centre and safeguard other significant retail facilities in Rawmarsh, Parkgate and Dalton as well as more local retail facilities in Greasbrough, Kimberworth (now in motorway corridor) and Kimberworth Park,</td>
<td>Work towards the integrated management of water catchments within the rivers Don Rother and Dearne corridors.</td>
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<td>Concentrate new housing in existing urban communities with additional housing in the most sustainable outlying settlements (in line with the Jacobs Babtie Study) :</td>
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<td><em>Key settlements for change - Rotherham Town Centre (and Herringthorpe, East Herringthorpe / Dalton, Canklow, Masbrough, East Dene, St Anns).</em></td>
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<td><strong>Settlements with high potential for change or intervention</strong>&lt;br&gt;- Rawmarsh/ Parkgate, Thrybergh, Kimberworth, Kimberworth Park, Greasbrough/ Wingfield.</td>
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<td><strong>Settlements with potential for limited or small scale qualitative change</strong>&lt;br&gt;- Moorgate and Broom,</td>
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<td>Potential release of existing UDP greenfield housing allocation H8 and H9 related to the above sustainable communities.</td>
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<td>Selective investment in main stations and rail services to regional employment centres together with new rapid transit public transport systems linking Sheffield and the Dearne via Rotherham Town Centre. Complementary central area traffic and parking management.</td>
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<td>Major leisure developments (including PFI replacement swimming pools programme) to be concentrated within Rotherham Town centres. Improvements to local football and Rugby grounds?</td>
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<td>Spatial Planning Zone</td>
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<tr>
<td>Rotherham / Sheffield Corridor</td>
<td>New designations and proactive management for biodiversity and landscape including opportunities for informal recreation (eg Wentworth estate). Potential new Conservation Area initiatives at Treeton and new designations at Chesterfield Canal (Norwood and Turnerwood) Possible designation of additional Air Quality Management Areas</td>
<td>Economic development concentrated in Templeborough (Magna), Waverley AMP, Waleswood and former Beighton Colliery site. Safeguard significant retail facilities in Kiveton and Swallownest as well as more local retail facilities in Aston and Brinsworth. Concentrate new housing in existing urban communities with additional housing in the most sustainable outlying settlements (in line with the Jacobs Babtie Study) : <em>Settlements with high potential for change or intervention</em> - Wales/Kiveton Park, Catcliffe and Blackburn. <em>Settlements with potential for limited or small scale qualitative change</em> - Aston/Aughton/ Swallownest, Brinsworth, Thorpe Hesley, Treeton. *Settlements of limited or no</td>
<td>Mixed use developments with high densities and limited parking in Promotion of renewable energy schemes (including biomass and wind generation) within rural areas and ex-colliery sites subject to no adverse environmental impacts. Work towards the integrated management of water catchments within the river Rother corridor.</td>
<td>Safeguard and improve existing local service and social infrastructure together with public transport service enhancements to achieve sustainable communities and settlements as indicated in the Jacobs Babtie Study. Selective interventions in support of housing market renewal objectives within the Pathfinder area together with redevelopment of other older housing areas to achieve sustainable communities and settlements as indicated in the Jacobs Babtie Study.</td>
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<td>Spatial Planning Zone</td>
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<td>Todwick, Harthill, Orgreave, Hesley Grange.</td>
<td>Potential release of existing UDP greenfield housing allocation H36, H37 related to the above sustainable communities.</td>
<td>New rapid transit public transport systems linking Sheffield and Rotherham centres via Waverley. Optimisation of existing motorway capacity through SWYMBUS on line improvements and traffic management on the local highway network. Provision for park and ride adjacent to motorway junctions and on the rapid transit network related to central area traffic and parking management. Leisure developments and dual use of schools facilities (including PFI replacement swimming pools programme) to be concentrated within most sustainable settlements. Amendments to YES project within the Rother Valley Country Park to minimise potential adverse environmental impacts.</td>
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<tr>
<td>Urban Fringe</td>
<td>Potential new Conservation Area designations at Upper Whiston and Morthen.</td>
<td>Safeguard the viability and vitality of retail facilities in Bramley and Wickersley.</td>
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<td>Safeguard and improve existing local service and social infrastructure together with public</td>
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<td>Possible designation of additional Air Quality Management Areas</td>
<td>Limited new housing (in line with the Jacobs Babtie Study): <strong>Settlements with potential for limited or small scale qualitative change</strong> - Bramley /Wickersley. <strong>Settlements of limited or no change</strong> - Whiston</td>
<td>New rapid transit public transport systems linking Sheffield and Maltby centres via Waverley. Optimisation of existing motorway capacity through SWYMBUS on line improvements and traffic management on the local highway network. Provision for park and ride adjacent to motorway junctions and on the rapid transit network related to central area traffic and parking management.</td>
<td>transport service enhancements to achieve sustainable communities and settlements as indicated in the Jacobs Babtie Study. Redevelopment of older housing areas to achieve sustainable communities and settlements as indicated in the Jacobs Babtie Study.</td>
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</table>

