



**Rotherham Town Centre - Public
Realm Strategy: Appendix A**
Rotherham Metropolitan Borough Council

January 2009



Appendix A Review of Policies, Plans and Programmes

National

Relevant plan or programme	Objectives of the plan	Implications for Obligations SPD and SA
<p>PPS 1: Creating Sustainable Communities, ODPM, 2005</p>	<p>This document sets out the key policies and principles and the Government vision for planning. It includes high level objectives and sets out the framework for specific policies further developed in the thematic Planning Policy Statements which will substitute the current PPG documents.</p> <p>Sustainable development is the purpose of planning. Communities need to be actively involved in the planning process, which is not simply regulations and control but must become a proactive management of development.</p> <p>With regards to town centres Planning Policy Statement 1: Delivering Sustainable Development (PPS1) sets out the Government's overarching policy on design matters. PPS1 is clear that good design is indivisible from good planning. It states that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.</p>	<p>PSS1 sets out the Government's overarching policy on the delivery of sustainable development through the planning system.</p> <p>The PRS should formulate guidance in line with these policies/principles.</p> <p>Need to ensure that sustainable development objectives are reflected in the PRS and the SA.</p> <p>The PRS offers several opportunities to address sustainable development issues, for example improving access and amenity value.</p>
<p>PPS 6: Planning for Town Centres, March 2005</p>	<p>The objectives of this guidance are:</p> <ul style="list-style-type: none"> ■ Promote and enhance existing centres by focusing development in such centres and encouraging a wide range of services in a good environment; ■ Encouraging town centre development to promote their vitality and viability, and to enhance consumer choice with a wide provision of shopping, leisure and local services to meet the needs of the whole community; ■ Ensure development is accessible by a range of means of transport, and to encourage a cleaner, safer, greener town centre environment; ■ Promote social inclusion by encouraging investment in disadvantaged areas to provide improved services and more employment opportunities; and ■ Promote high quality and inclusive design and make efficient use of land in town centres to deliver more sustainable development. <p>PPS6 states that it is essential that town centres provide a high-quality and safe environment if they are to remain attractive and competitive and that policies for the design of development for main town centre uses, regardless of location, and for development in town centres, should promote high quality and inclusive design, in order to improve the character and quality of the area</p>	<p>PPS6 is the core national guidance for Town Centre, as such the PRS will need to be in accordance with the policies it puts forward and refer to the design guides contained within (also included separately in this Appendix under national guidance).</p>



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	in which such development is located and the way it functions.	
PPS 9: Biodiversity and Geological Conservation, ODPM, 2005	<p>This document sets out a number of key principles which need to be taken into consideration when preparing local development documents and regional spatial strategies.</p> <p>Points specific to LDDs are:</p> <ul style="list-style-type: none"> ■ When identifying designated sites of importance for biodiversity and geodiversity on the proposals map, clear distinctions should be made between the hierarchy of international, national, regional and locally designated sites; and ■ Biodiversity objectives that reflect both national and local priorities, including those which have been agreed by local biodiversity partnerships, should be reflected in policies in local development documents and proposals are consistent with those biodiversity. 	The PRS will need to address local biodiversity issues including those raised by the Local Biodiversity Action Plan. Benefits for parks and open green spaces in the town in particular will need to be enhanced.
PPS 12: Local Spatial Planning, DCLG, 2008	<p>PPS12 sets out the Government's policy on local spatial planning, which plays a central role in the overall task of place shaping and in the delivery of land uses and associated activities. It sets out the aims of spatial planning and how it should underpin the local development document preparation.</p> <p>Spatial planning aims to:</p> <ul style="list-style-type: none"> ■ Produce a vision for the future of places that responds to the local challenges and opportunities, and is based on evidence, a sense of local distinctiveness and community derived objectives, within the overall framework of national policy and regional strategies; ■ Translate this vision into a set of priorities, programmes, policies, and land allocations together with the public sector resources to deliver them; ■ Create a framework for private investment and regeneration that promotes economic, environmental and social well being for the area; ■ Coordinate and deliver the public sector components of this vision with other agencies and processes; ■ Create a positive framework for action on climate change; and ■ Contribute to the achievement of Sustainable Development. 	SPDs are material considerations in planning applications and they must relate to DPD policies. The PRS must conform to these principles and the existing local policy framework.



