Public Document Pack

Sheffield City Region MAYORAL COMBINED AUTHORITY

1 July 2019

To: Members of the Sheffield City Region Mayoral Combined Authority Infrastructure
Board

NOTICE OF MEETING

You are hereby summoned to a meeting of the Sheffield City Regional Mayoral Combined
Authority Infrastructure Board to be held at **11 Broad Street West, Sheffield S1 2BQ**, on:
Tuesday, 9 July 2019 at **9.00 am** for the purpose of transacting the business set out in the
agenda.

Dr Dave Smith
Clerk to the Mayoral Combined Authority

Member Distribution

Owen Michaelson (Co-Chair)	Private Sector LEP Board Member
Mayor Ros Jones (Co-Chair)	Doncaster MBC
Councillor Tim Cheetham	Barnsley MBC
Councillor Bob Johnson	Sheffield City Council
Councillor Denise Lelliott	Rotherham MBC
Richard Stubbs	Private Sector LEP Board Member
Mark Lynam	SCR Executive Team
Colin Blackburn	SCR Executive Team
John Mothersole	Sheffield City Council

SCR - Infrastructure Board

9 July 2019 at 9.00 am

Venue: 11 Broad Street West, Sheffield S1 2BQ

Agenda

Agenda Ref No	Subject	Lead	Page
1	Welcome and Apologies		
2	Declarations of Interest by individual Members		
3	Urgent items / Announcements		
4	Public Questions of Key Decisions		
5	Governance And Terms Of Reference	Mr Mark Lynam	5 - 16
6	SCR Infrastructure Board Activities And Work Programme	Mr Colin Blackburn	17 - 36
7	Developing The Infrastructure Project Pipeline	Mr Colin Blackburn	37 - 48
8	SCR Statement Of Common Ground	Mr Colin Blackburn	49 - 82
9	Capital Programme: Schemes for Approval		
10	Any Other Business		
Date of next meeting: Date Not Specified at Time Not Specified			

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Sheffield City Region MAYORAL COMBINED AUTHORITY

INFRASTRUCTURE BOARD

9TH JULY 2019

GOVERNANCE AND TERMS OF REFERENCE

Purpose of Report

This report summarises the governance arrangements for the Infrastructure Board, clarifies the reporting obligations and proposes dates for future meetings.

Freedom of Information

Thematic Board Papers and any appendices will be made available under the Combined Authority Publication Scheme. This scheme commits the Authority to make information about how decisions are made available to the public as part of its normal business activities.

Recommendations

Board members are asked to:

1. note the governance arrangements, reporting obligations and proposed future dates and identify any issues.

2. agree for Board meetings to be scheduled in accordance with the proposal set out in para 2.2

1. **Introduction**

   1.1 Following consultation with partners and a review of the models in other mayoral combined authorities, the MCA and LEP at their meetings 17th December 2018 and 14th January respectively approved strengthened governance arrangements. These arrangements have been designed to create more efficient, effective and transparent decision-making processes. The MCA Constitution has been amended to reflect these new arrangements. From the 1st April 2019 five thematic boards, with appropriate delegations to complement their role in implementing policy and programmes more transparently, came into effect.

1.2 The main changes to the governance structure from 1 April 2019 are:

- **Increasing the number of Thematic Boards from four to five by separating housing and infrastructure** – the five Thematic Boards are Business Growth, Housing, Infrastructure, Skills and Employment and Transport.
- **Delegating authority** – the Thematic Boards have the authority to approve projects and schemes with a value of less than £2m.
- **Meeting frequency reduced to an eight-weekly cycle** – this will allow more time for work to be progressed between Board meetings.
- **Establishing a procedure for making urgent decisions between meetings** – Thematic Boards will be permitted to make decisions by written procedure by exception, when a decision falls outside the parameters of the meeting cycle.
- **Housing Investment** - the Housing Investment Board (HIB) has ceased to operate and its responsibilities for approving Housing Investment Fund applications have been moved under the Housing Board.
- **Business Investment Fund** – the Business Investment Fund (BIF) Panel has ceased to operate and its responsibilities for approving BIF applications have moved under the Business Growth Board.
- **Key decisions published in advance** – decisions that will be taken by each Thematic Board will be published in the SCR Forward Plan of Key Decisions 28 days in advance of the decision being made
- **Papers and agendas published on the SCR website** – meeting agendas and papers will be published five clear working days in advance of a Board meeting and minutes will be published within ten clear working days after the meeting
- **Mechanism for the public to ask questions** - members of the public are be able to submit questions to the Thematic Board in relation to Key Decision items and will be given a written response following the relevant meeting.

The terms of reference for the Infrastructure Board is included at Appendix A.

1.3 Figure 1 below sets out the revised SCR Board and Sub-Board structure:
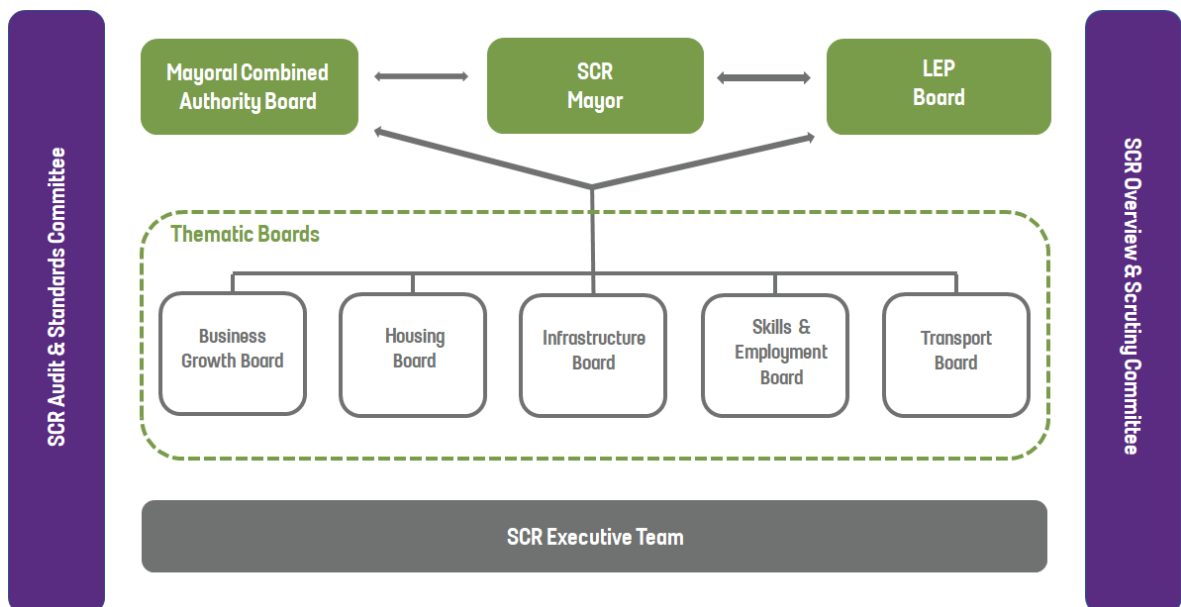
1.4 Reporting

Investment decisions taken within delegated authority will be reported to the next available appropriate Board (LEP or MCA). These will form part of the regular 'Programme Approvals' item. Any investment decisions above the delegated authority limit will be

considered by the board and then presented, with the boards endorsement, to the next available MCA as part of the 'Programme Approvals' paper.

The progress and performance of schemes relevant to the Board's thematic area will be reported regularly to the Board and to the MCA.

The Executive, in liaison with the Board Co-Chairs, will ensure that any thematic cross cutting issues relevant to one or more Boards are communicated between Boards. Issues considered by the Transport Board may be particularly relevant to the Infrastructure Board agenda, especially transport schemes would support wider growth and development.

2. Proposal and justification

2.1 This paper proposes that the Infrastructure Board meets during week four of the MCA eight-week cycle. This will allow any decisions requiring escalation to the MCA due to the value exceeding the delegation, to progress through the decision making process in a timely manner.

2.2 Proposed dates

Based on the agreed 2019 MCA dates and the proposed 2020 MCA dates, week four of the eight-week cycle through to December 2020, would mean that meetings would need to be scheduled in the following timeframes:

Proposed Infrastructure Board dates (week 4 of the 8-week cycle)	MCA Date (week 8 of the 8-week cycle)
26/08/19 – 30/08/19	23/09/19
21/10/19 – 25/10/19	18/11/19
*30/12/19 - 03/01/20	27/01/20
24/02/20 – 28/02/20	23/03/20
04/05/20 – 08/05/20	01/06/20
29/06/20 – 03/07/20	27/07/20
24/08/20 – 28/08/20	21/09/20
19/10/20 – 23/10/20	16/11/20

*potentially move to week 5 to avoid Christmas holidays

3. Consideration of alternative approaches

3.1 It is recognised that the areas of activity that the Infrastructure Board may evolve over time such as a result of changes in SCR policies and priorities as a result of the review of the Strategic Economic Plan and preparation of the Local Industrial Strategy. Any proposed changes would need to be endorsed by the LEP and MCA.

3.2 There may be opportunities, subject to diaries, to arrange the meetings at a different time within the 8-week MCA schedule. However, this could lead to non-alignment with the MCA meetings and result in delays to any investment Key Decisions which need to be referred to the MCA due to being £2m or above.

4. Implications

4.1 Financial
Thematic Boards have the authority to approve projects and schemes with a value of less than £2m. This provides consistency with the limits previously place for the BIF and Housing Investment Boards and is below the average (financial) value of schemes currently being funded through the LGF programme. The Thematic Boards are also able to accept tenders and quotations for the supply of goods, materials and services up to a limit of £200,000.

4.2 Legal
The changes have been captured in the MCAs Constitution and elements of the LEPs governance framework and came into force on 1st April 2019.

4.3 Risk Management
Strong governance arrangements in the Sheffield City Region are an important mechanism in managing a number of corporate risks. This reflects the commitment of both the MCA and LEP to transparency, and the clear delineation of responsibilities between different elements of the decision-making system.

4.4 Equality, Diversity and Social Inclusion (Equality Act - Public Sector Equality Duty)
In line with the LEP's Diversity Policy equality and diversity has been taken into consideration in the composition of the Thematic Boards.

5. Communications

5.1 It is important to clarify and communicate to the public how decisions are made by the MCA, LEP and Thematic Boards in order to provide transparency and to ensure accountability for how public funds are invested. The roles and responsibilities of the new Thematic Boards are explained in the SCR Assurance Framework and the MCA Constitution which is published on the SCR website. All meeting papers and membership of the Thematic Boards will be published on the SCR website.

6. Appendices/Annexes

6.1 Appendix A – Terms of Reference

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

Infrastructure Board

Terms of Reference

1. Purpose and Role

    1.1   The purpose of the Infrastructure Board is to drive the development and delivery of the SCR's thematic programme and activity on this theme.

    1.2   The role of the Infrastructure Board is to:

    - Shape future policy development and priorities on issues related to infrastructure;
    - Develop infrastructure programmes;
    - Make investment decisions up to £2 million within the agreed budget and policy on infrastructure, as delegated by the Mayoral Combined Authority (MCA);
    - Accept grants with a value of less than £2 million; and
    - Monitor programme delivery and performance on infrastructure.

2. Responsibilities

    2.1   The Infrastructure Board is responsible for:

    Funding

    - Approving, deferring or rejecting applications for infrastructure projects in the SCR's pipeline that fall within the financial limit of delegated authority, and which are within the infrastructure budget agreed by the MCA and Local Enterprise Partnership (LEP);
    - Making recommendations to the MCA to approve, defer or reject applications for infrastructure projects in the SCR's pipeline that exceed the financial limit of delegated authority, and which are within the infrastructure budget; and
    - Making recommendations to the LEP to approve, defer or reject applications for infrastructure projects to form part of the SCR's pipeline.

    Strategy and Policy

    - Ensuring that infrastructure policy agreed by the MCA and LEP is enacted effectively through appropriate investments;
    - Reviewing economic intelligence and evidence of SCR economic performance on infrastructure (e.g. land values, new commercial floorspace by grade, commercial property rental values, broadband access and speed) and identifying propositions to accelerate growth; and
    - Developing and managing relationships with key stakeholders and partners.

Programme Delivery

- Commissioning of activity to deliver and implement the SCR's priorities on infrastructure;
- Monitoring infrastructure programme and project delivery; and
- Overseeing the management of the SCR Enterprise Zones.

Performance and Risk Management

- Reviewing project performance, outputs and outcomes;
- Identifying and recommending mitigations for any programme risks or poor performance; and
- Escalating any strategic, policy or programme risks to the MCA and LEP Boards.

2.2 The Infrastructure Board will provide leadership on the following thematic issues:

- Enterprise Zones
- JESSICA Fund
- Integrated Infrastructure Plan development
- Energy
- Broadband
- Commercial land development, including site access from the strategic transport network

2.3. The Transport Board will be consulted on commercial development projects which incorporate link roads or junction improvements but decisions on such projects will be taken by the Infrastructure Board.

2.4 Mixed commercial and residential development schemes will be discussed by both the Infrastructure Board and Housing Board. Decisions on mixed schemes which are largely commercial, or where the main beneficiary is commercial, will be taken by the Infrastructure Board.

3. Delegated Authority

3.1 In order to enact its responsibilities, the Infrastructure Board will have delegated authority from the MCA to approve investment decisions for agreed pipeline projects up to £2 million.

3.2 The Infrastructure Board will have delegated authority to accept grants with a value of less than £2 million.

3.3 The Infrastructure Board will have delegated authority to accept a tender or quotation for the supply of goods, materials or services for which financial provision has been made in the Authority's Revenue Budget up to a limit of £200,000.00 in value for any one transaction.

3.4 The Infrastructure Board may refer a matter or decision within their delegated authority to the MCA or LEP.

4. Membership

4.1 The Infrastructure Board will be co-chaired by a member of the MCA and a private sector LEP Board member.

4.2 Membership of the Infrastructure Board will comprise of:

- Two Leaders from the MCA (one from a constituent Local Authority and one from a non-constituent Local Authority);
- A nominated representative for each of the remaining seven Local Authorities;
- A lead Chief Executive from a Local Authority
- Two private sector LEP Board members; and
- The SCR MCA Head of Paid Service (or their nominated representative).

4.3 Board members can nominate a deputy to attend meetings of the Board in their absence. All deputies must be named and must complete a Register of Interests Form.

5. Frequency

5.1 The Infrastructure Board will meet on an eight-weekly cycle.

6. Secretariat

6.1 The Sheffield City Region Executive Team will provide the secretariat for the Infrastructure Board.

6.2 Papers and presentations for Board meetings will be circulated to Board members five clear working days in advance of the meeting.

7. Attendance

    7.1   Consistent attendance at the Infrastructure Board meetings is essential and attendance will be recorded.

8. Quorum

    8.1   Meetings of the Infrastructure Board will be quorate when seven members are present. A member who is obliged to withdraw under the Code of Conduct for Members shall not be counted towards the quorum.

    8.2   A Board member may be counted in the quorum if they are able to participate in the meeting by remote means e.g. telephone, video or electronic link and remain available for the discussion and decision items on the agenda.

9. Decision Making

    9.1   Board decisions are legally taken by the Head of Paid Service (or their nominated representative) in consultation with the Chair of the Board. By protocol, decisions will not be taken unless there is Board consensus for the decision. Where consensus cannot be reached the issue will be escalated to the MCA and/or the LEP as appropriate for final decision.

    9.2   Decisions made by the Infrastructure Board will be presented to the MCA in a written Delegated Decisions Report at the next meeting. As the delegating body, the MCA will have the right to review or amend decisions made by the Infrastructure Board where such decision has not been acted upon subject to giving due reason for doing so.

10. Conflicts of Interest

    Register of Interests

    10.1 All Board Members must complete a Register of Interests Form within 28 days of being appointed to the Infrastructure Board. This must disclose any disclosable pecuniary interests (as defined in the The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012) for the Member, their spouse, their civil partner or partner. Completed Register of Interests Forms for all Board Members are published on the SCR website.

10.2 It is the responsibility of every Infrastructure Board Member to ensure that their Register of Interests Form is up-to-date.

10.3 Interests declared by Infrastructure Board Members will be listed on the SCR's Register of Members' Interests.

Declarations of Interest at Board Meetings

10.4 It is the responsibility of Board members to declare any disclosable pecuniary interest (as defined in the The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012) and any other personal interests whether financial or non-financial in specific agenda items at the start of each Infrastructure Board meeting.