<p>| Dearne              | Urban renaissance initiatives in Wath and Swinton /Kilnhurst as settlement centres with high potential for change or intervention. Opportunities | Economic development concentrated in Wath and Manvers, Swinton/Kilnhurst. Maintain viability and vitality of the | Mixed use developments with high densities and limited parking in Wath and Swinton/ (Kilnhurst), urban centres. | Safeguard and improve existing local service and social infrastructure together with public transport service enhancements to achieve |</p>
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<td>exist along the Kilnhurst Swinton Mexborough Canal Corridor for regeneration to a mix of uses. Further initiatives to enhance existing Wath Conservation Area, Possible designation of additional Air Quality Management Areas</td>
<td>retail, service and leisure function of Wath and Swinton town centres. Concentrate new housing in existing urban communities with additional housing in the most sustainable outlying settlements (in line with the Jacobs Babtie Study): Key settlements for change (and restructuring) - Brampton/ W. Melton Settlements with high potential for change or intervention - Swinton/ Kilnhurst and Wath. Potential release of existing UDP greenfield housing allocation H39 related to the above sustainable communities. Selective investment in main stations and rail services to regional employment centres together with new rapid transit public transport systems linking Sheffield and the Dearne via Rotherham Town Centre. Complementary central area traffic and parking management. Leisure developments and dual use of schools facilities (including processing facilities at existing sites at Wath. Work towards the integrated management of water catchments within the river Dearne corridor.</td>
<td>sustainable communities and settlements as indicated in the Jacobs Babtie Study. Selective interventions in support of housing market renewal objectives within the Pathfinder area to achieve sustainable communities and settlements as indicated in the Jacobs Babtie Study.</td>
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<tr>
<td>Outlying Settlements</td>
<td>Major urban renaissance initiatives Dinnington as a key centre for change together with Maltby as a settlement centre with high potential for change or intervention. New designations and proactive management for biodiversity and landscape including opportunities for informal recreation (e.g., Sandbeck estate, Roche Abbey and Chesterfield Canal corridor). Potential new Conservation Area designations at Maltby, Letwell, Stone, Firbeck, Ulley and Brookhouse and further initiatives to enhance existing Dinnington Conservation Area. Possible designation of additional Air Quality Management Areas.</td>
<td>PFI replacement swimming pools programme) to be concentrated within the most sustainable settlements. Economic development concentrated in Maltby and Dinnington. Maintain viability and vitality of the retail, service and leisure function of Maltby and Dinnington town centres. Safeguard other significant retail facilities in Thurcroft. Concentrate new housing in existing urban communities with additional housing in the most sustainable outlying settlements (in line with the Jacobs Babtie Study): Key settlements for change - Dinnington/ North Anston Settlements with high potential for change or intervention - Maltby and Laughton Common. Settlements with potential for limited or small scale qualitative change - Thurcroft and South Anston.</td>
<td>Mixed use developments with high densities and limited parking in Maltby and Dinnington urban centres. Promotion of renewable energy schemes (including biomass and wind generation) within rural areas and ex-colliery sites subject to no adverse environmental impacts. Safeguarding of mineral reserves at Harry Crofts with limited extensions to quarrying. Concentrate waste processing facilities at existing sites Dinnington, Thurcroft and Harry Crofts.</td>
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## Settlements of limited or no change
- Woodsetts,