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	<p>In relation to housing, it:</p> <ul style="list-style-type: none"> ■ Ensures that the necessary land is available at the right time and in the right place to deliver the new housing required; ■ Orchestrates the necessary social, physical and green infrastructure to ensure sustainable communities are delivered; and ■ Provides the basis for the private sector facilitating of affordable housing. <p>Spatial planning facilitates economic growth and regeneration by:</p> <ul style="list-style-type: none"> ■ Providing a flexible supply of land for business and identifying suitable locations; ■ Ensuring business is drawn to the area by providing an attractive environment and a sufficient workforce well housed and able to access employment opportunities easily and sustainably; ■ Bringing in private funds through incentivising, promoting and coordinating investment by the private sector; ■ Providing a robust basis for making bids for public funds and for assembling land for projects; and ■ Providing a robust basis for assessing the need for, and providing supporting infrastructure and natural resources for economic development. <p>Spatial planning provides a means of safeguarding the area's environmental assets through:</p> <ul style="list-style-type: none"> ■ Protection and enhancing designated sites, landscapes, habitats and protected species; and ■ Creating a positive framework for environmental enhancement more generally. <p>In relation to land and buildings it:</p> <ul style="list-style-type: none"> ■ Helps review the use of land and buildings as public services may be combined on multi-use sites and new operational requirements lead to the release of land; ■ Co-ordinates the identification and release of land for the provision of the services such as health facilities which form a crucial part of a local authority's strategic role; and ■ Provides the justification for the compulsory acquisition of land, where necessary, to allow 	



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	regeneration schemes to progress.	
PPG 13: Transport, ODPM, 2001	<p>PPG 13 sets out in some detail the key ties between planning and transport:</p> <p>Local authorities should seek to ensure that strategies in the development plan and the local transport plan are complementary: consideration of development plan allocations and local transport priorities and investment should be closely linked. Local authorities should also ensure that their strategies on parking, traffic and demand management are consistent with their overall strategy on planning and transport. In developing the overall strategy, local authorities should:</p> <ul style="list-style-type: none"> ■ Focus land uses which are major generators of travel demand in city, town and district centres and near to major public transport interchanges. City, town and district centres should generally be preferred over out of centre transport interchanges. Out-of-town interchanges should not be a focus for land uses which are major generators of travel demand; ■ Actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport. This may require the phasing of sites being released for development, in order to co-ordinate growth with public transport improvements, and ensure it is well related to the existing pattern of development; ■ Take into account the potential for changing overall travel patterns, for instance by improving the sustainability of existing developments through a fully co-ordinated approach of development plan allocations and transport improvements; and ■ Locate day to day facilities which need to be near their clients in local and rural service centres, and adopt measures to ensure safe and easy access, particularly by walking and cycling. Such facilities include primary schools, health centres, convenience shops, branch libraries and local offices of the local authority and other local service providers. <p>Local authorities should seek to make maximum use of the most accessible sites, such as those in town centres and others which are, or will be, close to major transport interchanges.</p>	PPG13 sets out the important role town centres play as key sites for accessible transport. The PRS will need to take into account the possible effects on accessibility and visual amenity that transport systems can have.
PPG 15: Planning and the Historic Environment, ODPM,	This document explains the role played by the planning system in protecting historic buildings, conservation areas and other elements of the historic environment. It complements the guidance on archaeology and planning given in PPG16.	The PRS has significant potential to enhance the historic environment through, for example, the use of appropriate surfacing materials, or reducing