11. Decisions between meetings

11.1 This procedure is to be used only by exception.

11.2 When a matter or decision falls outside the parameters of the meeting cycle, the Infrastructure Board will be permitted to make decisions through this procedure. If the matter is a Key Decision the procedure in Part 5B (Access to Information Procedure Rules) of the Constitution also needs to be complied with.

11.3 The Head of Paid Service (or their nominated representative), in consultation with the Chairs of the Infrastructure Board, will contact Board Members by email to notify them of the following:

- Details of the matter requiring comment and/or decision;
- The name of the person or persons making or putting forward the proposal/decision
- The reason why the matter cannot wait until the next Board; and
- The date responses are required by.

Two working days after the close of responses, the following will be circulated to all Board Members:

- The outcome of the decision taken (including responses received in agreement and responses received in disagreement);
- The date when any decision comes into effect; and
- Any mitigating action taken to address stated views or concerns.

11.4 Decisions and actions taken will be retrospectively reported to the next meeting of the Infrastructure Board and MCA in accordance with paragraph 9.2 above.

12. Advisory Groups

12.1 The Infrastructure Board will be supported in making investment decisions by the SCR's independent Appraisal Panel. The Appraisal Panel will assess all applications for funding and will present their findings and recommendations to the Board on whether the application should be approved, deferred or rejected.

12.2 The Infrastructure Board is permitted to form Task and Finish groups of key stakeholders and advisors to assist in the management and monitoring of individual programmes or projects. Any such groups are purely advisory and must submit reports to the Infrastructure Board.

13. Transparency

Key Decisions

13.1 Decisions to be taken by the Infrastructure Board will be published in the SCR Forward Plan of Key Decisions on the SCR website 28 days in advance of the decision being made.

13.2 Questions and comments submitted by the public on the pending decisions will be notified to the Infrastructure Board and will be responded to in writing.

Meeting Papers

13.3 Agendas and papers for the Infrastructure Board will be published on the SCR website at least five clear working days before the meeting date.

Exemptions

13.4 Where reports or information for Board meetings is exempt from disclosure under Section 12A of the Local Government Act 1972 or the Freedom of Information Act 2000, these papers will either be reserved or specific information in the paper will be redacted.

13.5 Reserved papers and reports can still be requested under the Freedom of Information Act. Requests will be considered on a case by case basis (taking into consideration such factors as timing, any applicable exemptions and the public interest test).

Meeting Record

13.6   Draft minutes will be published on the SCR website within ten days of the Infrastructure Board meeting taking place. The meeting record (approved minutes) will be published on the SCR website within ten clear working days of the subsequent Infrastructure Board meeting.

14. Amendments to Terms of Reference

14.1   These Terms of Reference will be reviewed annually. Any changes will be approved by the MCA and LEP.

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INFRASTRUCTURE BOARD

9TH JULY 2019

SCR INFRASTRUCTURE BOARD ACTIVITIES AND WORK PROGRAME

Purpose of Report

The attached presentation provides a summary of the areas of activity that the Infrastructure Board has responsibility for.

Thematic Priority

This report relates to the following Strategic Economic Plan priorities:

• Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

The paper will be available under the Combined Authority Publication Scheme

Recommendations

The Board is asked to:

1. note and comment on the current SCR strategic infrastructure activities being undertaken, which fall within the role and remit of the Infrastructure Board; and

2. note the Dashboard proposals to monitor progress on both the Infrastructure Board's activities and the SCR Local Growth Fund scheme investments.

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1. **Introduction**

    1.1 The Terms of Reference for the Infrastructure Board is set out under item, but in summary the key roles are to:

    - Shape future policy development and priorities on issues related to infrastructure;
    - Develop infrastructure programmes;
    - Make investment decisions up to £2 million within the agreed budget and policy on infrastructure, as delegated by the Mayoral Combined Authority (MCA);
    - Accept grants / loans with a value of less than £2 million; and
    - Monitor programme delivery and performance on infrastructure.

    1.2 Prior to the establishment of the Infrastructure Board, the relevant programme of work was shaped and overseen by the SCR Housing and Infrastructure Executive Board. This Board agreed activities and the work programme, which has continued, and regularly received reports on progress in how they were being implemented. This included progress in developing capital schemes through the due diligence process for SCR investment.

2.   Proposal and justification

2.1   Infrastructure covers a wide variety of work areas and a presentation to the meeting (see Appendix 1) provides an oversight of current activities in each of the following programme areas:

- Infrastructure Investment pipeline
- Energy
- Planning
- Blue and green infrastructure
- Digital Connectivity
- Public estate

2.2   The presentation concludes with details of the timelines for delivery of the existing programme of work and seeks the views of the Board on the work programme and any future priorities, as well as any new activities not currently being covered.

2.3   To fulfil the Board's role with regards to monitoring programme delivery and performance, work is ongoing to develop a consistent 'dashboard' approach.

Appendix 2 provides an extract from a dashboard that was used to keep the former Housing and Infrastructure Executive Board up-to-date on the activities (research, pipeline development, audits etc) to be overseen by the Infrastructure Board.

Appendix 3 provides the emerging draft standardised dashboard being developed for reporting as a standing item at each of the five Boards and the MCA and LEP Board. This is particularly focussed on infrastructure capital scheme Local Growth Fund investments and progress with achieving their set outputs.

3.   Consideration of alternative approaches

3.1   The presentation attached provides details of the current areas of infrastructure activity and concludes with a work programme timeline. The focus of the work programme is for consideration by the Board.

4.   Implications

4.1   Financial
There are no immediate financial implications. All schemes seeking financial support will be subject to the SCR Assurance Process.

4.2   Legal
There are no direct legal implications arising from this report.

4.3   Risk Management
Taking forward any specific infrastructure activity will require its own risk assessment.

4.4   Equality, Diversity and Social Inclusion (Equality Act - Public Sector Equality Duty)
None arising from this report.

5.   Communications

5.1   The Infrastructure work programme would not in itself be communicated more widely, but with the Board publication of papers and decisions, there will be full transparency in relation to investment proposals and decisions. Opportunities for publicising schemes

being supported will be explored with the SCR Communications Team as and when they arise.

6. Appendices/Annexes

6.1 Appendix 1 – Presentation 'SCR Infrastructure Board Activity and Work Programme'

Appendix 2 – Extract example of "dashboard" report format from previous Housing & Infrastructure Executive Board.

Appendix 3 – Emerging LGF standardised capital scheme focussed 'Dashboard'

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

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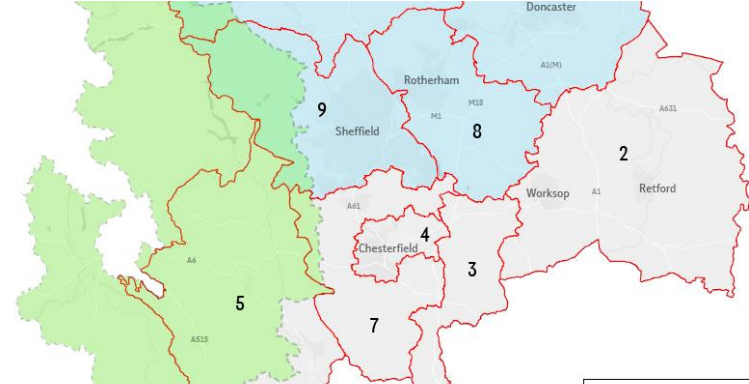# Sheffield City Region

INFRASTRUCTURE BOARD

SCR INFRASTRUCTURE BOARD ACTIVITY AND WORK PROGRAMME

SCR INFRASTRUCTURE WORK PROGRAMMES

Infrastructure Investment Pipeline

Planning

Energy

Blue & Green Infrastructure

Digital Connectivity

The Public Estate

Sheffield City Region

PLACED BASED APPROACH - INFRASTRUCTURE

A 'place based' holistic approach to infrastructure development and delivery to support growth:

- Building on the SCR Integrated Infrastructure Plan
- Working closely with all SCR districts and other agencies
- Developing an understanding of key infrastructure needs for key growth areas & Urban Centres
- Phasing or timing interventions to greatest effect
- Focusing on quality as well as quantity of development

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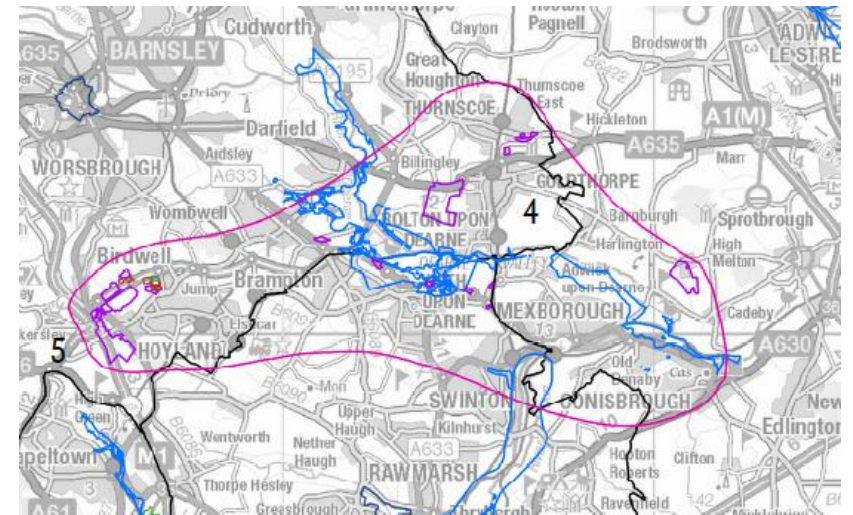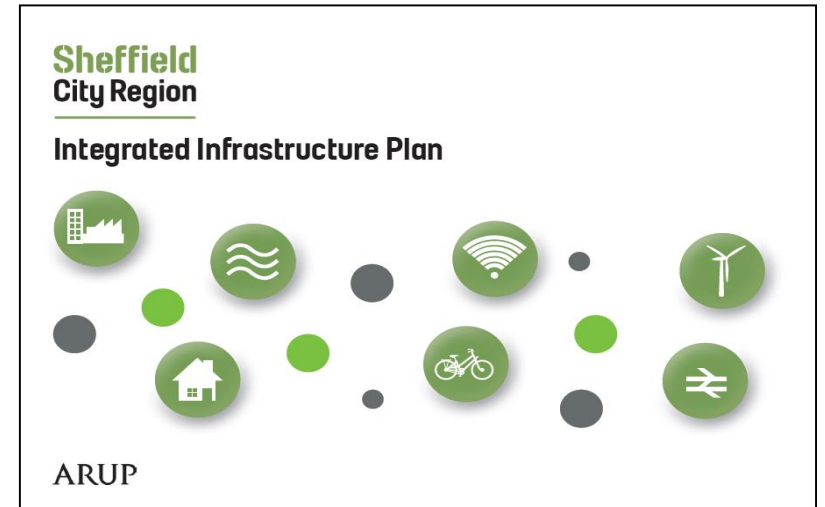
INFRASTRUCTURE INVESTMENT PIPELINE

- Support remaining Local Growth Fund schemes into delivery – 4 No.
- Role of SCR Enterprise Zone
- Develop pipeline for future delivery

How?

- Place based approach
- Utilise existing information (Investable Opportunities)
- Work with LA's to identify priorities
- Seek endorsement from Board and LEP to accept schemes onto the pipeline

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PLANNING WORK

Duty to Cooperate

- Heads of Planning Group
- Commenting on Local Plans / Inquiries
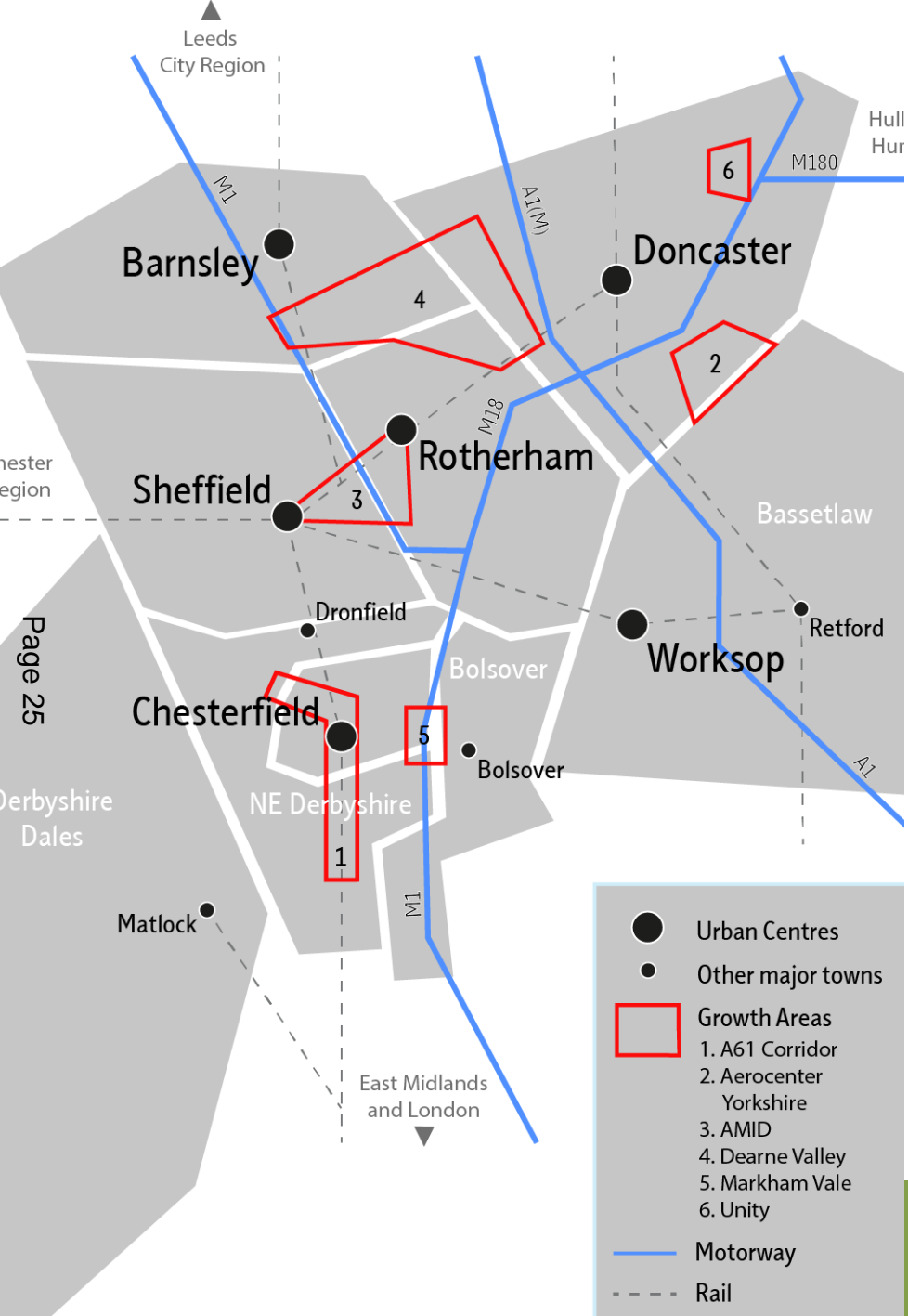
Shared Evidence Bases

- Statement of Common Ground
- Joint commissions eg. Strategic Employment Land Appraisal