Potential release of existing UDP greenfield housing allocation H52 related to the above sustainable communities.

New rapid transit public transport systems linking Maltby with Rotherham and Sheffield centres. Optimisation of existing motorway capacity through SWYMBUS on line improvements and traffic management on the local highway network. Provision for park and ride adjacent to motorway junctions and on the rapid transit network with complementary central area traffic and parking management.

Leisure developments and dual use of schools facilities (including PFI replacement swimming pools programme) to be concentrated within main centres. Consolidation of informal recreation and tourism facilities within Ulley Country Park and Chesterfield Canal corridor.

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<td>Settlements of limited or no change</td>
<td>Woodsetts,</td>
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Option: Managing the Environment as a Key Resource (Maximum Intervention)

Context

This option is developed broadly within the context of the prevailing planning regime which is tasked to deliver sustainable development with emphasis on safeguarding the environment, natural resources and contributing to global well-being by addressing issues such as climate change. This will involve lower levels of consumption; increased investment in green technology, promotion of renewable energy, home working and less car use.

This option:

- Considers that the environment and natural resources are becoming increasingly threatened by current patterns and levels of consumption and development at the global, national and local level.
- Is concerned about the longer term implications of development decisions and adopts a precautionary stance in instances where future implications are unclear.
- Necessitates wider public understanding of sustainability and greater acceptance of resultant life style changes which in some instances will mean foregoing personal benefits and present consumption patterns in the interests of achieving longer term social well-being.
- Recognises that interventions will be supported by significant public resources made available from increased taxation at both national and local level.
- Recognises that despite the market becoming more environmentally aware interventions will increasingly need to be supported by significant public resources being made available from increased taxation at both national and local level.
- Implies the acceptance of more legislation and regulation in the future but this will be tempered by the democratic political decision-making process.

Possible Spatial Effects

*Protecting and enhancing the natural and built environment*

The green belt will be maintained within current boundaries. In some cases less sustainable greenfield housing sites and peripheral greenspace currently allocated in the Unitary Development Plan may be returned to green belt subject to housing supply considerations and the housing trajectory. Further development within green belt villages will also be strictly controlled with minor infilling only supported in exceptional circumstances associated with the provision of rural affordable housing where justified by local needs.

As well as promoting a wider awareness of biodiversity, this option may be expected to secure more greening, the designation of additional nature conservation sites, more proactive management of existing sites and the incorporation of beneficial features and mitigation measures within the design of appropriate new development. Similarly, there will be greater proficiency in protecting features contributing to local distinctiveness in landscape designations and in the conservation of the historic built environment.
Such initiatives imply heightened commitment of public resources for adequate research, survey and monitoring programmes as well as more funding for implementation and resource management. In keeping with the "precautionary principle" it may be necessary to forego certain development giving rise to pollution which is potentially harmful to public health, amenity and safety. Where such development is imperative it is implicit that significant public funding will be required to achieve satisfactory remedies or mitigation.