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1994	<p>The main objectives from this guidance are:</p> <ul style="list-style-type: none"> ■ Effective protection for all aspects of the historic environment; ■ Consider opportunities to re-use derelict transport infrastructure; and ■ Review the impact of road signs and other street furniture on the character of areas with historic or cultural associations. 	<p>signage. Equally, an inappropriate strategy could have significant negative consequences for the historic environment so significant care will need to be taken to ensure that the PRS makes a positive contribution.</p>
PPG 17: Planning for Open Space, Sport and Recreation, ODPM, 2002	<p>The key objectives of PPG 17 are:</p> <ul style="list-style-type: none"> ■ Supporting urban renaissance; ■ Supporting a rural renewal; ■ Promotion of social inclusion and community cohesion; ■ Health and well being; and ■ Promoting more sustainable development. <p>With regards to town centre's in particular PPG17 seeks to locate more intensive recreational uses in sites where they can contribute to town centre vitality and viability.</p> <p>In addition, planning permission for large scale multi use developments should only be granted where they are to be located in highly accessible locations in or adjacent to town centres, or in district or neighbourhood centres.</p>	<p>The PRS should seek to complement PPG17 through the appropriate location of recreational facilities and a high standard of public open space.</p>
PPS 22: Renewable Energy, ODPM, 2004	<p>The guidance sets out the Government's policies for renewable energy, which local authorities should have regard to when preparing local development documents and when taking planning decisions:</p> <p><i>“Regional spatial strategies and local development documents should contain policies designed to promote and encourage, rather than restrict, the development of renewable energy resources. Except where these developments are likely to have an adverse effect on designed conservation sites (historic and natural), or designate landscapes.”</i></p>	<p>In line with this overall requirement, the PRS should ensure that it does not place unnecessary restrictions on the development of renewable energy.</p>



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<p>PPS 23: Planning and Pollution Control, ODPM, 2004</p>	<p>This Guidance advises on matters relating to how the development control process should deal with pollution which may arise from or may affect land use.</p> <p>A strategic approach should be taken to the location of potentially polluting developments and the location of sensitive developments.</p> <p>Development presents the opportunity of remediating and developing on contaminated land in order to reduce the risks currently posed by such land.</p> <p>Where new potentially polluting activities are planned a proactive approach should be taken between the developer and the pollution control authorities.</p>	<p>Ensure the SA framework includes an objective relating to reducing pollution.</p>
<p>PPS 25: Development and Flood Risk, DCLG, 2006</p>	<p>The document explains how flood risk should be considered at all stages of the planning and development process in order to reduce future damage to property and loss of life. It sets out the importance the Government attaches to the management and reduction of flood risk in the land-use planning process, to acting on a precautionary basis and to taking account of climate change.</p>	<p>Measures should be taken to ensure that the risk of flooding in the public realm is reduced. This includes the appropriate siting of facilities and amenities and the use of suitable design techniques such as SuDS.</p> <p>Flood risk objectives should be incorporated into the SA framework.</p>
<p>Securing the Future : Delivering UK Sustainable Development Strategy, 2005</p>	<p>The UK Government’s approach to sustainable development is set out in the national strategy “Securing Our Future”. The strategy focuses on five principles:</p> <ul style="list-style-type: none"> ■ Living within environmental limits; ■ Ensuring a strong, healthy and just society; ■ Achieving a sustainable economy; ■ Promoting good governance; and ■ Using sound science responsibly. 	<p>The PRS should have regard to the five guiding principles. The PRS should contribute to delivering Government objectives and policy on social inclusion, sustainable communities and development as set out in ‘Securing Our Future’, PPS1: Delivering Sustainable Development, PPS3: Housing and PPG13: Transport.</p>
<p>By Design, Urban Design in the Planning System: Towards Better Practice; Safer Places</p>	<p>Provides detailed guidance on how to improve the urban design process, including specific guidance on how to deliver policies through supplementary planning tools. Whilst the document was produced before the adoption of the Planning and Compulsory Purchase Act 2004 and therefore doesn’t refer to supplementary planning documents (referring instead to supplementary</p>	<p>The PRS should have regard to the principles put forward in the guide. In particular the opportunities offered by the use of supplementary planning documents.</p>