Planning Performance in local teams

- Consistent SCR planning offer
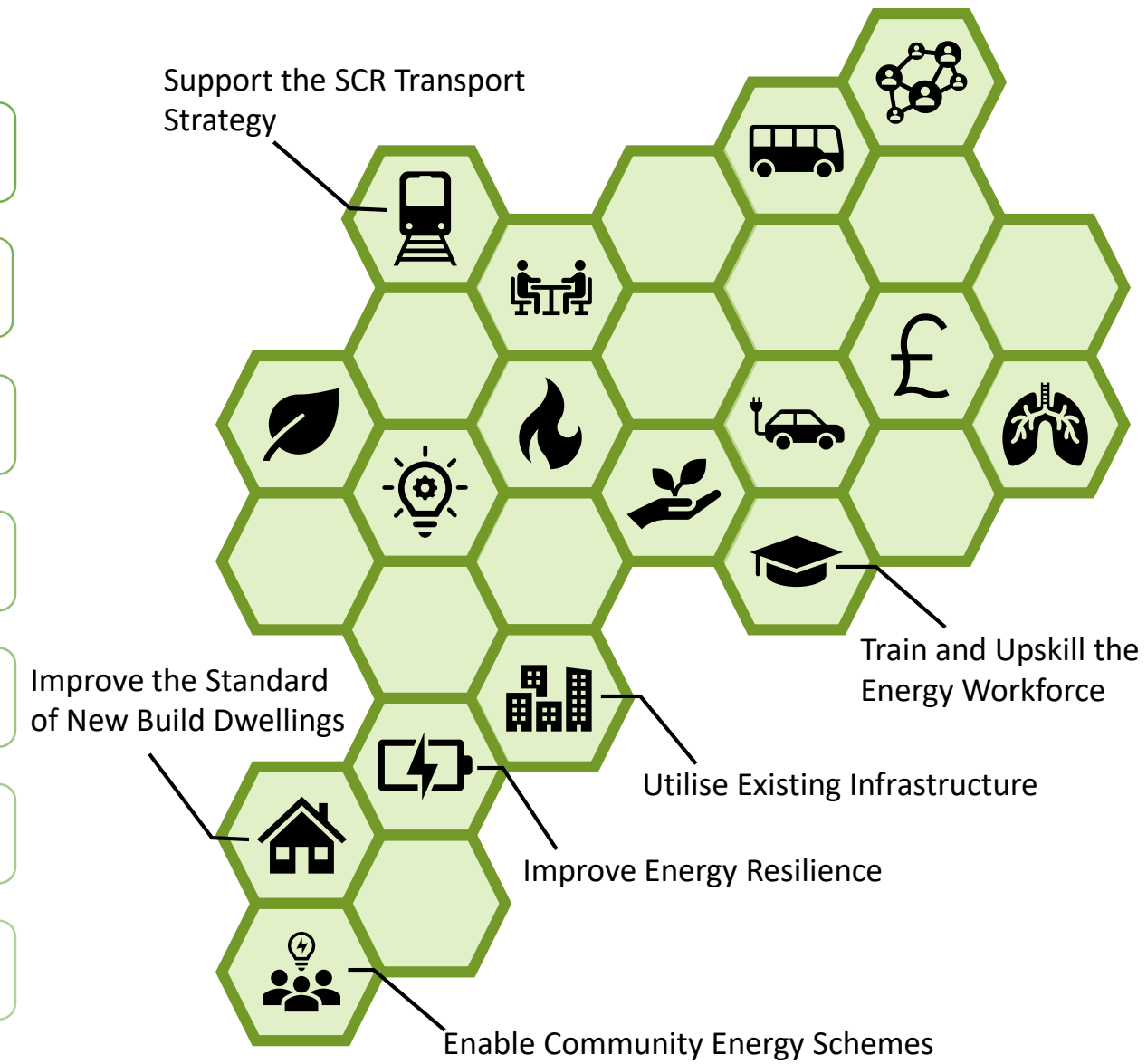- First wave of 5 LPAs starting work July

LA Staff Recruitment and Retention

- New graduates into planning
- Shared resources

ENERGY STRATEGY

1. • Jan 2019 – Carbon Trust Report
2. • May 2019 – SCR Draft
3. • Jun 2019 – Internal feedback
4. • Jul/Aug 2019 – Carbon Targets & Future Scenarios
5. • Sept 2019 – Present Draft to Infrastructure Board
6. • Late 2019 – LEP/MCA
7. • Early 2020 – Publication & project pipeline work

Support the SCR Transport Strategy

Train and Upskill the Energy Workforce

Improve the Standard of New Build Dwellings

Utilise Existing Infrastructure

Improve Energy Resilience

Enable Community Energy Schemes

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BLUE AND GREEN INFRASTRUCTURE

- **Developing work with Environment Agency**
  - Shared outputs/programme
  - Greater impact for investment – co-funding
  - EA next 6 year capital prog.

- **Example: Upper Don Valley**
  - Total investment of £5.5m
  - £3.5m LGF, matched by EA Grant in Aid
  - 1:100 year flood protection
  - £28.6m saving in GVA
  - £20.8m in new GVA growth
  - 98 additional jobs on undeveloped land

DIGITAL

- Delivering the SCR Digital Action Plan
- Superfast Broadband Programmes
- Enabling Full Fibre & 5G roll-out
- Use of public assets
- Infrastructure connectivity support for businesses
- Planning / Highways / building standards
- Digital inclusivity
- Business support eg. 5G in manufacturing

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ONE PUBLIC ESTATE

- Support best use of public land & property
  - Releasing sites for growth (homes & jobs)
  - Integrating services & creating efficiencies

- Bring together partners on shared priorities:
  - Public Asset Development Group
  - Estate Transformation Strategy
  - Pipeline of development projects
  - New culture / ways of working

- Draw down national funding:
  - Revenue grants £902k
  - Land Release Fund £450k

- Recent projects
  - Keresforth (Barnsley)
  - Darnall (Sheffield)
  - SCR wide archives & depots' reviews

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TIMELINE OF ACTIVITIES OVER 2019/20

- Review of IIP
- Statement of Common Ground
- LGF Schemes
- OPE Schemes

- Energy Strategy
- Employment Land
- Infrastructure Pipeline
- LGF Schemes
- Planning Performance
- OPE 8 Funding Bid

- Infrastructure Packages
- OPE Pipeline
- SCR Digital Proposals
- EZ Audit & Promotion
- LGF Schemes
- Flood Mitigation

Current | **Autumn 2019** | **Winter 2019**

Sheffield City Region

Questions and discussion

- Comments on the current work programme activities?

- Any immediate gaps in the work programme or areas for further development?

- Comments on the monitoring information?

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Appendix 2: example Dash Board for monitoring delivery

Place

Infrastructure Funding Packages

Last updated on	28/08/2018	Programme Status	🟢		Number of at risk projects	3

Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the activity?	Delivery Risks	Progress Summary
Placed Based Funding Packages for Urban Centres & Major Growth Areas	Colin Blackburn	SCRCA / Cushman & Wakefield	Confirmation of place based packages, and advanced discussions with Gov't on a related Devolution Deal and other partners' ownership and funding alignment	🟡	ongoing	ongoing	Funding partners do not buy-in or contribute to place based funding packages	The IIP Investable Opportunities commission has been completed, which has been the first phase in identifying the opportunities in the Urban Centres and Major Growth Areas, including potential requirements for funding packages to deliver these. consideration being given to the next stage of more detailed work.
JESSICA	Ben Morley	JESSICA Board	ongoing investment in further commercial schemes, with delivery on the ground and jobs created	🟢	Summer 2017	ongoing	Availability of funding and defaulting on loan payments reducing recycle funding pot for reinvestment in further schemes	Funded schemes are being delivered and a review is being undertaken on further opportunities.
SCR Enterprise Zone Business Case	Colin Blackburn	SCRCA	tbc	🔴	05/07/1905	ongoing	Non-approval of SCR Business Case by Government limiting incentives and the attractiveness of the EZ for commercial development	Awaiting formal response from Government to the SCR Business Case, but Government officials have indicated that new EZs are not part of new Government policy. Business rate relief end on applicable EZ sites on the 31st March 2018. Mayor Jarvis has written to the SoS about the importance of the EZ proposals at the Airport but awaiting a formal response from the SoS.
SCR Enterprise Zone Annual Audit	Colin Blackburn	TBC Procurement underway	Updated position on EZ delivery performance	🟢	01/10/2018	30/01/2019	failure to appoint a consultant to undertake the Audit	Following three procurement process, a consultant has now been appointed to undertake the 2018/19 EZ Audit, which will be completed in February 2019 for reporting to HIEB in March 2019.
Land Acquisition Programme	Colin Blackburn	SCRCA / LAs	Acceleration in the delivery of additional commercial and housing development	🟡	tbc	tbc	lack of available finance and resources to acquire and manage additional land assets	Consideration is continuing to be given to the opportunities for land acquisitions to accelerate development in SCR Major Growth Areas following the Investable Propositions commission. No specific opportunities over an above schemes being considered through the LGF programme have been

Land & Assets and Joint Planning Approaches

Last updated on	03/01/2019	Programme Status	●		Number of at risk projects	4		

Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the	Delivery Risks	Progress Summary
SCE Estates Transformation Strategy	Nick Rousseau	Turner & Townsend	Agree an Estate Transformation Strategy and an Implementation Plan.	🟢	01/03/2018	30/01/2019	Getting agreement across partners on the Strategy and Implementation Plan. We cannot get agreement in SCR to use OPE budget for the additional capacity needed.	Draft ETS has been agreed by JAB, HIEB and SCR CEXs Group and will be reported to the MCA for approval in March 2019.
CA Group Strategic Assets Management Strategy	Colin Blackburn	Turner & Townsend	Complete Phases 1&2 and commission Phase 3	🟢	01/04/2018	31/10/2019	Reaching agreement on the asset management arrangements to be put in place.	Phase 1 completed. Phase 2 condition surveys and options appraisals are underway. Developing Target Operating Model for Statutory Officers Group to consider. Will initiate commissioning of Phase 3 by end of January. Phase 3 timescale to be extended by two months to an end date of December 2019 for completion.
SCR DtC Statement/Statements of Common Ground	Garreth Bruff	SCR Heads of Planning	An agreed strategic position on housing growth and other strategic matters to support local plans and their duty to cooperate	🟢	01/12/2017	30/01/2018	Obtaining agreement by all local planning authorities and the MCA, reflecting differing stages of local plans across the city region. Securing support and officer time within districts to collate evidence and prepare an agreed narrative.	Draft work has been reviewed by Planning Policy managers in light of new NPPF requirement for LPAs to develop 'statements of common ground'. The scope for an SCR wide statement of common ground has been prepared and agreed by Heads of Planning to agree in November 2018, and HIEB considering in January 2019. The aim is to have a draft statement prepared in full for the end of March 2019 as a basis for more detailed work over 2019.
Continous improvement of planning services	Garreth Bruff	SCR Heads of Planning	An more consistent and standardised approach to planning services, with sharing of best practice	🟠	01/11/2018	30/06/2019	Obtaining agreement by all city region authorities and the CA; securing staff time and input from individual districts over the course of the review.	Presentation made by PAS to Heads of Planning in June. Draft proposal for an SCR wide review agreed in principle by SCR Heads of Planning in September. FFinancial support and staff time from individual LPAs secured and an initial workshop taking place in Jan/Feb 2019.
SCR Strategic Employment Land Appraisal	Garreth Bruff	to be procured	A more joined up understanding of current employment land and how this meets the ambitions set out in the Strategic Economic Plan	🟢	15/06/2018	tbc	Obtaining agreement and a contribution to costs from local planning authorities; avoiding conflicts with local plan processes.	Draft brief for the study agreed by SCR Heads of Planning in September along with financial contributions for the work to cover estimated costs. The brief is out to procurement with intention to commission consultancy support in February 2019.
SCR Strategic Housing Market Area Study	Michael Hellewell/ Garreth Bruff	tbc	The full study	🔴	N/A	N/A	N/A	Not considered necessary to undertake this financial year in advance of completing the SCR Statement of Common Ground. Further consideration to be given to the value of this work in the next financial year.
Local Full Fibre Networks & 5G	Colin Blackburn	tbc	submission and confirmation of a successful integrated strategic bid	🟠	01/03/2018	30/06/2018	Agreement to submit a joint SCR bid, with indiciative proposals for local funding contributions	Two separate bids for full fibre and 5G infrastructure (Sheffield City and Environs and also SY wide) were submitted in 2018 but both were unsuccessful. Consideration being given to Government feedback to review future opportunities and strategy for investment.

SAMPLE

Infrastructure Dashboard

| Executive Board | Infrastructure |
| This Quarter: | Q4_1819 |

| Performance | | Comments |
| AG | | |

Financial Progress

LGF Award		2015-16	2016-17	17-18	18-19	19-20	20-21	21-25	Total
		£43,847,944	£75,122,442	£86,850,906	£42,471,649	£29,867,716	£43,238,940		£321,399,596

| | This Quarter | Previous Years | Financial Year | | | | | | Total |
			16-17	17-18	18-19	19-20	20-21	21-25	
LGF									
Actual									
Forecast for year									
Infrastructure									
Actual		208213404			29353416				
Forecast for year					£ 27,062,873				

Deliverables Progress

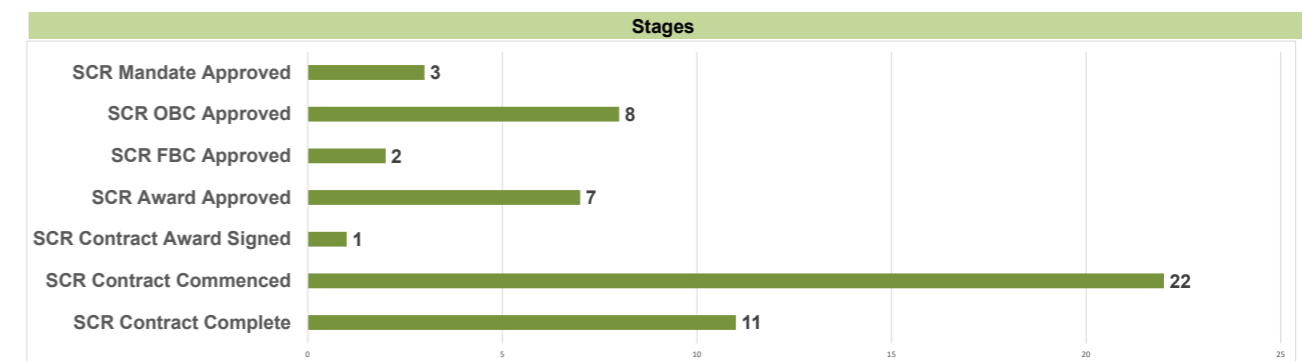| | This Quarter | 15-17 | Financial Year | | | | | | Total |
			17-18	18-19	19-20	20-21	21-25		
Housing									
Houses Completed	887	0	60	950	0	0	-		1,010
Forecast for year	370	-	60	370	2,459	3,559	585		7,033
Progress towards forecast	240%	-	100%	257%	0%	0%	-		14%
Jobs									
Jobs Created	1,558	1,734	2,894	4,465	0	0	-		9,092
Apprenticeships Created*	0	0	20	0	0	0	-		20
Jobs including Apprenticeships	1,558	1,734	2,914	4,465	0	0	-		9,112
Forecast for year	4,400	1,734	2,914	4,400	5,609	6,034	40,095		60,785
Progress towards forecast	35%		100%	101%	0%	0%	0%		15%

* Apprenticeships included within jobs totals prior to 2017

Project RAG Ratings

Project Name	Previous Quarter Q3_1819	This Quarter Q4_1819	Project Name	Previous Quarter Q3_1819	This Quarter Q4_1819
M1 J36 to Dearne Valley	AR	A	Forge Island	AG	AG
Sheffield City Centre - Infrastructu	A	AG	AMRC Lightweighting Centre - Phase 1	AG	AG
Chesterfield Waterside	AR	AR	SCR Property Fund	AG	AG
Harworth Bircotes	A	A	SCR Housing Intervention Fund	AG	AG
Skills Capital - Competitive fund	AG	AG	Purchase of Advanced Manufacturing Park (AMP) Tec	AG	AG
Worksop and Vesuvius Works	AG	AG	Market Harborough Line Improvements	AG	AG
Sustainable transport exemplar	AG	AG	SCR Housing Intervention Fund - Phase 2	A	AR
Extending SCR RGF - Unlocking I	AG	AG	National Centre of Excellence for Food Engineering (N	AG	AG
Skills capital - British Glass Acade	N/A	N/A	Harrison Drive, Langold	AG	AG
SCR Growth Hub	AG	AG	Century BIC - Phase II	A	A
Doncaster Urban Centre	AR	A	Bassingthorpe Farm Mitigation Measures	AG	AG
Superfast Broadband	AG	AG	Yorkshire Wildlife Park	N/A	AG
Markham Vale	G	G	Gullivers Infrastructure	N/A	AG
Olympic Legacy Park	AG	AG	Parkwood Ski Village	N/A	AG
BRT North	AG	AG	Glass Works	N/A	AG
Urban Development Fund	AG	AG	DSA Capacity Expansion (Loan)	N/A	AG
Upper Don Valley	AR	AR	-	-	-
DN7 (Hatfield Link)	R	AR	-	-	-
FARRS 2	A	A	-	-	-
Peak Resort	AG	AG	-	-	-
Chesterfield Northern Gateway	A	A	-	-	-
Supertram Renewals	G	G	-	-	-
Modelling and Strategic Testing	A	A	-	-	-
EZ	G	G	-	-	-
Westmoor Link	R	R	-	-	-
M1J37 Claycliffe Link	AR	AR	-	-	-
Bassetlaw Employment Sites - Re	AG	AG	-	-	-
Better Barnsley Town Centre Reta	G	G	-	-	-
M1 Junction 36 Strategic Site Acq	AG	AG	-	-	-
A618 Growth Corridor	AG	AG	-	-	-