More specific main spatial effects include:

- Major urban renaissance initiatives in main centres and outliers, including Rotherham Town Centre, Rawmarsh/Parkgate, Wath, Swinton, Maltby, Dinnington and Thurcroft.
- Maintain current green belt with possible extensions in respect of less sustainable peripheral greenfield housing allocations (e.g. H23 Sawnmoor Road, Thurcroft, H42, Wentworth Road, Rawmarsh and greenspace allocations (e.g. off Ivanhoe Road, Thurcroft).
- Major greening initiatives and the Borough wide extension of South Yorkshire Forest. Positive land management to improve the landscape, biodiversity and informal leisure facilities within the urban fringe, Areas of High Landscape Value (e.g. Wentworth, Sandbeck, Thrybergh, Ulley, Anston Stones Wood, Catcliffe Flash) and canal/river corridors (e.g. Chesterfield Canal, and Don, Rother, Dearne Corridors).

**Building a prosperous, diverse and enduring economy**
Consolidation of population growth and economic development within the main urban areas with the safeguarding of existing employment sites within outlying centres and settlements to reduce out commuting. The encouragement of an innovative environmental business sector (including waste related industries) and support for the safeguarding and growth of small businesses accessible to local communities is seen as an important feature of this option. Future developments in ITC will assist home working and help to reduce the need to travel.

Important strategic transportation links will need to be maintained to support economic interaction but with more emphasis on new quality public transport systems as an alternative to motorway use which will be strictly managed to optimise existing capacity through on line improvements, telemetry and tolls. Development and innovative integrated land management initiatives which assist sustainable agriculture, tourism and small businesses will be supported to assist diversification of the rural economy. More emphasis to be placed on modernising utility networks for new development concentrated within existing urban areas. Site and equipment sharing to be required to lessen the impact of telecomms infrastructure in sensitive areas.

More specific main spatial effects include:

- Major economic development/redevelopment concentrated in Rotherham Urban area (Town Centre, Masbrough, Thornhill, Northfield, Aldwarke), Manvers and
Dinnington. B1 and B2 uses with emphasis on promoting innovative environmental industries and B8 uses related to the canal at Kilnhurst and canal / rail / road interchange at Aldwarke (feasibility of this proposal may be an issue).

- No urban extension and mixed use community at Waverley - no housing provision with current allocations strictly reserved for innovative industries associated with advanced metallurgy and environmental engineering and services. Greening on the remainder of the site.
- Strict application of sequential test to maintain viability and vitality of the retail, service and leisure function of existing town centres. Safeguarding facilities in district and local centres.
- Strict application of sequential test with an emphasis on using brownfield sites, concentrating new housing within existing urban areas and promoting housing opportunities within town centres and local centres as principal nodes within public transport corridors.
- Major investment in new rapid transit public transport systems linking principal centres together with improvements to main station and rail services to regional employment centres and the MML and ECML. Optimise existing motorway capacity and possible zonal road pricing on most congested parts of local road network. Maximum parking standards and public transport concessions to be applied through new development.
- Major leisure developments to be concentrated within main centres. Consolidation of informal rural recreation and tourism within existing country parks and Chesterfield Canal corridor as part of integrated land management and rural diversification schemes.

**The prudent management of natural resources and minimising climate change.**

More efficient use of land with a strict presumption in favour of developing brownfield sites in urban areas and encouraging mixed use developments with optimum densities and limited car parking. There should be greater choice of transport with emphasis on sustainable travel and a reduction in vehicle emissions through greater use of public transport, cycling and walking. Sequential tests will be strictly applied to achieve accessibility through proximity with preferred locations within existing urban centres.

Energy efficiency will be encouraged in the design, layout and choice of materials for new buildings. Renewable energy projects, including the commercial cultivation of biomass crops and wind turbines will generally be supported in appropriate locations. The recovery of mine gas and energy from waste will also be promoted. There will be greater emphasis on securing the sustainable management of natural raw materials and wider promotion and provision for waste recycling and the processing and use of secondary aggregates. More emphasis will be placed on co-operation with the appropriate agencies to achieve the integrated management of water catchments involving the conservation of water supplies, higher standards of sewage treatment, the promotion of sustainable drainage systems, maintaining and enhancing ecological systems, appropriate leisure use and strict controls over new development to avoid areas of existing and potential flood risk.