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(2000)	planning guidance) the principles are still relevant and referred to in the supporting guidance to PPS 6.	
The Planning System and Crime Prevention (2004)	Sets out the attributes of what makes a safe and sustainable place including: <ul style="list-style-type: none"> ■ Access and movement ■ Structure; ■ Surveillance; ■ Ownership; ■ Physical protection; ■ Activity; and ■ Management and maintenance privilege 	The PRS should have regard to the principles put forward in the guide in helping to ensure that Rotherham is a safe community. The guide does give specific information on the use of supplementary planning documents.
Traffic Management and Streetscape, DfT, 2008	This technical guide provides advice on how to: <i>“Enhance streetscape appearance by encouraging design teams to minimise the various traffic signs, road markings and street furniture associated with traffic management schemes.”</i> It is intended to be used by designers, project enablers and decision makers.	The PRS should look to work in accordance with the principles set out in the guide, particularly with reference to reducing cluttering from signage and street furniture associated with transport.
Manual for Streets, DfT, 2007	Manual for Streets provides guidance for practitioners involved in the planning, design, provision and approval of new residential streets, and modifications to existing ones. It aims to increase the quality of life through good design which creates more people-orientated streets.	MfS focuses on lightly-trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas.
Civilised Streets, CABE, 2008	This briefing is designed to stimulate the debate on new street design. It looks at different design approaches and at notions of street safety. It explores recent discussions on shared space and explains the many benefits of the recent change in thinking away from the car and towards the pedestrian. And it presents a common agenda for the future that is about removing the dominance of the car – creating civilised streets that work for all.	This briefing note provides a discussion around many of the initiatives raised by the Manual for Streets (see above) and as such should be considered by the PRS when using the Manual For Streets.

Yorkshire and Humber

Relevant plan or programme	Objectives of the Plan	Implications for the LDF and SA
Streets for All – Yorkshire and Humber Manual, English Heritage, 2007.	The manual offers guidance on the way in which our streets and public open spaces are managed. The primary aim is to improve the appearance of our public spaces by showing how practical solutions to common highway problems can be achieved and how good practice can become everyday practice. The underlying principles are to reduce clutter, co-ordinate design and to reinforce local character, whilst maintaining safety for all. The guide is intended as a reference manual of good practice for all concerned in the long chain of decision making, including councillors, highway engineers, landscape and urban designers, town planning and conservation staff, amenity societies, contractors and utility companies.	As this guide is specific to the region it contains significant detail on managing the public realm in a locally specific manner, making best use of local materials and heritage.
The Yorkshire and Humber Plan, Government Office for Yorkshire and the Humber, May 2008 Section 2 – Spatial vision and core approach	<p>The core spatial vision for Yorkshire and Humber is that</p> <p><i>“Over the next 15 to 20 years there will be more sustainable patterns and forms of development, investment and activity, and a greater emphasis on matching needs with opportunities and managing the environment as a key resource.”</i></p> <p>This is measured through 8 outcomes, the most significant for the PRS are:</p> <p><i>“Cities and towns have been transformed and are attractive, cohesive and safe places where people want to live, work, invest and spend time in.</i></p> <p><i>People have better accessibility to opportunities and facilities, the use of public transport and walking and cycling has increased, and growth in traffic congestion and transport-related emissions has been addressed.</i></p> <p><i>Environmental quality has been raised, resource demands from development minimised, and the region is responding proactively to the global and local effects of climate change.</i></p> <p><i>The use of the region’s land and existing social, physical and green infrastructure has been optimised.”</i></p>	It is clear that the vision places a central emphasis of achieving a sustainable form of development. As such the PRS will need to work towards the outcomes that the Yorkshire and Humber Plan has set out.