SCR Funding Profile - All Years Baseline v Actual/Forecast

SCR Funding Profile 2018-19 Baseline v Actual/Forecast

Outcomes

Jobs Created (Gross) — 49611.5, 4,993

PSL — 706630643.7, 256677104

Outputs

commercial floorspace (m2) — 1603484, 1164554
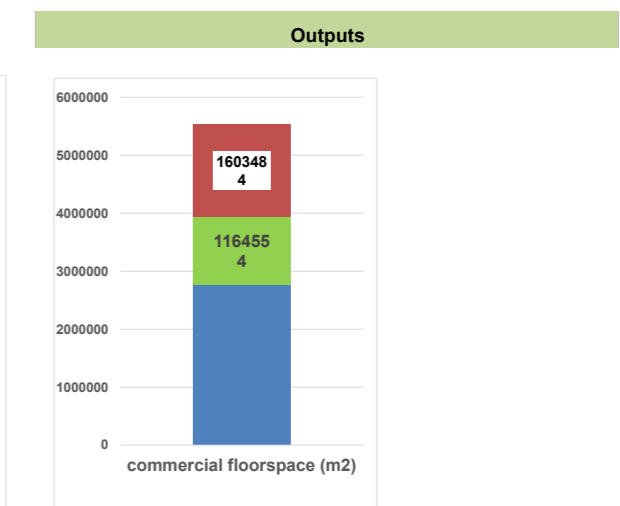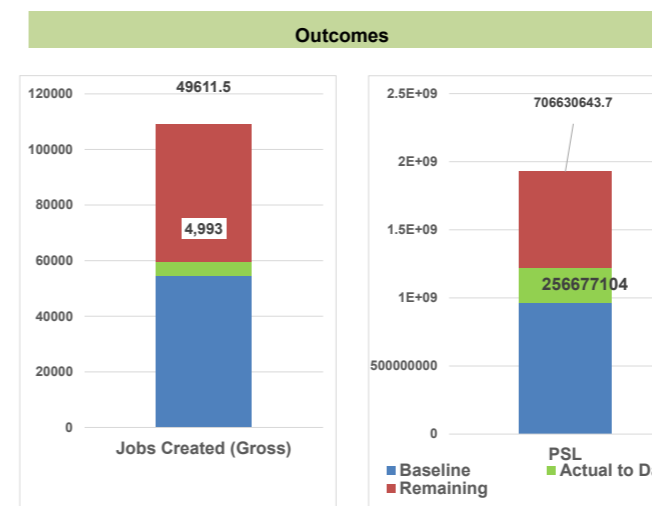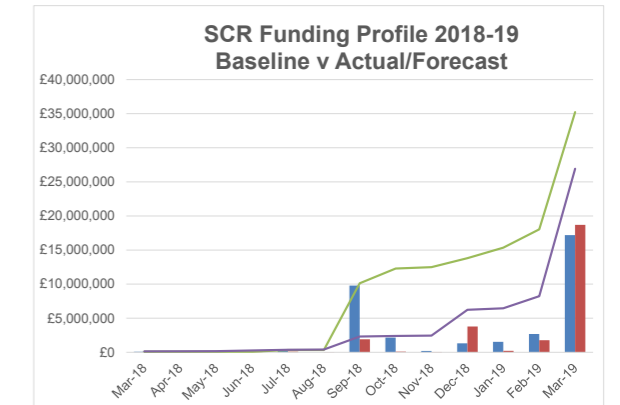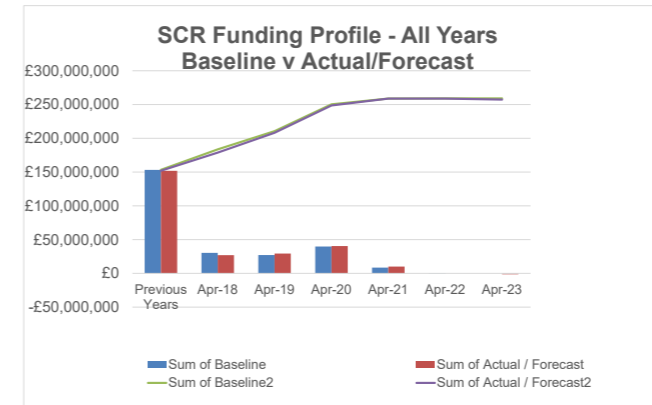
Controls

| Project overall status | | | | |
| 0 | 0 | 0 | 0 |

| Change requests | | |
| Pending | 0 |

| Risk overall status | | | | |
| 0 | 0 | 0 | 0 |

| Approved | 0 |

| Issue overall status | | | | |
| 0 | 0 | 0 | 0 |

| Rejected | 0 |

| Change requests overall status | | | | |
| 0 | 0 | 0 | 0 |

| Total | 0 |

Stages

SCR Mandate Approved	3
SCR OBC Approved	8
SCR FBC Approved	2
SCR Award Approved	7
SCR Contract Award Signed	1
SCR Contract Commenced	22
SCR Contract Complete	11

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**Sheffield
City Region
MAYORAL
COMBINED AUTHORITY**

> **INFRASTRUCTURE BOARD**
>
> **9 JULY 2019**
>
> **DEVELOPING THE INFRASTRUCTURE PROJECT PIPELINE**

Purpose of Report

To provide an update on delivery against the objectives of the SCR Integrated Infrastructure Plan and agree a process for bringing forward medium and long term infrastructure priorities.

Freedom of Information

The paper will be available under the Combined Authority Publication Scheme

Recommendations

The Board is asked to:

1. note the progress to date made in delivering the SCR Integrated Infrastructure Plan.

2. support the proposed approach to developing the Infrastructure Pipeline including holding more detailed 'place' conversations with districts, and potentially other key bodies over the Summer around infrastructure projects to support growth.

1. **Introduction**

    1.1   The SCR Integrated Infrastructure Plan 2015-2025 (IIP) published in 2015, set out the potential scale and geographical extent of infrastructure investment required in the SCR to support the delivery of the SCR Strategic Economic Plan.

    1.2   A key principle of the IIP was to deliver an integrated package of infrastructure investment in order to unlock an identified growth opportunity. This principle remains valid but there is a need to review and develop a 10 year pipeline which is funding agnostic and can help shape future investment decisions.

2. **Proposal and justification**

    2.1   The IIP identified 7 Growth Areas and proposed spatial packages of interventions. A summary of key headlines is provided in Appendix 1.

    2.2   Investments have covered a broad range of infrastructure covering transport, green infrastructure/flood mitigation, regeneration, retail, leisure, universities' research and development and new industrial development.

    However, we are in the last two years of the existing SCR Local Growth Fund programme (ending 31st March 2021). All remaining funding is now provisionally allocated subject to full business case approvals and is over-programmed to ensure all funding is spent by the

funding deadline. There is therefore no scope for including additional schemes within the existing budget.

2.3   Work has begun though on developing an understanding of the next pipeline of schemes should further funding become available pre or post 2021. Discussions have been taking place with local authorities, Environment Agency, Superfast South Yorkshire Programme Board, Utility Companies, and other organisations to understand the next phases of infrastructure projects in support of the SEP.

There is a need to continue these conversations in the context of the emerging revised SEP and LIS dialogue, building upon existing knowledge gathered through the Investable Opportunities work; the previously 'open call;' and the proposals set out in the IIP.

The output will be to develop a robust Infrastructure Pipeline categorising as explained in Appendix 1. In terms of

- Short Term (1-2years) – where funding is in place / almost approved / in delivery;

- Medium (3-5 years) – where are strategic priorities where there will be a focus to advance schemes to Full Business Case and delivery-ready as soon as possible;

- long term (5-10 years) – where may have a strategic rationale but will have longer delivery timescales and may require further additional preparatory work to justify them being brought forward in an earlier timescale.

2.4   Developing a robust project pipeline in this way, will enable a more strategic and proactive approach to infrastructure investment that is aligned with both the scale and timing of growth in different priority 'places;' rather than be reactive to just an open call of schemes at any given time. It will also enable a greater understanding of how limited resources, including project management type resources, could be better employed and when to maximise impacts in bringing forward strategic schemes for development.

2.5   To develop this project pipeline, it is proposed to hold initial 'place' workshops over the Summer with districts, with the sessions covering all elements of infrastructure including energy, digital, green infrastructure and transport. There could also be the opportunity for discussions with other bodies if time allows. This exercise will also be used to review the validity of the existing IIP spatial packages in light of the SEP refresh and the LEP Review and the possibility of a different geography. The outputs of these discussions will feed into the project pipeline.

3.   Consideration of alternative approaches

3.1   An alternative option is to wait to develop the pipeline until there is greater clarity over funding opportunities and any criteria for use of the funds. However, further funding may take some time to be clarified and momentum will be lost in developing schemes through to funding approval and delivery.

The availability of funding should not be the primary consideration when developing a pipeline of infrastructure investment. The development of a pipeline will help to ensure that schemes with a strong strategic fit can progress more quickly once new programmes are in place. and will avoid a situation where delivery is backloaded towards the end of the future programme.

4.   Implications

4.1   Financial
There are no immediate financial implications. All schemes seeking financial support will be subject to the SCR Assurance Process

4.2 Legal

There are no direct legal implications arising from this report.

4.3 Risk Management

If progress is not made in developing an up to date pipeline of infrastructure investment there is a risk that schemes will not be ready to take advantage of new funding programmes if/when they become available. This could lead to programmes being back loaded towards the end of a programme lifetime and negatively impact on growth, regeneration and job creation. Taking forward any of the infrastructure developments will require a separate risk analysis.

4.4 Equality, Diversity and Social Inclusion (Equality Act - Public Sector Equality Duty)

None arising from this report.

5. Communications

5.1 The Infrastructure Project Pipeline would not in itself be communicated more widely but as individual schemes come forward for delivery there will be positive communication opportunities.

6. Appendices/Annexes

6.1 Appendix 1: presentation 'Developing the Infrastructure Project Pipeline

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

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Sheffield City Region

INFRASTRUCTURE BOARD

DEVELOPING THE INFRASTRUCTURE PIPELINE

INTEGRATED INFRASTRUCTURE PLAN 2015 – SEP GROWTH AREAS

- A61Corridor & Chesterfield
- Dearne Valley & M1 J36
- DN7
- Advanced Manufacturing Innovation District (AMID)
- Markham Vale
- Airport Corridor
- Sheffield City Centre

Since then Urban Centres added and emerging work on Global Innovation Corridor

Sheffield City Region

INTEGRATED INFRASTRUCTURE PLAN DELIVERY – HIGHLIGHTS

- A61 Corridor & Chesterfield - LGF investment Chesterfield Waterside, Northern Gateway & Peak Resort (£11.3m, 1,240 jobs when complete)

- Dearne Valley & M1 J36 – LGF Investment Phase 1 (Hoyland) and phase 2 (Goldthorpe) (£22.3m 5,900 jobs when complete), Ashroyd EZ fully occupied

- DN7 – Unity Hatfield Link – LGF investment £11.1m (7,600 jobs, 3,100 homes when complete)

- AMID – LGF investment in Olympic Legacy Park (£4.9m, 900 jobs), Waverley Local Centre LGF investment £7m (on site summer 2019, 367 additional jobs when complete)

- Markham Vale – South EZ fully occupied, North EZ only 0.57 ha available

- Airport Corridor – LGF investment in Great Yorkshire Way (£9.5m), LGF Loan to DSA for Car Park Infrastructure (£3.5m, 88 jobs)

- Sheffield City Centre – LGF investment Inner Ring Road (£3.8m), Knowledge Gateway (£4.1m, 2,800 jobs once complete), Grey to Green Phase 2 (£3.3m, 760 jobs). Heart of the City II retail development taken forward by SCC and private sector.

Sheffield City Region

SPATIAL PACKAGES

- '7+ Place Spatial Packages'

- Collaborative not competitive approach

- SCR and LAs to work together to develop each package – focus upon unlocking development opportunities

- Timescale determined by the development opportunity – what is needed to create investable opportunities?

- Not an assumption will lead to SCR funding – need to find most appropriate funding routes for each package

Sheffield City Region

SPATIAL PACKAGES

Building on the Investable Propositions work:

- What are the development opportunities in each spatial package?

- What is the development timescale?

- Which of the identified infrastructure is needed to make it viable (or an investable proposition)?

- What is the timescale sequencing for the infrastructure?

- How can that infrastructure be funded or financed?

- What is the overall combined infrastructure package programme?

Sheffield City Region

INFRASTRUCTURE PIPELINE DEVELOPMENT

- the **short term** (1-2 years) - schemes already funded and in development or ones where funding approvals are expected within this period subject to the necessary due diligence;

- the **medium term** (3-5 years) schemes not currently funded, but which are strategic priorities due to their potential impacts and/or importance to the regeneration of key growth areas / Urban Centres,

- the **long term** (5-10 years) schemes that are strategic priorities but which would be useful to bring forward if sufficient resources are available – although these will tend not to be priorities for limited funds, a case may be made to provide support to accelerate their scheme development. Multi-disciplinary commission to pull together plans?

Sheffield City Region

INFRASTRUCTURE PIPELINE DEVELOPMENT – NEXT STEPS

- 'Place' workshops with districts - Summer 2019 – covering:
  - Infrastructure, energy, digital, green/blue infrastructure and transport.

- Review the current IIP Spatial Packages in light of SEP refresh and LIS Review

- Multi-disciplinary commission to pull together 'packages'

- Present Infrastructure Pipeline 'Packages' to the Infrastructure Board – Winter 2019

Sheffield City Region

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Sheffield City Region MAYORAL COMBINED AUTHORITY

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INFRASTRUCTURE BOARD

9th July 2019

DRAFT SCR STATEMENT OF COMMON GROUND

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Purpose

This report summarises the work programme being developed by the SCR Heads of Planning Group and presents a draft Statement of Common Ground, for endorsement by Board members.

Freedom of Information and Schedule 12A of the Local Government Act 1972

This paper includes a draft Statement of Common Ground for endorsement before a final version is approved by individual authorities and then the Mayoral Combined authority after the summer. It would be available under the Combined Authority Publication Scheme.

Recommendations

Board members are asked to:

1. note and support the work programme being developed by Heads of Planning;

2. note the requirement to prepare a Statement of Common Ground and its purpose to both support Local Plans and support Local Planning Authorities at Local Plan Examinations; and

3. comment and endorse the draft Statement of Common Ground (Appendix 1), subject to comments from Board members and other minor amendments prior to completion.

1. **Introduction**

    1.1 As part of the Duty to Cooperate, Heads of Planning from across SCR meet on a regular basis to share information and expertise on strategic planning issues, as well as undertake joint pieces of work where these have been agreed as mutually beneficial.

    1.2 Their aim is to support the work of individual Local Planning Authorities and inform local decision making, with a view to also provide consistently high-quality planning services across the city region.

    1.3 Based on the outcomes of a recent workshop (involving representatives from the development sector and other stakeholders), the Heads of Planning Group have developed a joint work programme for the next 12 months (see Agenda Item 6). An early output from the joint work is a draft Statement of Common Ground, to which each of the individual planning authorities and the Combined Authority would be key signatories.

2. Proposal and justification

2.1 The Mayoral Combined Authority (MCA) does not have a formal mandate for spatial planning at the city region scale, although local planning authorities across SCR work closely together as part of their Duty to Cooperate. The role of planning in facilitating economic growth, housing development and environmental quality is well understood. Spatial planning can also support more inclusive growth by shaping the pace and spatial pattern of development, helping to create a more inclusive economy that maximises social and environmental benefits.

2.2 The role of planning was also discussed by the LEP Board in 2018, with members emphasising the importance of planning authorities working together to help deliver the growth ambitions of the SEP and create a more consistent approach towards developers.

2.3 In light of this, the Heads of Planning Group are keen to ensure that they are well placed to respond to the needs of the city region and play a full role in helping to implement the ambitions of the LEP and MCA. The joint work programme for planning across the city region is the basis for their collaborative work, where there is a shared understanding that planning issues transcend administrative boundaries.

Work Programme

2.4 The work programme provides a focus for collaboration on planning over the next 12 months and is designed to:

- Strengthen the role of planning in delivering the ambitions of the current Strategic Economic Plan (and further iterations) as well as more inclusive forms of growth.
- Support continuous improvement of local planning services and greater consistency across different areas of planning; and
- Ensure that local planning and wider city region initiatives are well aligned and able to respond to future developments.

2.5 The following key areas of work have been identified as outlined under Agenda Item 6. These represent relatively quick wins for the city region and cover:

i) Duty to Cooperate

ii) Shared Planning Approaches

iii) Shared Evidence Bases

iv) Local Authority Recruitment and Retention of Staff

2.6 Appendix 1 provides more detail on the content of these workstream and the individual projects to be delivered for each one.