More specific main spatial effects include:
• Mixed use developments with high densities and limited parking in Rotherham, Wath, Swinton, Maltby and Dinnington town centres.
• Presumption in favour of renewable energy schemes (including biomass and wind generation) particularly in rural areas and on former colliery sites.
• Provision for expansion of waste processing at existing sites at Wath, Parkgate, Dinnington, Thurcroft and Harry Crofts (but no extensions to quarrying).
• Integrated management of water catchments within the Don, Rother, Dearne, Ryton and Maltby Dyke corridors.

Creating cohesive and inclusive communities
Continuing effort to tackle social inequalities and to assist deprived communities. Community identity will be enhanced through stricter requirements for improved design in new development and for the creation of locally distinctive places with provision for better maintained and safer open spaces and public realm.

New housing developments and the redevelopment of older housing areas will be better integrated in providing a wider choice of tenure, house types and affordability in tune with local needs together with links to or provision for local employment and community services. Development will be required to be less car dependent with greater provision for walking and cycling links and promoting the use of existing and enhanced public transport services. Public funding for non-commercial public transport service networks and interchange within and between communities will need to be maintained and enhanced through planning obligations.

More specific main spatial effects include:

• Maintaining and improving existing local community infrastructure and services in settlements and neighbourhoods particularly those suffering from deprivation.
• Safeguarding and enhancement of local greenspaces.
• Provision of affordable housing in rural communities where justified by local need. (e.g. Harthill, Woodsetts, Laughton en le Morthen, Todwick?)
• Comprehensive interventions within the Pathfinder area to achieve housing market renewal objectives with selective redevelopment of older housing areas elsewhere in the Borough (Maltby, Dinnington, Thurcroft).
Managing the Environment as a Key Resource: Main spatial effects

None of these possibilities are Council policy. They are intended to facilitate discussion about alternative options.

Managing the Environment as a Key Resource Map

DRAFT: 17 Jan 2006
### Option: Managing the Environment as a Key Resource – Main Spatial Effects by Area