<p>The Yorkshire and Humber Plan, Government Office for Yorkshire and the Humber, May 2008</p> <p>Section 4 – South Yorkshire</p>	<p>Policy SY1 of the Plan states that:</p> <p><i>“Plans, strategies, investment decisions and programmes for the South Yorkshire sub area should:</i></p> <p><i>Transform the Sub Regional Towns of Barnsley, Doncaster, and Rotherham, particularly the town centres as vibrant, healthy, accessible, attractive and safe places where more people live, visit and work, and residential areas through housing market renewal and increased housing development”</i></p> <p>Additional requirements within the policy include encouraging planting for biomass and adapting to climate change.</p>	<p>Policy SY1 effectively includes improving the public realm as a central aspect of improving the overall sub region. The PRS should be able to make an important contribution to several elements of the policy.</p>
<p>The Yorkshire and Humber Plan, Government Office for Yorkshire and the Humber, May 2008</p> <p>Section 5 – Environment</p>	<p>Section 5 of the Plan contains a range of environmental policies and associated targets for topic areas such as energy and waste:</p> <p>ENV1: Development and flood risk</p> <p>ENV2: Water resources</p> <p>ENV3: Water quality</p> <p>ENV4: Minerals</p> <p>ENV5: Energy</p> <p>ENV6: Forestry, trees and woodlands</p> <p>ENV8: Biodiversity</p> <p>ENV9: Historic environment</p> <p>ENV10: Landscape</p> <p>ENV11: Health, recreation and sport</p> <p>ENV12: Regional waste management objectives</p> <p>ENV13: Provision of waste management and treatment facilities</p> <p>ENV14: Strategic locational criteria for waste management facilities</p>	<p>The PRS will need to promote the environmental policies of the Plan and ensure that it works towards the targets set out.</p>



<p>The Yorkshire and Humber Plan, Government Office for Yorkshire and the Humber, May 2008</p> <p>Section 12 – Housing</p>	<p>Section 12 of the Plan sets out the approach to housing in the region. This includes the general principles behind the development outlined in Policy H1 and the affordable housing targets set out in policy H4. Rotherham itself sits within a housing market renewal area.</p>	<p>The PRS should ensure the provision of affordable housing to address the needs of local communities. The PRS should ensure that it compliments the housing targets set out for Rotherham and the broader sub region which are currently under review.</p>
<p>The Yorkshire and Humber Plan, Government Office for Yorkshire and the Humber, May 2008</p> <p>Section 13 – Regional Transport Strategy</p>	<p>Policy T1 of the Transport Strategy states that:</p> <p><i>“The Region will aim to reduce travel demand, traffic growth and congestion, shift to modes with lower environmental impacts, and improve journey time reliability. This will require a range of complementary measures from land-use and transport policies through to measures that discourage inappropriate car use, encourage the use of lower-emission vehicles, reduce energy consumption, secure air quality improvement, improve public transport and accessibility by non-car modes, and promote the highest standards of safety and personal security.”</i></p>	<p>This principle of reducing travel demand can be directly influenced by having a safe, attractive public realm suitable for pedestrians and cyclists. As such, the PRS has an important role to play in meeting the key focus of the Regional Transport Strategy.</p>

Local Plans

Relevant plan, programme	Objectives of the Plan	Implications for the LDF and SA
<p>Rotherham Renaissance Charter, 2004</p>	<p>In autumn 2001, Yorkshire Forward, the Regional Development Agency for Yorkshire and Humberside, launched its urban renaissance programme to support the regeneration of towns and cities in the region. Rotherham is one of the Renaissance Towns. Published in 2004, the Renaissance Charter sets out a 20 year vision for the development of Rotherham, the key goals are:</p> <ul style="list-style-type: none"> ■ We want the river and the canal to form a key part in the town's future; ■ We want to populate the town's centre; ■ We want to place Rotherham within a sustainable landscape setting of the highest quality; ■ We want to place Rotherham at the centre of a public transport network; ■ We want to remove and downgrade parts of major road infrastructure that encircle the town centre; ■ We want to make Forge Island a major new piece of the town centre; ■ We want to establish a new civic focus for the town; ■ We want the best in architecture, urban design and public spaces for Rotherham; ■ We want to improve community access to health, education and promote social well being, as a key component of any major transformation within the town; and ■ We want a broadly based, dynamic local economy with a vibrant town centre as its focus. 	<p>The key goals are the principles upon which development of Rotherham Town Centre was to be taken forward. As such these original goals should be taken into account in the development of the PRS.</p>