Draft SCR Statement of Common Ground

2.7 A key piece of work to be prepared by the Heads of Planning Group is a SCR wide Statement of Common Ground; a technical document required by the National Planning Policy Framework (NPPF). Statements are intended to record agreement on cross boundary, strategic matters between neighbouring planning authorities and other relevant bodies. They need to be produced, published and kept up-to-date by the signatory authorities involved and are a means by which it can be demonstrated that Local Plans are based on effective cooperation.

2.8 The geography for a Statement of Common Ground is not specified, but the Heads of Planning Group has been working together on a SCR wide Statement which they consider to be an appropriate geographical area due to, for example, housing market areas, travel to work areas, and the functional economic area.

2.9 Based on the work of the Group, a draft SCR Statement of Common Ground has been developed and is attached at Appendix 2 for consideration and endorsement by the Board. The Statement closely reflects the existing SEP although it is also being used to inform the emerging revised SEP and its evidence base. Future iterations of the Statement would be updated on an annual basis to reflect further joint work as well as the new, refreshed SEP.

2.10 Overall, the SCR Statement provides a benchmark against which updates can be compared as well as a mechanism for helping to align the SEP and Local Plans more positively. For example, Doncaster Council are producing their own Statement of Common Ground alongside the next stage of their Local Plan. This references the SCR work and the strategic matters on which agreement has been identified. It will be made available as a background evidence alongside the Publication version of the Local Plan (scheduled for Full Council in July).

Next steps

2.11 The SCR Statement of Common Ground attached is still in draft and will be completed over the next few weeks, incorporating any comments raised by Board members and other signatories.

2.12 Following this, individual signatories to the Statement will be asked to sign the agreement over the Summer – for most districts this can be done by the Planning Portfolio Holder, under delegated approval powers from the Cabinet and Council.

2.13 Finally, a report would be taken to the September meeting of the Mayoral Combined Authority, for approval and sign off. The Heads of Planning Group would then be responsible for managing the Statement and ensuring that is updated in future years and as a new SEP is agreed.

3. Consideration of alternative approaches

3.1 Without a formal planning role, planning activities at the city regional scale will remain non-statutory and focussed on supporting local planning processes. The Heads of Planning Group have worked together on an informal basis for over two years under the Duty to Cooperate and will continue to work on this basis.

3.2 Each individual local planning authority could prepare its own Statement of Common Ground as it produces a new Local Plan, without reference to the wider SCR activity and shared planning positions. However, this risks a lack of integration with wider SCR activities and a disconnect between the SEP and new or emerging Local Plans and result in a more fragmented approach that impact on local plans demonstrating conformity of planning policy with adjacent areas.

4. Implications

4.1 Financial

All activities set out in this report will be delivered from within existing resources. This includes officer capacity and time in participating local authorities as well as programme management support from the SCR Executive Team; supported by a limited amount of revenue funding secured through the Planning Delivery Fund (provided by MHCLG).

4.2 Legal

The work programme includes several activities that will need to be undertaken within the usual planning regulations and legislation. The draft Statement of Common Ground has been prepared in line with NPPF 2018 and National Planning Guidance.

4.3 Risk Management

Key risks:
- Individual authorities dropping out of the work programme or unable to support elements of the programme.
- Projects in the work programme contravening or conflicting with National Planning Guidance or current and emerging Local Plans.
- Disagreements between individual planning authorities on contentious planning issues.

The shared work programme and Statement of Common Ground are not mandatory and will only be successful if they receive continued support from Heads of Planning and participating local planning authorities. All risks will therefore be managed in liaison with the Heads of Planning Group on a regular basis.

4.4 Equality, Diversity and Social Inclusion

Planning authorities are required to meet the Equality Act and Public Sector Equality Duty. The work programme set out above is designed to enhance and support this work at the local level by adding value and creating some economies of scale.

5. Communications

5.1 The Statement of Common Ground will be referred to in Local Plan documents and would usually be made publicly available on council websites alongside other forms of Local Plan evidence.

6. Appendices/Annexes

Appendix 1 – Heads of Planning Work Programme

Appendix 2 – Draft SCR Statement of Common Ground

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

APPENDIX 1

SCR HEADS OF PLANNING: WORK PROGRAMME 2019/20

AIMS

- To support obligations through the Duty to Cooperate;
- To strengthen the role of planning in delivering the ambitions of the current Strategic Economic Plan (and further iterations) as well as more inclusive forms of growth;
- To support continuous improvement of local planning services and greater consistency across different areas of planning; and
- To ensure that local planning and wider city region initiatives are well aligned and able to respond to future developments.

WORK STREAMS

i) Duty to Cooperate

Heads of Planning would be responsible for leading on shared work and can report progress to the SCR Infrastructure Board as well as contribute to other initiatives where required. The Group will also improve links with other SCR officer groups such as Housing Directors in order to deliver a more coherent response to policy and strategy issues at the SCR scale.

Current tasks:

- Undertake regular progress reports on the work programme to the SCR Infrastructure Board.

ii) Shared Planning Approach

This is an evidence and data gathering exercise to establish a cost, income, resources, productivity and performance baseline for individual planning services. The evidence base will shape specific follow-up improvement plans. Importantly, this work would also establish the views of applicants/developers at the outset and lead to ongoing feedback on services. The work is being supported by the Planning Advisory Service (PAS).

Current tasks:

- First wave of 5 Local Planning Authorities start work on reviews in July (North East Derbyshire, Bolsover, Barnsley, Doncaster and Sheffield).
- A second 'wave' will be available for any remaining councils wishing to take part later in the year.

iii) Shared Evidence Bases

A good planning experience across SCR will attract more investment, leading to better-quality developments and delivery. However, perceptions are important, and the profile of the planning experience needs to be raised, for example, through better communications with developers and through Member development opportunities. This will be helped by a range of shared, evidence-based pieces of work to inform local planning decisions.

Current tasks:

- Prepare SCR wide Statement of Common Ground
- Complete appraisal of employment land supply across SCR
- Develop a shared understanding of land values and viability across SCR

iv) Local Authority Recruitment and Retention of Staff:

The problems of recruiting and retaining good planning officers can be better addressed through exploring opportunities together to build capacity across the City Region. The work is proposed to focus on developing career paths for planners, strengthening links with universities to attract new graduates and increasing the numbers of students studying planning. It would also look at how innovation or good practice can be better rewarded in planning teams.

Current tasks:

- Initial meetings with universities to be held as a basis for more detailed proposals to help retain planning students in the SCR and also encourage them into local planning authorities.

SHEFFIELD CITY REGION
STATEMENT OF COMMON GROUND

DRAFT

Draft 5.0: draft for SCR Infrastructure Board

1

1. Introduction

This Statement of Common Ground provides a record of agreement on cross boundary, strategic matters between the nine local authorities and other key stakeholders in the Sheffield City Region (SCR). It has been produced, and will be kept up-to-date, by the signatory authorities in order to demonstrate how Local Plans are based on effective cooperation and agreement.

The Statement fulfils the requirements of the National Planning Policy Framework (NPPF) published in 2018 and has been developed in accordance with the Government's Planning Policy Guidance. The local authorities directly engaged in the Statement are:

- Bassetlaw DC
- Barnsley MBC
- Bolsover DC
- Chesterfield BC
- Derbyshire Dales DC
- Doncaster Council
- North East Derbyshire DC
- Rotherham MBC
- Sheffield City Council

Other key stakeholders and signatories to the Statement are:

- SCR Mayoral Combined Authority *[also cover PTE]*
- Nottinghamshire County Council
- Derbyshire County Council
- Peak District National Park *[meeting requested]*

A short explanation of the key strategic matters we agree on is set out in the following sections, with more detailed information in the annex along with technical issues and links to the evidence base we have developed and continue to maintain.

Other Statements of Common Ground have also been agreed, or are being prepared, by authorities in SCR. This includes Statements of Common Ground for:

- Doncaster Local Plan (draft June 2019)
- North Derbyshire and Bassetlaw Housing Market Area (May 2018)
- Sheffield and North East Derbyshire Green Belt (May 2018)
- Bolsover and North East Derbyshire Former Coalite Works (May 2018)
- Bassetlaw and Mansfield (December 2018)

This SCR wide Statement of Common Ground has been prepared in light of this existing work, in order to avoid duplication or conflict, and enable a more streamlined approach for the planning authorities in the SCR area in the future.

2

2. **Key Signatories** [To be added]

This section will need to include a key signatory for each of the organisations engaged in the SOCG, to include:

- Organisation
- Name
- Position
- Signature

Appropriate signatories are identified by each of the authorities.

Some signatories will only relate to specific issues in the Statement of Common Ground, rather than the whole document *[this will need to be explained and made clear in this section]*.

3

3. Strategic Geography

This Statement of Common Ground covers the Sheffield City Region (SCR). Work at the SCR scale began in 2008 when a forum of private and public-sector partners was established to steer economic development and regeneration across nine local districts. The Forum evolved into the SCR Local Enterprise Partnership (LEP) in 2010, which was followed by the formation of the Combined Authority in 2014 and the election of the first SCR Mayor in May 2018. The focus of both the LEP and the Mayoral Combined Authority (MCA) has been on growing the SCR economy.

SCR covers one city, several large towns, thriving smaller towns, other semi-urban areas and a rural surrounding area. Ten local authorities are responsible for preparing Local Plans (see Figure 1) - four metropolitan districts of Barnsley, Doncaster, Rotherham and Sheffield; and five district councils of Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales and North East Derbyshire. An area of the Peak District National Park also falls within the western area of SCR, and the Park Authority is a planning body in its own right. Other administrative boundaries within SCR relate to transport, education, health, waste, minerals and several other important matters.
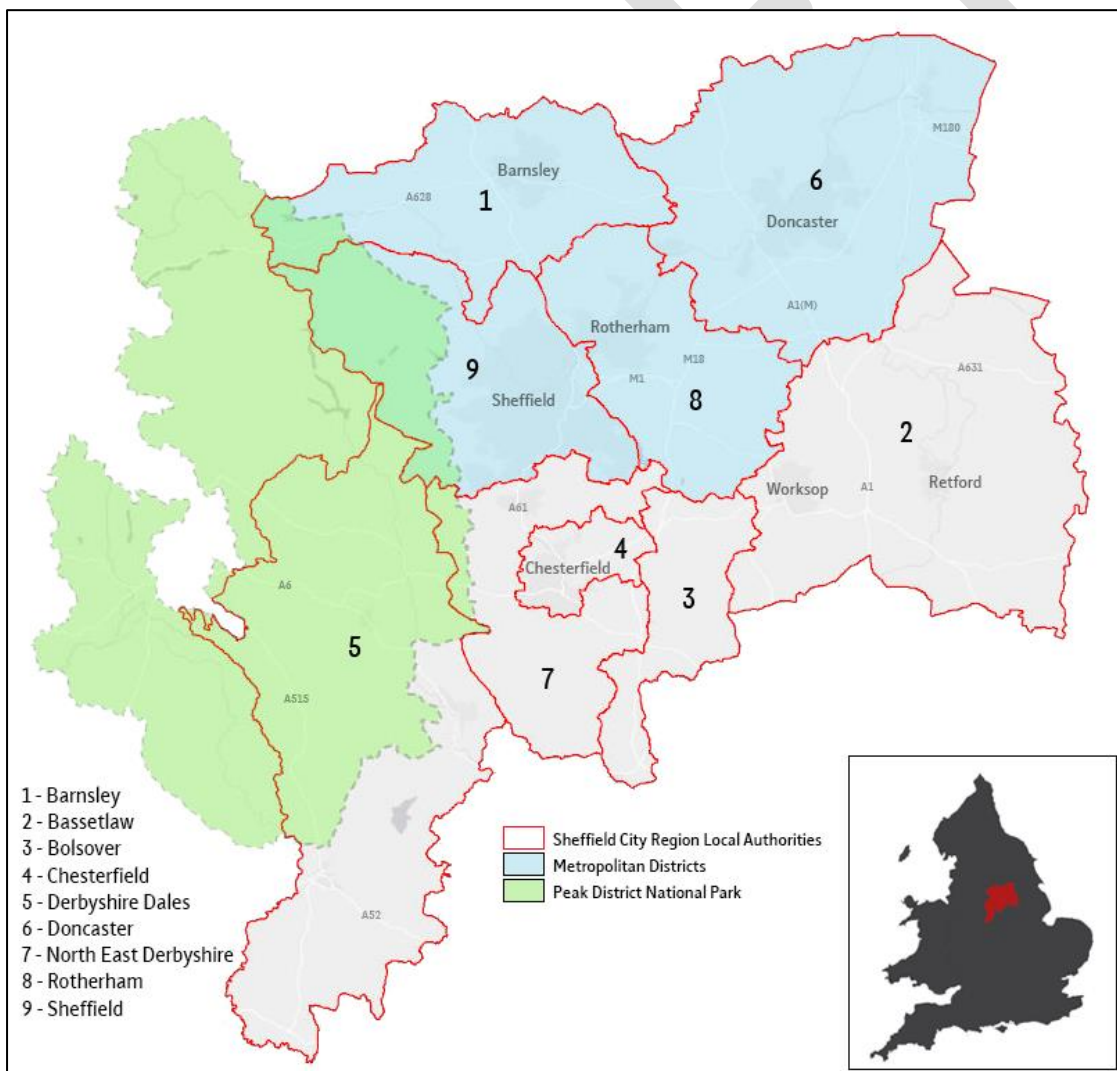

Figure 1: The Sheffield City Region area

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Research conducted by the OECD[1] into functional urban areas highlighted the limitations of existing administrative boundaries and strong relationships among several urban cores within the UK. The work concludes that most of SCR is a functional urban area, with a rural fringe which is also important to the economic, social, cultural and environmental functioning of SCR. This is further supported by the ONS[2] which highlights 5 main travel-to-work areas within SCR as well as overlaps with five other areas.

These relationships are backed up by evidence relating to the retail, housing, transport and cultural linkages across SCR[3]. For example:

- There is overlap between retail catchments in SCR with joint working on retail important in ensuring appropriate land/property provision and retail/leisure demand relative to transport networks.
- Housing markets across SCR share some commonalities with most areas being more affordable than the national average, although this can mask areas of real need.
- The proximity of major urban areas and the relative ease of commuting between them for work (as demonstrated by travel-to-work flows and journey times) demonstrate strong linkages within SCR.
- Administrative boundaries that cover the City Region demonstrate the complexity of geography but also the commonalities within SCR. The NHS has several Clinical Commissioning Groups within SCR demonstrating historical but also demographic commonalities. Other Government Agencies work across a broader geography (e.g. Homes England covers the North East, Yorkshire and The Humber as well the East Midlands).
- The City Region's cultural geography and green and blue infrastructure has never been assessed in its totality but there are clear linkages. These include the Peak District National Park, the West and South Yorkshire Green Belt and the canal and river networks as well as several historic and cultural assets.

However, relationships between areas don't stop at the SCR boundary and we are committed to working with all neighbouring areas. For example, the SCR area is closely related to the Leeds City Region (particularly in Barnsley) and also overlaps with the D2N2 LEP (in Bassetlaw, Bolsover, Chesterfield, NE Derbyshire and Derbyshire Dales). These relationships have fostered close partnership working, producing some innovative projects on shared priorities[4] as well as wider collaboration with other areas through the initiatives like the Northern Powerhouse[5].

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[1] See OECD's Functional Urban Area Definitions here: http://www.oecd.org/cfe/regional-policy/functionalurbanareasbycountry.htm
[2] See ONS's Travel-to-Work Areas:
https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/traveltoworkareaanalysisingreatbritain/2016
[3] Specific evidence is available within: SCR Combined Authority Constituent Membership Expansion The Economic and Spatial Argument (2016)
[4] For example, joint working between D2N2 and Sheffield City Region Growth Hubs.
[5] For example, Department for International Trade's Northern Powerhouse trade missions

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4. Key Strategic Matters

The local authorities of Bassetlaw; Barnsley; Bolsover; Chesterfield; Derbyshire Dales; Doncaster; North East Derbyshire; Rotherham and Sheffield work together at the city region scale on matters of shared strategic significance.

Together, we have agreed that this Statement of Common Ground should focus primarily on the following strategic matters:

1. Housing;
2. Employment;
3. Transport; and
4. Digital connectivity

In addition, current working arrangements on several other strategic matters are summarised in this Statement in order to illustrate the range of shared interests being progressed. These are developing and will continue to be reviewed in future updates of this statement. They include:

- Green Belt
- Energy and climate change
- Flood risk
- Minerals Planning
- Waste Planning
- Natural Environment
- Health

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4.1 Planning for Housing in Sheffield City Region

The Collective Housing Needs of SCR
All Local Planning Authorities in SCR are planning to ensure that their own housing need is met within their Local Authority boundaries. Based on adopted Local Plan targets, emerging Local Plan targets and local housing need figures, there is no housing shortfall or re-distribution of unmet need required in SCR.