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<tr>
<th>Spatial Planning Zone</th>
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<tbody>
<tr>
<td>Rotherham Urban</td>
<td>Major urban renaissance initiatives in Rotherham Town Centre and Rawmarsh/Parkgate. Green Belt extensions - Munsbrough, Manor Farm.</td>
<td>Consolidation of population growth and economic development - canal related industries at Aldwarke. Strict sequential test to maintain vitality and viability of Rotherham Town Centre and safeguard Rawmarsh/Parkgate local centres. Major leisure development directed to Rotherham Town Centre. Strict sequential test with high density new housing in Rotherham Town Centre and in neighbourhood centres. New rapid transit public transport systems linking Sheffield and the Dearne via Rotherham Town Centre. Improved Rotherham Central Rail Station and service enhancements to Sheffield, Doncaster and Leeds. Consolidate</td>
<td>Major high density mixed use development in Rotherham Town Centre. Integrated management of Don and Rother catchment. Expansion of waste processing facilities at Parkgate.</td>
<td>Safeguard community infrastructure and neighbourhood service centres. Safeguarding and enhancement of local greenspaces. Comprehensive interventions to achieve housing market renewal in Pathfinder area.</td>
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<td>informal leisure development at Thrybergh Country Park</td>
<td>Integrated management of Don, Rother catchment, Chesterfield Canal and Ryton, corridors.</td>
<td>Safeguard community infrastructure and local service centres</td>
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<tr>
<td>Rotherham / Sheffield Corridor</td>
<td>Green Belt extensions - Thorpe Hesley, Kiveton Park Extension of the South Yorkshire Forest east of M1. Positive land management in AHLV</td>
<td>Safeguard existing employment sites in Aston and Wales/Kiveton Park Waverley reserved for innovative industries only with greening of the remainder of the restored site Safeguard Aston and Kiveton Park local centres Brownfield housing infill accessible to local centres New rail interchange at Swallownest and improved rail connections to Sheffield and the ECML at Retford Optimising Motorway capacity and tolls Consolidate informal leisure and tourism development at Rother Valley Country Park and Chesterfield Canal (with new canal basin at Kiveton Park Colliery)</td>
<td>Presumption in favour of renewable energy projects</td>
<td>Safeguarding and enhancement of local greenspaces Comprehensive interventions to achieve housing market renewal in Pathfinder area - selective redevelopment of older housing in other areas</td>
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<tr>
<td>Urban Fringe</td>
<td>Positive land management in AHLV</td>
<td>Safeguard existing employment sites in Bramley and Wickersley</td>
<td>Presumption in favour of renewable energy projects</td>
<td>Safeguard community infrastructure and local service centres</td>
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<td>Safeguard Bramley and Wickersley local centres</td>
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<td>Brownfield housing infill accessible to local centres</td>
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<td>Limited redevelopment of older housing areas</td>
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<td>New rapid transit public transport connections to Rotherham Town Centre and Maltby.</td>
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<td>Optimising Motorway capacity and tolls</td>
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<td>Deanne Valley</td>
<td>Major urban renaissance initiatives in Wath and Swinton Town Centres</td>
<td>Consolidation of population growth and economic development in Wath, Manvers, and Swinton - canal related industries at Kilnhurst</td>
<td>Mixed use schemes in Wath and Swinton town centres</td>
<td>Safeguard community infrastructure and neighbourhood service centres</td>
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<td>Strict sequential test to maintain vitality and viability of Wath and Swinton town centres</td>
<td>Integrated management of Dearne catchment</td>
<td>Safeguarding and enhancement of local greenspaces</td>
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<td>Strict sequential test with new housing in Wath and Swinton town centres</td>
<td>Expansion of waste processing facilities at Wath</td>
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<td>New rapid transit public transport connections to Rotherham, Barnsley and Doncaster Town Centres.</td>
<td>Leisure development directed to Wath and Swinton</td>
<td>Comprehensive interventions to achieve housing market renewal in Pathfinder area</td>
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<tr>
<td>Outlying Settlements</td>
<td>Major urban renaissance initiatives in Maltby and Dinnington Town Centres. Improvements to Thurcroft centre.</td>
<td>Consolidation of population growth and economic development in Dinnington</td>
<td>Mixed use schemes in Maltby and Dinnington town centres</td>
<td>Safeguard community infrastructure and local service centres</td>
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<td></td>
<td>Green Belt extensions - Thurcroft</td>
<td>Safeguard existing employment sites in Maltby and Thurcroft</td>
<td>Integrated management of Chesterfield Canal, Ryton, Anston Brook, Maltby/ Firbeck Dyke corridors.</td>
<td>Safeguarding and enhancement of local greenspaces</td>
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<td>Extension of the South Yorkshire Forest. Positive land management in AHLV</td>
<td>Strict sequential test to maintain vitality and viability of Maltby and Dinnington town centres</td>
<td>Presumption in favour of renewable energy projects</td>
<td>Some limited provision of affordable housing in rural villages where justified</td>
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<td></td>
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<td>Safeguard Thurcroft local centre</td>
<td>Expansion of waste processing facilities at Dinnington, Thurcroft and Harry Crofts</td>
<td>Selective redevelopment of older housing areas in Maltby and Dinnington</td>
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<td>Brownfield housing infill accessible to local centres</td>
<td>No extensions to quarrying at Harry Crofts</td>
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<td>New rapid transit public transport connections to Maltby and Dinnington.</td>
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<td>Improved rail connections to Sheffield and the ECML at Retford</td>
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<td>Leisure development directed to Maltby and Dinnington town centres</td>
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<td>Consolidate informal leisure and tourism development at Ulley Country Park and Chesterfield Canal</td>
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