<p>Design Code for the Rotherham Town Centre River Corridor, 2005</p>	<p>The Design Code for the Rotherham Town Centre River Corridor brings together a number of initiatives which will shape the future of Rotherham. The Code is a more detailed development of ideas put forward in the Strategic Development Framework (SDF) for Rotherham Town Centre.</p> <p>The aims of the Code are to:</p> <ul style="list-style-type: none"> ■ Deliver consistently high quality development along the river corridor; ■ Provide a key point of reference in the development control process for consideration of planning applications in the area; ■ Facilitate on-going initiatives seeking to revitalise the river corridor and Rotherham town centre (Housing Market Renewal projects and the Urban Renaissance programme); and ■ Give certainty to landowners, developers and investors regarding the requirements on the part of the Council and its partners for these sites. 	<p>The River Corridor can act as an important feature in improving Rotherham’s public realm and as such integrating the requirements of the PRS with the design guide will be an important part of a successful strategy.</p>
<p>Affordable Housing Policy Interim Planning Statement, 2008</p>	<p>The interim planning statement implements the requirements of PPS3 and gives further details on affordable housing requirements in Rotherham based on a Strategic Housing Market Assessment and the requirements of the Regional Spatial Strategy</p>	<p>The PRS should ensure the provision of affordable housing to address the needs of local communities.</p>
<p>Refreshed Community Strategy 2005-2011</p>	<p>This Community Strategy describes the future vision for the borough and the key targets and actions that partner organisations across Rotherham have committed to achieving, working individually and collaboratively, in partnership. The community strategy is based on five overarching themes, with two additional cross-cutting themes:</p> <ul style="list-style-type: none"> ■ Rotherham achieving; ■ Rotherham learning; ■ Rotherham alive; ■ Rotherham safe; ■ Rotherham proud; ■ Cross cutting – Fairness; and ■ Cross cutting – sustainable development. 	<p>The Community Strategy sets out the overarching principles for the development of Rotherham, as such the PRS will need to have regard to the key principles.</p>



<p>Conservation Area Appraisal and Management Plan for the Rotherham Town Centre Conservation Area, 2006</p>	<p>The Management Plan provides a detailed appraisal and history of the town defining the special character of the conservation area. Added to the previous version is also a Management Plan for the Conservation Area that puts in place measures to preserve and enhance the character of the conservation area, and a smaller defined area within it that relates to the Townscape Heritage Initiative.</p>	<p>The PRS should maintain and enhance cultural heritage assets and be in compliance with the Management Plan.</p>
<p>Shopfront Design Guide: Interim Planning Statement, 2006</p>	<p>The design guide will eventually be formalised as a Supplementary Planning Document (SPD) and form part of the Local Development Framework. However until the Council considers that it is in a position to achieve this, it will be adopted as an Interim Planning Statement which can be taken into account when determining planning applications.</p> <p>The design guide provides extensive guidance on the presentation of shop fronts and their integration into the overall street scene.</p>	<p>Integration of the requirements of the Design Guide into the PRS will enhance the attractiveness of Rotherham town centre.</p>
<p>Future Perfect – Planning our cultural futures (2003 update)</p>	<p>Rotherham Council recognises the need for a cultural strategy in terms of the importance of history, heritage, sport, arts, green space and cultural activity to the quality of life of the people living and working in Rotherham and seeks to see a strengthening of this role. Encouraging cultural activities can have environmental, social, health and economic benefits.</p>	<p>The PRS will need to integrate cultural requirements into the redevelopment of the town centre.</p>
<p>Rotherham Renaissance Flood Alleviation Scheme</p>	<p>Defence against flooding in the town centre is an essential first step in enabling the redevelopment of the town centre by removing a major constraint. The scheme will create an area for water to transfer to, in the event of flooding, and provides a wetland area that is accessible for the public to enjoy. Along the river edge, the flood scheme will remove barriers to flow and strengthen and enhance existing river wall defences. It will also open up the riverside to new brownfield urban development and create riverside access.</p>	<p>The PRS will need to take flood risk into account particularly when siting development that can either contribute to, or is particularly sensitive to, flooding.</p>