Using the Government's standard methodology, the assessment of Local Housing Need in SCR would be 5,389 (net) new homes per annum[6], which informs developing Local Plans or plans being reviewed. However, **housing requirement targets in our adopted and emerging Local Plans currently total 6,659 new homes per year.** This means we are currently planning for more than 1,200 homes per year above the standard housing need figure, helping to enable the economic growth being delivered through Local Plans and supporting the SCR Strategic Economic Plan.

Table 1 in the Annex provides a local authority breakdown of local housing need figures and Local Plan requirement targets.

The combined Local Plan housing requirements of 6,659 homes per year is also within the range of new housing calculated to meet the growth in jobs expected from the SEP, as defined by Edge Analytics in 2015[7].

Housing Delivery
All SCR Local Planning Authorities are currently working to maximise the delivery of new homes in their area and across the city region.

The number of new homes completed in SCR has risen steadily over recent years, rising from 5,323 in 2015/16 to 6,557 in 2017/18. Table 2 in the Annex provides a local authority breakdown of net housing completions, which represents the total of all new homes added to the housing stock in the city region, including conversions and change of use. For accuracy and consistency, this is based on figures provided annually by local authorities to Government through the Housing Flows Reconciliation returns, which are used to calculate performance against the Housing Delivery Test (HDT) - a key feature of the Government's push to increase housing delivery. *[Completions for 2018/19 to add over summer if available]*

Overall, annual housing delivery in SCR is now almost in line with Local Plan targets and we will provide an annual report on the rate of new housing completions within SCR to ensure that progress continues to be made.

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[6] Correct as at 1. April 2019. Based on increase household projections for 2019-2029 and affordability ratio for 2018.

[7] Work by Edge Analytics suggested that between **5,035 and 7,424** new homes would be required per year to take account of the overall scale of jobs growth, in line with SEP ambitions. See: https://www.sheffield.gov.uk/content/dam/sheffield/docs/planning-and-development/sheffield-plan/Sheffield%20City%20Region%20Demographic%20Forecasts%202014-2034.pdf

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Monitoring of completions by house type and size is not available consistently across all Sheffield City Region authorities and is therefore not included in the Statement of Common Ground. Similarly, other housing issues such as tenure and provision for specific groups like Gypsies and Travellers, students or armed forces personnel are better addressed at the local planning authority level and so are not covered within this Statement.

Housing Land Supply

All SCR Local Planning Authorities are currently working to ensure that a housing land supply of at least five years is available within each local authority area, which in turn will result in a 5-year supply across the city region as a whole. The most recent **monitoring suggests that there is in excess of a 5-year deliverable housing land supply across SCR**, rising to a supply in excess of 8 years if compared to the combined local housing need figure.

Table 3 in the Annex provides the full local authority published 5-year housing land supply and publication dates of data. Due to the variation in publication dates, some positions will have since changed. Further work is being undertaken where needed to check deliverability of sites in the light of the revised NPPF definition and we will continue to monitor land supply in relation to Local Plan requirements.

Major strategic transport investment such as HS2 and Northern Powerhouse Rail is likely to be delivered towards the end of current plan periods, or immediately after. We will work collaboratively to anticipate and respond to long term requirements and opportunities, including exploring sustainable housing growth opportunities arising from proposed major improvements to strategic transport infrastructure.

Housing Market Areas

Figure 2 below shows the extent of different Housing Market Areas defined across SCR and used to understand housing needs and demands at a local level. It illustrates the complexity of our housing market geography as well as the close relationships between areas, particularly in the south of the city region. It is recognised that Housing Market Areas can operate differently for different groups, and that there is some overlap. These more complex relationships will be addressed through local assessments and discussions between neighbouring districts wherever necessary.

In some cases, where Local Plans are adopted with housing requirements above the Local Housing Need assessment figure, this may provide additional flexibility to meet SCR wide growth ambitions. This would only apply in situations where new homes and areas of jobs growth do not result in unsustainable commuting patterns and would need to be subject to separate agreements between individual authorities.
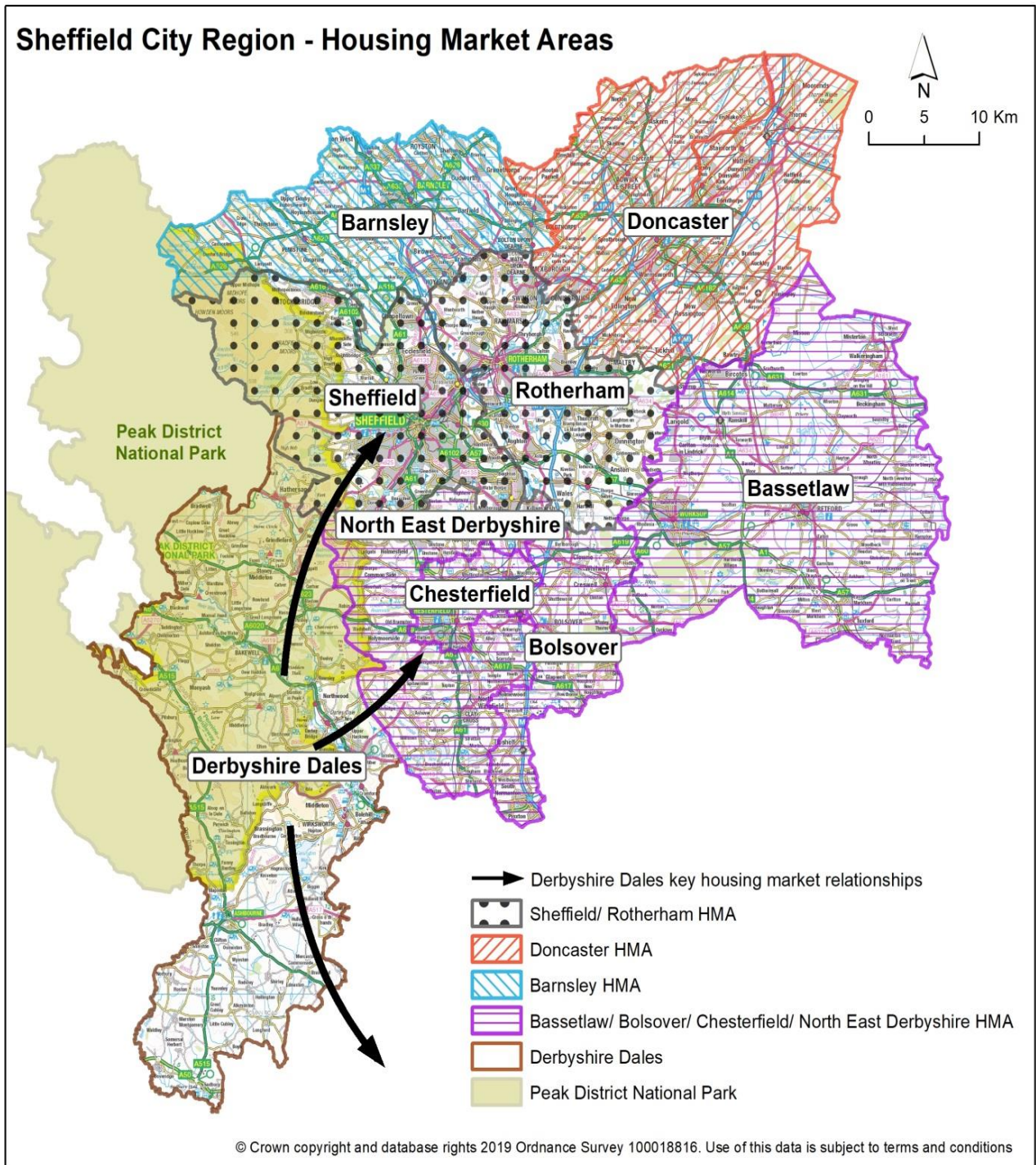
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Figure 2: Housing Market Areas

Based on the above, we have agreed that we:

- Plan for our own housing need within our own Local Authority boundaries, taking account of housing market geographies and agreements between individual authorities as necessary.
- Through Local Plans, ensure that the housing required to deliver the growth ambitions of the current SCR Strategic Economic Plan are being met.

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- Use the plan making system to maximise delivery of sustainable housing development.
- Monitor housing delivery on an annual basis, as a minimum, to ensure that housing growth continues to meet identified local need and support the economic aspirations of the SEP.

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4.2 Planning for Employment in Sheffield City Region

Employment Targets

The SCR Strategic Economic Plan (SEP) was agreed in 2014. It sets out the economic ambitions for Sheffield City Region and authorities are currently working to ensure that Local Plans help to deliver the SEP and its growth ambitions.

The current SEP seeks to create **70,000 new jobs and 6,000 new businesses across the City Region (between 2015 and 2025).** Subsequent work by Ekosgen[8] to inform the development of the SCR Integrated Infrastructure Plan apportioned these 70,000 new jobs to each authority area, identifying where the new jobs were likely to be created and in which economic sectors they are likely to be created.

Although Local Plans in SCR are at different stages of preparation and have established job figures relating to different time periods, together they ensure that the overall quantum of jobs being provided for across the City Region meets the 70,000 jobs target set in the SEP.

Table 4 in the Annex sets out the headline jobs figures being planned for in the adopted or emerging Local plans. These are the figures that are currently being worked to, and are based on more up to date evidence.

Table 5 shows the potential distribution of the 70,000 jobs estimated by the Ekosgen work in 2014. Economic assumptions and evidence available at the time informed the distribution of the jobs by sector, which were then distributed across the nine Local Authorities on the basis of existing employment adjusted to take into account local intelligence and priorities at the time. It is a useful historical reference from which more up to date evidence is developed for current and emerging Local Plans.

Employment Land Supply and Major Growth Areas

Each place within the city region plays an important role in the economy and contributes to the economic ambitions of the SEP. The roles of different places and their contribution to the city region economy are defined in each Local Plan. Key points from these plans are summarised in the Annex to this Statement.

Working across these places and the different roles they fulfil, SCR has also identified some Key Urban Centres and Major Growth Areas in the city region. Defined in detail through the SCR Integrated Infrastructure Plan[9], these are places where growth will be supported through investment and a package of different infrastructure measures. They are set out in Figure 3 and include the areas around:

- A61 Corridor
- Doncaster/Sheffield Airport
- Advanced Manufacturing Innovation District
- Dearne Valley and J36 of M1

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[8] See Ekosgen (2014) *Sheffield City Region Integrated Infrastructure Plan Sectoral and Local Authority Distribution of SCR 70,000 Jobs Target – Assumptions Report*

[9] See https://sheffieldcityregion.org.uk/wp-content/uploads/2018/01/Integrated-Infrastructure-Plan_Executive-Summary.pdf

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- Markham Vale
- Unity (formerly DN7)
- Sheffield city centre and the town centres of Barnsley, Doncaster, Rotherham, Chesterfield and Worksop,
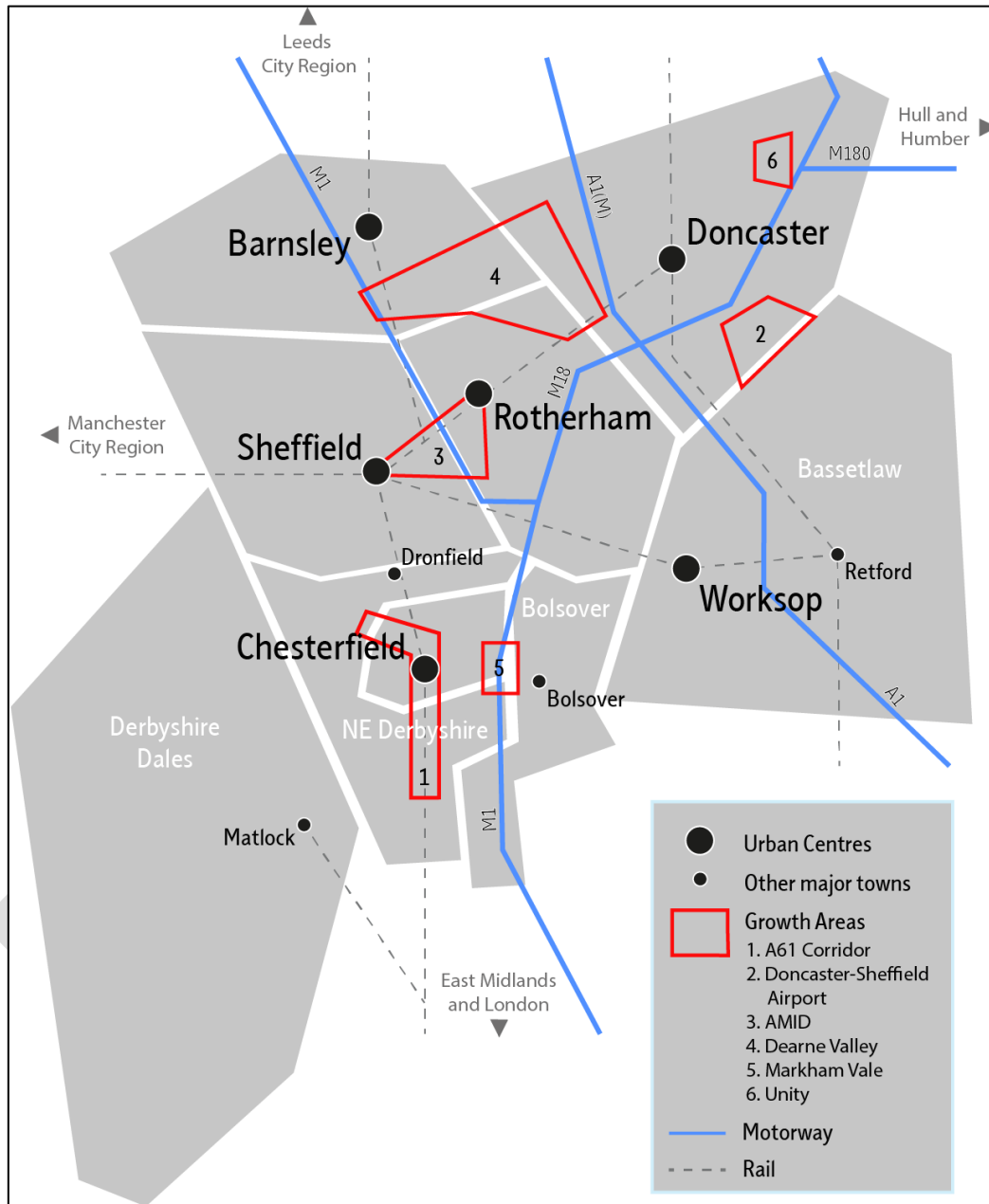

Figure 3: Key Urban Centres and Growth Areas

Local Plans will help to drive employment in these Key Urban Centres and Major Growth Areas, ensuring that an appropriate supply of employment land is available for economic growth and that the infrastructure needed to deliver this is recognised and capable of being funded.

Table 6 in the Annex summarises the employment land requirements from each of the Local Plans in SCR.

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The City Region has also commissioned an Employment Land and Premises Review. This will provide a more coherent, joined up understanding of current employment land across all nine districts in the SCR. It will play a key role in helping to shape the emerging Local Industrial Strategy (LIS) as well as informing the decisions of individual planning authorities.

Functional Economic Market Areas and Travel to Work Areas
The geography of commercial and industrial property markets needs to be understood in terms of the requirements of the market, location of premises, and the spatial factors used in analysing demand and supply – often referred to as the Functional Economic Market Area or FEMA.

However, patterns of economic activity vary from place to place and there is no standard approach to defining a FEMA. Instead, the extent of a FEMA needs to be defined on the basis of a number of factors such as travel to work pattern; flows of goods, services and information; service markets for consumers; administrative boundaries; catchment areas for cultural facilities; and the transport network. The extent of a LEP area can also be considered as a FEMA.

Based on this approach, Local Planning Authorities across SCR define a FEMA for their own local plans, which are summarised in the Annex. The definition of the FEMAs is not always straightforward and there can often be overlaps.

At the SCR scale, therefore, there are also strong links between the different market areas and current travel to work patterns suggest that it is reasonable to consider the whole of SCR as a Strategic FEMA; which would sit above the local FEMAs defined in Local Plans. Considering the SCR as a strategic FEMA will help us to consider the role of each district within the City Region. In particularly, it can help to address large scale strategic or inward investment growth requirements that would otherwise be above and beyond the indigenous needs of any one district in isolation. This approach will provide further assistance to work already undertaken to plan infrastructure and help support closer integration between policy areas such as planning and transport. It would not prejudice the work done by any individual district in developing their Local Plans.

In total, 88% of the working people who live in SCR also work within SCR; looking at this pattern from the other perspective, 90% of the people whose job is in SCR also live here[10]. In short, the great majority of residents work locally or commute between districts within SCR for work. These internal commuting flows are set out in Figure 4.

At the same time, there are also important links between SCR and employment opportunities in Leeds, Wakefield, Derby and the Amber Valley. The extent of these external commuting flows is illustrated in Figure 5.

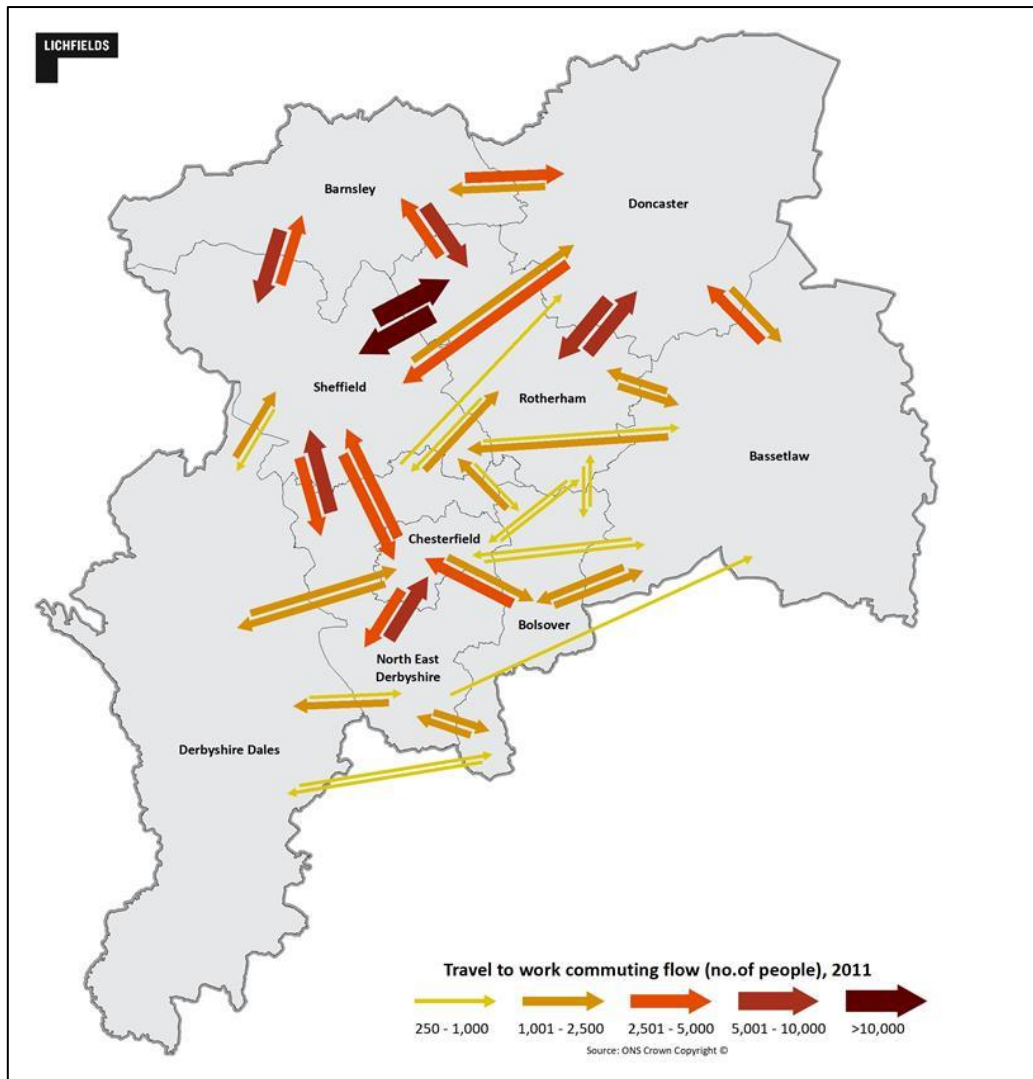[10] Based on 2011 TTWA data (published by ONS in 2015), analysed for SCR by Lichfields in emerging work

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Figure 4: Travel to work commuting flows within SCR[11]

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[11] Based on 2011 TTWA data (published by ONS in 2015), analysed for SCR by Lichfields in emerging work
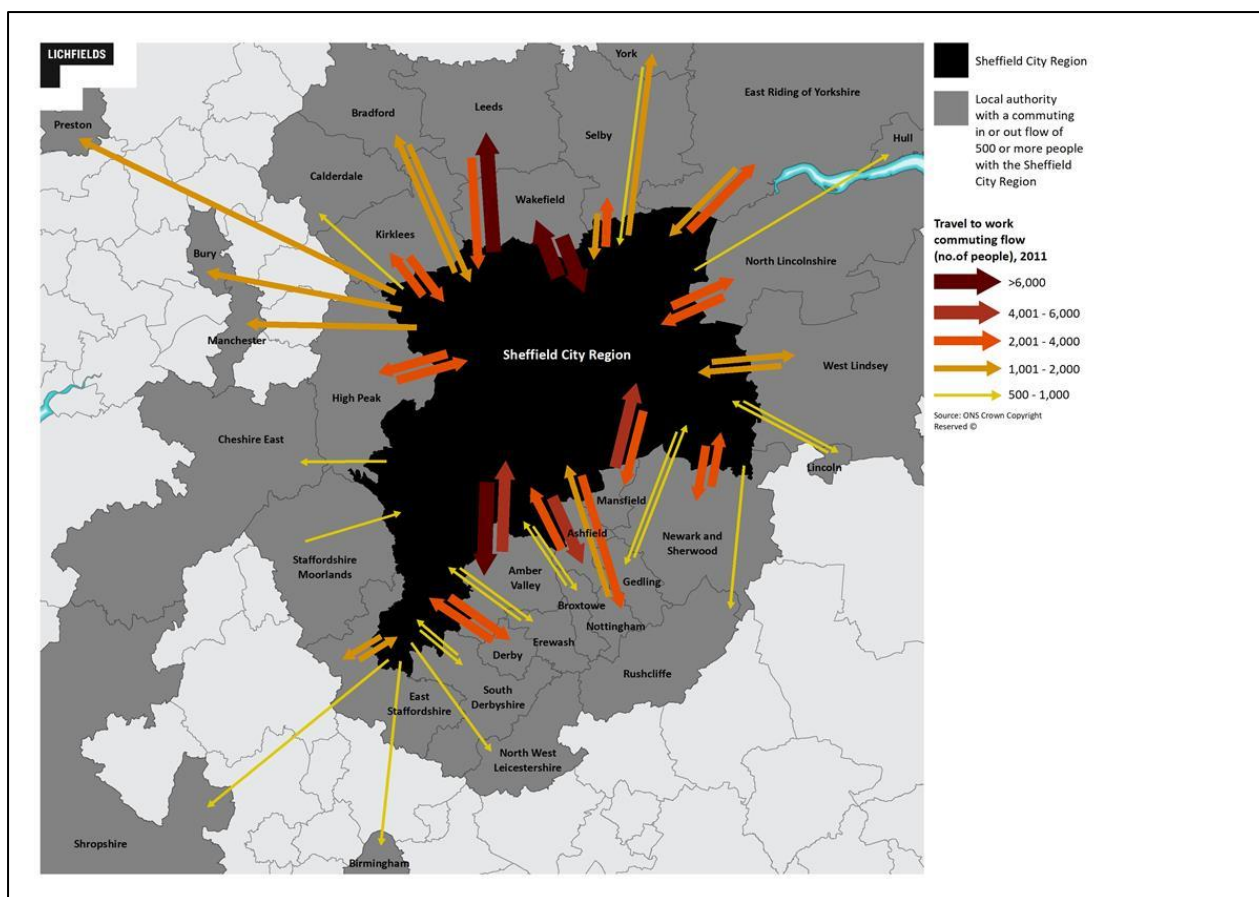
14

Figure 5: Travel to work commuting flows between SCR and neighbouring areas

Based on the above, we have agreed that we:

- Cumulatively, create the conditions in which at least 70,000 new jobs can be delivered through Local Plans
- Support employment growth in Key Urban Centres and Major Growth Areas
- Monitor delivery of employment land and ensure an appropriate supply of land in line with the SEP ambitions
- Monitor the loss of employment land to other uses, in particular residential use
- Share local evidence as appropriate and strengthen our collective evidence base
- Continue to work collaboratively to achieve the economic ambitions of the SEP, developing our evidence and giving further consideration to formalising a strategic FEMA at the SCR scale, and understanding the operation of it.

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4.3 Planning for Transport in Sheffield City Region

Transport Strategy

The SCR Transport Strategy sets goals and policies for South Yorkshire but recognises the importance of the wider SCR economic geography. It was adopted by the MCA in January 2019 as a basis supporting the economic aspirations of the city region. Importantly, the strategy also looks beyond the immediate boundaries of SCR to include interventions that benefit the wider Northern Powerhouse and Midlands Connect sub-national areas, as well as the rest of the UK.

The Transport Strategy sets three specific goals for the SCR area:

- Residents and businesses connected to economic opportunity
- A cleaner and greener Sheffield City Region
- Safe, reliable and accessible transport network.

Taken together, the Strategy is intended to ensure all parts of the City Region are well-connected, with journey times that connect every neighbourhood to a regional hub in 15 minutes; a regional hub to another regional hub in 30 minutes; and all regional hubs to a major centre in 75 minutes.

We will work closely together on all relevant aspects of the SCR Transport Strategy, with Local Plans and planning decisions particularly helping to deliver priorities around economic growth, housing, health and air quality:

- Growth: improved transport network connectivity and greater capacity are vital in enabling economic growth, both in the SCR area and across the wider North of England.
- Housing: transport contributes to meeting our housing targets by helping to unlock new development sites and provide more sustainable modes of travel for residents.
- Health and Air Quality: provision for more active travel like walking and cycling as well as public transport alongside development enables more sustainable choices to be made, benefitting health and air quality.

National and pan-northern interventions

The SCR Transport Strategy defines a number of transport interventions that will have a national and pan-northern impact as they are progressed by SCR and its partners.

Local Plans will support the implementation of these interventions which include:

- Major Rail Improvements: nine separate improvements including new infrastructure like HS2 and improvements to existing capacity;
- Integrated and smart travel programme: with multi-modal, integrated ticketing and real time information; and
- Strategic Road Network Improvements: seven improvements which will increase connectivity between SCR and neighbouring regions as well as movements within SCR itself.

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Information in the annex lists these national and pan-northern interventions. Together they will improve SCRs links other Northern towns and cities as well as with the East Midlands region. It will, therefore, be particularly important to work closely with bodies such as Transport for the North and East Midlands Connect so that people can commute between city regions more quickly and easily, ensuring the right people have access to the right jobs.

Local Interventions

Each district within SCR will have its own transport priorities and several have (or are developing) their own transport strategy, which are also used to inform Local Plans. At the city region scale, the SCR Transport Strategy identifies 11 key regional economic centres that need reinforcing with transport infrastructure and 20 priority transport corridors. These are set out in Figure 5.

We will work together and with other SCR partners to seek to deliver improvements to transport corridors and enhance the strategic transport network with a combination of bus, tram, bus rapid transit, heavy rail and tram-train.

Figure 5: Transport Strategy Programme Corridors

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Strategic Testing Tools

Since 2016, authorities across SCR have been working with the MCA to produce a region-wide computerised model of transport networks and demand (SCRTM1). Utilising the latest trip data, this will provide the evidence required to justify external and internal funding for improvements to the city region's transport infrastructure. In addition, work is also underway to update the existing model of land usage, transport and the economy (FLUTE) to allow all schemes seeking funding, from local or national sources, to be justified in accordance with the Government's standards for assessing value for money.

We will use these city region wide models alongside local transport models, including in Nottinghamshire and Derbyshire, to ensure a complementary hierarchy of modelling is applied. Working at different scales, from strategic interventions of major schemes to micro-simulation of individual sites or junctions, this will ensure the impacts and value for money of projects are understood in a clear, consistent way.

Based on the above, we have agreed that we:

- Support the implementation of policies in the SCR Transport Strategy
- Help to bring forward the national and pan-northern interventions agreed through the SCR Transport Strategy
- Work together to improve connectivity, particularly within and around the 20 regional transport corridors defined in the Transport Strategy.
- Support the safeguarding and delivery of critical transport routes (both existing and new) and collaborate across boundaries to make the best use of inter-regional rail, road and water transport networks.
- Secure financial contributions (through S106 obligations and Community Infrastructure Levy) wherever appropriate to help leverage funding for relevant transport interventions.
- Apply a complementary hierarchy of transport models to understand and assess the impact of projects and proposals on the transport network at appropriate scales

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4.4 Planning for Digital Connectivity in the Sheffield City Region

A Digital Action Plan for Sheffield City Region has been developed and implemented by a number of Local Bodies since the launch of the Government's Superfast Broadband Programme in 2013.

At that time, Broadband Delivery UK (BDUK) asked Local Authorities to group together and form local bodies to develop Local Broadband Plans and to bid for funding from the Superfast Broadband Programme in order to increase coverage from c80% to 95% of premises in their areas. The Local Bodies in Sheffield City Region are:

- *'Superfast South Yorkshire' which covers the majority of the city region, that is, Barnsley, Doncaster, Rotherham and Sheffield;*
- *'Digital Derbyshire' which includes Chesterfield, North East Derbyshire, Bolsover, Derbyshire Dales; and,*
- *'Better Broadband For Nottinghamshire' which includes Bassetlaw.*

Coverage of superfast broadband has increased from 80% to over 95% of the city region and will reach around 99% by 2021.[12] In South Yorkshire the take-up of superfast broadband has increased from 18% to 42%; business parks were amongst the first in the country to access gigabit full fibre broadband; and business development programmes have helped local SMEs understand how digital can sustain and grow their business as well as enabling them to access support for connection charges and innovation projects. At the same time, Sheffield City Centre now benefits from arguably the best public access Wi-Fi network in the country.

However, digital connectivity is not evenly spread and rural areas particularly need better access. As SCR develops and grows over the next 3 years, there will be an increased demand for high speed, ubiquitous connectivity. A Digital Connectivity Strategy is being prepared with objectives and projects that will require a more consistent and coherent approach to planning across the city region.

Based on the above, we have agreed that we:

- Support the implementation of policies in Local Broadband Plans
- Help to bring forward local and city region interventions to improve digital connectivity, improving speeds and addressing gaps in provision across the whole of SCR
- Create a supportive planning framework for digital connectivity, including consistent planning conditions

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[12] *[Need to check data source for these figures and the geographical area covered]*

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4.5 Planning for other Strategic Matters in SCR

All nine Local Planning Authorities in SCR commit to work together at an SCR scale on other issues where we have a common interest and cross boundary work is required. These are defined around the following areas, with further information and evidence highlighted where this is available:

- Green Belt: Local Planning Authorities in SCR have agreed a common assessment method for reviewing Green Belt and will adopt this where appropriate to ensure a consistent approach across SCR[13]

- Energy and climate change: Local Planning Authorities in SCR have agreed to work together to develop and support the implementation of the SCR Energy Strategy and Delivery Plan

- Flood risk: Local Planning Authorities have agreed to work together on a catchment wide basis to reflect the natural geography of the city region and seek consistency in respect of permitted run off rates for greenfield and brownfield developments.

- Minerals: Local Planning Authorities in SCR have agreed to share evidence on minerals planning, working closely together and with Derbyshire and Nottinghamshire County Councils who are currently updating their own Minerals Plans. This includes evidence from Local Aggregates Assessments, exploring the benefits of undertaking joint assessments.

- Waste: Local Planning Authorities in SCR have agreed to share evidence on waste planning, with the four South Yorkshire authorities working together to develop a single evidence base before commencing a South Yorkshire wide waste plan. Districts in Nottinghamshire and Derbyshire are working with their respective County Councils to prepare or update county wide waste plans, ensuring these coordinate with the South Yorkshire plan.

- Natural Environment: Local Planning Authorities in SCR have agreed to share evidence and data on a city regional basis, particularly in areas where the local environment is sensitive or critical to the wider ambitions of the city region. *[Need to confirm with the two LNPs in the SCR]*

- Local Planning Authorities recognise the health and wellbeing challenges facing many areas of the city region and agree to share evidence to ensure that Local Plans are effective in addressing those challenges. This will be in terms of the provision of health services as well as tackling the wider determinants of health such as sub-standard housing, air pollution, social isolation and lack of access to green space. There will be an emphasis on creating environments that are conducive to people being able to be physically active as part of their daily life.

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[13] See detailed explanation at
https://www.barnsley.gov.uk/media/5273/sheffieldcityregiongreenbeltreviewacommonapproachaugust2014.pdf

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5. Governance Arrangements

This Statement of Common Ground has been prepared by the SCR Heads of Planning Group, which brings together senior planning managers across all nine local planning authorities as well as from Nottinghamshire and Derbyshire County Councils.

The Group has responsibility for the Statement of Common Ground alongside other pieces of collaborative work. It will ensure that the Statement is consistent with local planning practice and is updated on an annual basis in order to reflect any changes to local practice or arrangements at the city regional scale

Progress and oversight for the Statement and other joint planning work is the responsibility of the city region's Infrastructure Board, and through this to the wider governance arrangements established for the city region (see Figure 6).
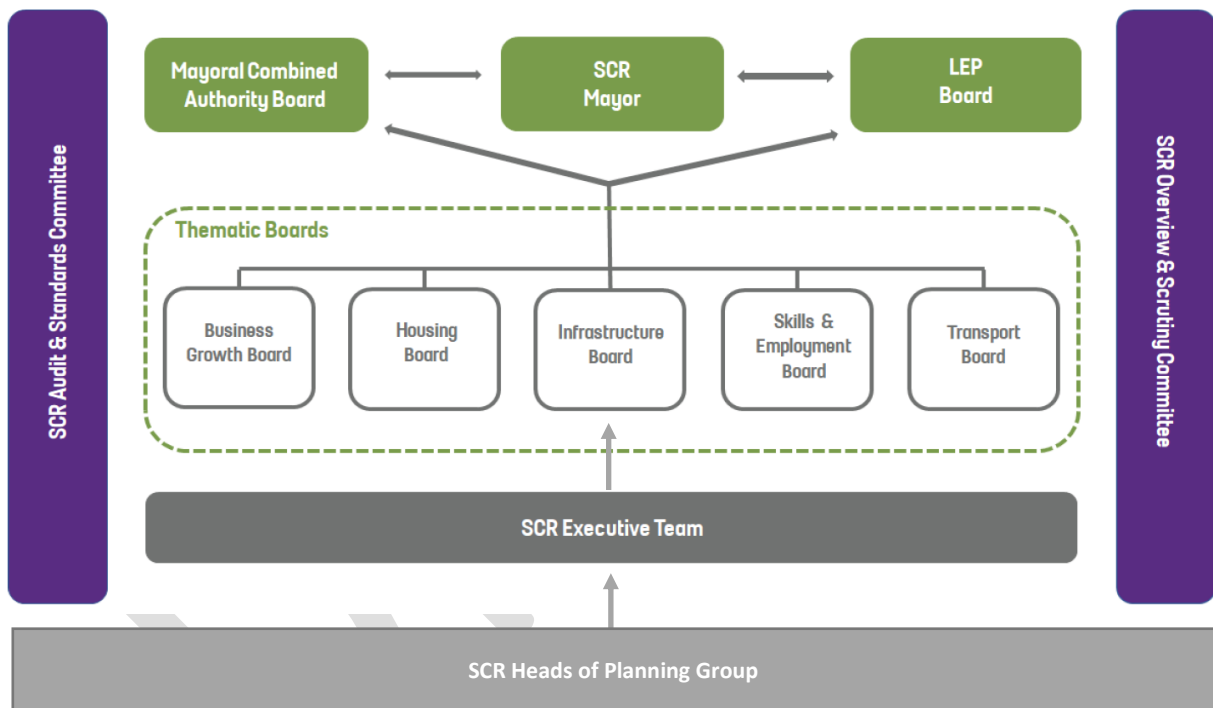

Figure 6: governance arrangements

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Annex

Table 1: Sheffield City Region – housing needs

	2019 Local Housing Need assessment	Local Plan target	Difference	Local Plan Status
Barnsley	890	1,134	244	Adopted January 2019
Bassetlaw	297	390	93	Reg. 18 stage
Bolsover	230	272	42	Awaiting Inspector's report
Chesterfield	240	247	7	Pre-submission
Derbyshire Dales	229	284	55	Adopted December 2017
Doncaster	550	920*	370	Reg. 18 stage
North East Derbyshire	248	330	82	Awaiting Inspector's report
Rotherham	581	958	377	Adopted 2014/2018
Sheffield	2,124	2,124	0	Options consultation 2015
SCR	**5,389**	**6,311 - 6,659**	**922 - 1,270**	

*The emerging Local Plan presents the housing requirement as a range, the bottom of the range representing a Local Housing Need figure (as reviewed and updated) but with allocations for the top of the range in line with economic growth aspirations and planned infrastructure

Table 2: Sheffield City Region – net completions*

	2015/16	2016/17	2017/18	Total
Barnsley	706	850	1,009	2,565
Bassetlaw	338	462	551	1,351
Bolsover	325	290	248	863
Chesterfield	206	123	110	439
Derbyshire Dales**	130	173	295	598
Doncaster	1,170	1,057	1,173	3,400
North East Derbyshire	431	282	396	1,109
Rotherham	585	599	471	1,655
Sheffield	1,432	2,248	2,304	5,984
SCR	**5,323**	**6,084**	**6,557**	

*All data collected directly from local authorities (other than Derbyshire Dales), and in some cases varies slightly (1%) from the Housing Flows Reconciliation figure used to calculate the Housing Delivery Test. Includes new build completions, change of use from non-residential to residential and conversions from one to multiple dwellings.

** Note discussions ongoing with MHCLG about inclusion of completions within the Peak District National Park area in HDT figure.

[data for 2018/19 to be added to this table over summer if available]

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Table 3: Sheffield City Region - housing land supply*

	Annualised (net) requirement	Total (net) 5-year supply	Supply in years	Date of publication
Barnsley	1,469	7,522	5.12	Jan-19
Bassetlaw	324	2,681	7.90	Oct-18
Bolsover	272	2,274	8.49	Feb-19
Chesterfield	298	1,775	5.96	Apr-18
Derbyshire Dales	403	2,995	7.44	Apr-18
Doncaster	889	8,300	9.34	Aug-17
North East Derbyshire	283	2,178	7.33	May-18
Rotherham	958	6,655	5.80	Apr-18
Sheffield	2,231	9,970	4.47	Nov-17
SCR	7,127	44,350		

* Figures taken from the most recently published 5-year supply statements, which allow for any backlog in delivery over recent years. As such annualised requirement figures may vary from Local Plan requirements set out in Table 1.

Table 4: Job Figures being planned for in Local Plans

Local authority	Job target
Barnsley	28,840 (2014-2033)
Bassetlaw	3400 (2018-2035)
Bolsover	A baseline jobs growth of 3,000 used in SHMA for OAN. No specific target set in Local Plan (2014-2033)
Chesterfield	3,175 (2011-2036)
Derbyshire Dales	A need for 1,700 additional jobs calculated in employment land availability assessment. No specific target set in Local Plan (2013-2033)
Doncaster	Growth of 27,100 jobs being planned for. No specific targets set in Local Plan (2015-2032)
North East Derbyshire	3,000 (2014-2034)
Sheffield	25,550 (2015-2034)
Rotherham	12,000 – 15,000 (2013-2028)

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Table 5: Distribution of additional jobs (Ekosgen 2014)

Table 1.1 Assumed Distribution of 70,000 Additional Jobs

Sector Distribution (see Section 3)	Increase	% change	Spatial Distribution (see Section 4)	Increase	% change
Logistics	13,000	47%	Sheffield	25,550	10.7%
Financial & Professional	10,000	28%	Doncaster	11,825	10.7%
Business Services	10,000	31%	Rotherham	9,125	9.8%
Adv. Manufacturing	8,000	39%	Bamsley	7,500	10.2%
CDI	8,000	27%	Chesterfield	4,900	9.9%
Tourism, Leisure, Sport	8,500	16%	Bolsover	4,100	13.6%
Retail	8,000	11%	Bassetlaw	3,700	8.3%
Health	8,000	7%	NE Derbys	1,900	7.5%
Construction	4,000	13%	D Dales	1,400	4.6%
Other	4,000	4%	SCR Total	70,000	10.0%
Education	2,000	3%			
Low Carbon	2,000	18%			
Med - Low Tech Manufacturing	-6,500	-11%			
Public Admin	-9,000	-23%			
SCR Total	70,000	10%			

Table 6: Employment Land requirements in Local Plans

Local authority	Employment Land
Barnsley	297 ha (2014-2033)
Bassetlaw	63 ha minimum (2018-2035)
Bolsover	Allocating 92ha in the Local Plan (2014-2033) Current land either allocated in the 2000 Bolsover District Local Plan or with planning permission = 96.73ha.
Chesterfield	Emerging Local Plan target = minimum 44ha employment land in B1, B2, B8 uses (2011-2026). Supply over emerging Local Plan period = 51.63ha Also approximately 20-30ha land at Staveley Works that can come forward dependent on final form of HS2 phase 2b IMD
Derbyshire Dales	At least 24 ha (2013 – 2033)
Doncaster	481 ha (2015-2035)
North East Derbyshire	25.3 – 38.3 ha (2014-2034)
Rotherham	235 ha (2013-2028)
Sheffield	152 ha (2015-2035)

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Summary of economic role of places in SCR

Barnsley
Barnsley has a growing economy, creating an M1 economic corridor, thriving town centre and some outstanding cultural heritage. In terms of current sectors, evidence from Mott Macdonald (2016) identified a higher proportion of employees in manufacturing and construction than comparator areas including the national average. In contrast, Barnsley has lower proportions of IT and finance professionals and a higher proportion of jobs in public administration, health and education (29% compared to a national average of 26%).

Bassetlaw
Retford in Bassetlaw benefits from access to the national railway network and strong economic links to Nottingham, Lincoln and Newark. Worksop is a town developing a diverse economic base, with a number of key visitor attractions such as Clumber Park and Sherwood Forest. The key sectors in Bassetlaw are in construction, manufacturing, transport distribution/logistics, storage. Growth is expected in financial and business administration, health and government services sector.

Doncaster
Doncaster has a high quality urban centre with attractive retail opportunities within an expanding mixed-use offer. Doncaster's multi-modal connectivity offers access to major conurbations and coastal ports whilst the Doncaster-Sheffield Airport and iport areas provide an international gateway with growing engineering and logistics business base. A new National College for High Speed Rail and University Technical College are part of a growing vocational education offer.

Doncaster's Inclusive Growth Strategy identifies four broad industry specialisms with the potential to grow, create quality jobs and support supply chains: engineering and technology; digital and creative; future mobility (rail, road, air); and advanced materials. In addition a fifth, non-specialist platform is identified from growth: supporting Services.

Rotherham
Rotherham has developing strengths in new economic sectors, as part of SCR's wider regeneration agenda, with a particular specialism in manufacturing. The adopted Core Strategy identifies the priority of safeguarding this manufacturing base and targeting several priority sectors including Creative and Digital Industries; Advanced Manufacturing and Materials; Environmental and Energy Technologies; Construction Industries; Business, Professional and Financial Services; and Low Carbon Industries.

Bolsover
Bolsover is a rural area, with the need and ability to accommodate significant economic growth in key settlements, taking advantage of access to the M1. In the Bolsover Economic Development Needs Assessment (EDNA) (2015) competitive sectors identified were: Wholesale and Retail; Manufacturing; Transport & Storage; Construction; Information & Communication (knowledge-based activity); and Energy & Water.

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North East Derbyshire

North East Derbyshire is a rural area with the population concentrated in four towns, and the potential for growth along the A61. Key sectors are Digital and Creative Industries; Advanced Manufacturing; Food and Drink; Construction and Environmental Industries; and Social Industries.

Derbyshire Dales

The Derbyshire Dales economy is based on thriving micro businesses and SMEs with manufacturing the largest employment sector. Pay in the Derbyshire Dales is amongst the lowest in Sheffield City Region and England. Businesses in the Dales want to grow but can't find the space locally, and provision of new employment space in the district is the highest priority.

Chesterfield

Chesterfield is a key market town and the sub-regional economic centre for Northern Derbyshire, with a high quality urban core and opportunities for further growth in the Staveley and A61 corridors. Along the M1, Markham Vale is an area recently developed with plans to establish itself as a major employment hub, supporting activity elsewhere in the City Region. The area includes Enterprise Zone sites.

Chesterfield's key sectors are Public administration ; Wholesale/retail; Financial and business services and Manufacturing.

Sheffield

Sheffield is the fourth largest city in England and a major centre of engineering, creative and digital industries, with a wide range of culture and retail facilities. Sheffield City Centre will be the primary office location in the City Region, providing a high proportion of the City Region's jobs in business, financial and professional services, higher education and health and wellbeing services. The retail and leisure offer in the City Centre is expected to grow through the Heart of the City 2 development but will be complemented by that provided at Meadowhall and by other built leisure facilities in the Lower Don Valley.

The Lower Don Valley and Advanced Manufacturing Research Centre (in the Advanced Manufacturing Innovation District) are important employment areas, focused on advanced manufacturing. The area includes an Enterprise Zone at Sheffield Business Park.

Sheffield's key sectors are Advanced Manufacturing and Health.

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Summary of Functional Economic Market Areas within SCR

Local Plans across the SCR define their Functional Economic Market Areas in line with national planning guidelines.

- Barnsley: part of a wider area of a single Sheffield and Leeds City Region FEMA.

- Bassetlaw: sits between several larger, dominant centres and takes a pragmatic approach which considers multiple linkages and influences on the district's economy from these centres.

- Bolsover: part of a wider FEMA which includes Amber Valley; Ashfield; Bassetlaw; Chesterfield; Mansfield; and North East Derbyshire DC.

- Doncaster: defines a standalone FEMA along its own administrative boundary.

- Derbyshire Dales: is divided between surrounding areas, with the southern part of the District in a wider Derby focused FEMA; the Northern area in a Sheffield focused FEMA; and the central part of the district falling in an overlap with influences from Sheffield, Chesterfield and Derby.

- NE Derbyshire and Chesterfield: share an employment market and FEMA

- Sheffield and Rotherham: share a single FEMA, consistent with a single travel to work area.

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SCR Transport Strategy: national and pan-northern interventions

The following schemes are being progressed by our partners or are included in Transport for the North's initial investment programme for a start by 2027. As such they form a baseline for the City Region's interventions.

MAJOR RAIL IMPROVEMENTS
- HS2 – SCR supports the principles of high speed rail services across the North to the rest of the UK, radically reducing journey times and providing enhanced connectivity beyond the HS2 network. We need to maximise the benefit of HS2, exploring all options for a parkway in South Yorkshire and minimise the impact on local communities and the environment
- Hope Valley line capacity improvements – initial capacity improvements to allow a frequency of three fast trains in addition to one stopping train per hour and freight trains
- Sheffield to Hull – journey time improvements to achieve a frequency of two trains per hour and capacity enhancements at Doncaster station to accommodate Northern Powerhouse Rail services
- Sheffield to Leeds – improvements to the Northern Loop from Sheffield station to HS2, including new stations in South Yorkshire, along with journey time and reliability improvements via Barnsley
- Doncaster to Leeds – capacity, journey time and reliability enhancements
- South Transpennine Line – capacity and journey time improvements between Doncaster and Cleethorpes
- East Coast Main Line power upgrade
- Improvements to allow wider/higher freight trains on the Doncaster to Immingham route
- Electrification works in the Sheffield area to support other major rail investment programmes

INTEGRATED AND SMART TRAVEL PROGRAMME
- Multi-modal, integrated, contactless ticketing across the North
- Enhanced real time customer information
- Smart ticketing on rail

STRATEGIC ROAD NETWORK IMPROVEMENTS
- Trans Pennine upgrade programme – a package of improvements including Mottram Moor link road and the A616/A61 Westwood roundabout
- Trans Pennine Tunnel and wider connectivity package – a feasibility study into a new route to improve the resilience of Trans Pennine road links, including a new or upgraded route from the M1 to M18 and A1(M)
- M1 Junctions 35A to 39 – upgrade to smart motorway
- A1 Redhouse to Darrington – upgrade to motorway standard
- A1(M) Doncaster bypass – widening to a three-lane motorway
- Hollingworth to Tintwistle bypass and M56 capacity improvements, which are both outside of SCR but included due to the benefits they can bring SCR.
- A1 junction improvements with A46 in Bassetlaw.

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