

5 May 2026

Dear Inspectors,

Sheffield Plan Examination - Representation on Proposed Main Modifications. IIA Strategic Location 1 (Handsworth), and Site Allocations SES29 (MM410) and SES30 (MM411): the strategic Green Belt release at Handsworth rests on a transport evidence base that the disclosed Freedom of Information material contradicts

1. Summary of representation

This representation concerns the soundness of the strategic Green Belt release at Handsworth - Strategic Location 1 (SL1) in the IIA Update and Addendum (2026) - comprising allocations SES29 (MM410) and SES30 (MM411), which together propose 1,697 dwellings on land released from the Green Belt.

The IIA places sustainable transport at the heart of its case for releasing this Green Belt, relying in particular on the prospect of a new train station at Waverley (IIA §7.1.10; Appendix G, p.241). Freedom of Information responses from the South Yorkshire Mayoral Combined Authority (SYMCA) and Network Rail show that this station has no signed contract, no completed Outline Business Case (now slipped over three years to Spring 2027), no agreed Development Services Agreement, no committed delivery funding, and (for any tram-train provision) no defined scope or timescale. The Plan's strategic transport case for releasing Handsworth from the Green Belt is therefore based on infrastructure that, on the Council's own disclosed evidence, is unfunded and undelivered.

First, the strategic foundation for SL1 (Handsworth) - and therefore for both MM410 and MM411 - is unsound under the tests at NPPF (September 2023) paragraphs 31, 34, 35 and 141. Second, MM411 contains a separate internal inconsistency: it references the Golden Rules but contains no rail-related condition or contribution mechanism, while the IIA strategic-level justification for releasing SES30 from the Green Belt rests on the SL1 transport case.

This representation should not be read as support for the development of either site. My primary position is that the strategic Green Belt release at Handsworth, and both site allocations within it, should not proceed. Alternatively, if the Inspectors decide to retain either or both, the Plan should be modified so that neither relies on uncommitted rail infrastructure, and so that the inconsistency identified at section 4 is resolved.

2. Relevant evidence

All FOI responses and documents are appended to this representation.

- **IIA Update and Addendum (2026)**, in particular: §7.1 (establishing strategic locations for housing growth, including §7.1.10 on the role of sustainable transport); Figure 7.1 identifying SL1 (Handsworth) as a defined potential strategic location; Table 7.2 (eleven sustainability topics including “Transport”, with SL1 scored); §7.3.7 (SL1 amongst the most positive on socio-economic effects); and Appendix G, pp.239-245, the detailed appraisal of SL1 (Handsworth), in particular the Transport and accessibility text at p.241 and the recommendation at p.245 that SL1 be retained;
- **IIA Report Addendum Modifications Consultation (2026)**, §5.6.4;
- **SYMCAFOI 2025/165** (SYMCA, 3 February 2026), with the disclosed Waverley MCA Strategic Outline Business Case (SOBC);
- **FOI2026/00370** (Network Rail, 19 March 2026);
- **FOI2026/00379** (Network Rail, 27 March 2026), with Specification for Network Rail Supply of Services, Version 3.0, dated 3 November 2023 (the NR Specification);
- **Schedule of Proposed Main Modifications**, in particular MM10 (Policy SP1; Handsworth), MM68 (Policy SA5; SES28-SES30 listed as strategic sites), MM96 to MM101 (Policy T1, including the Waverley and Barrow Hill references in MM101), MM410 (SES29), and MM411 (SES30);
- **EXAM 130** Site Selection Topic Paper (May 2025), and the changes between the SES29 wording in EXAM 130 and that now in MM410;
- **EXAM 214** Clive Betts MP statement to the Examination, 15 October 2025, addressing the necessity of rail infrastructure for development at SL1.

Together, these documents establish the following:

- (a) SL1 (Handsworth) contains both SES29 and SES30. Handsworth is also named as one of five “limited strategic greenfield releases” in MM10 (Policy SP1).
- (b) Transport is one of eleven sustainability topics scored at strategic-location level. For SL1 (Handsworth) the IIA records moderate positive Transport effects, with potential for major positive effects “if potential issues in relation to traffic congestion can be addressed” (Appendix G, p.241).
- (c) The IIA’s Transport assessment for SL1 relies on the prospect of a new train station serving the area. Appendix G, p.241 records that there is potential for new housing at SL1 to support the business case for a new train station along the line to the north of the northern parcel; the IIA Modifications Report Addendum (§5.6.4) goes further, attributing the same support to the Barrow Hill Railway Line.
- (d) The preferred station scheme is a single hourly Sheffield-Lincoln service. The SOBC short-list (§2.7) identifies the preferred option as a new station served by one train per hour on the existing Sheffield-Lincoln service (Option E). The option that included

Barrow Hill services (Option F) was the more “ambitious” alternative and not preferred.

- (e) Tram-train cannot be defined in scope or timescale. The NR Specification (§1.0) states that the Outline Business Case and project design are to be developed on the basis of a traditional heavy rail station, and that, while SYMCA has aspirations for tram-train services in the future, it is not possible to define timescales or the detailed scope of alterations needed to accommodate tram-train at the new station. §2.0(p) requires Network Rail only to consider “passive” or “active” provision in the design.
- (f) The Barrow Hill line is a separate scheme. NR Specification §6.0 records that the line is the subject of a separate proposal being progressed to OBC by Network Rail and the Department for Transport, and that Network Rail is asked only to be “cognisant” of that work.
- (g) There is no signed contract, no Development Services Agreement, no completed business case and no committed delivery funding. Network Rail (FOI2026/00379) confirms it does not hold a signed contract for the development of the OBC, that the OBC is for SYMCA to undertake, and that what it held was a narrower “client remit” for option selection (ES3) only, which has been completed. The NR Specification timetable (§3.0) leaves the dates for SYMCA approval to appoint, signing of the DSA, and the start and end dates of the OBC as “TBC”. The OBC was scheduled for submission to the SYMCA board in August 2024; on the FOI material it is not now expected before Spring 2027. No delivery funding has been secured.
- (h) The site-specific wording for SES29 was weakened between EXAM 130 and MM410. EXAM 130 (May 2025) referred to a station on the “Barrow Hill Rail Line”; MM410 has replaced that with a generic reference to “the rail line” and a new condition that “contributions may be required” towards a new station on the rail line. The strategic-level justification (the IIA and Policy T1) has not been updated to reflect that change.
- (i) MM411 (SES30) references the Golden Rules but contains no public transport condition or contribution mechanism. The conditions on development in MM411 make no reference to a new station and no contribution mechanism towards rail infrastructure of any kind.

3. Soundness concern - the strategic location problem

The IIA puts sustainable transport at the heart of its case for choosing strategic-scale Green Belt release. §7.1.10 of the IIA states that strategic-scale release was preferred because it could bring with it significant benefits including “sustainable transport”. For SL1 (Handsworth) the IIA’s Transport assessment cites the prospect of supporting the business case for a new train station as part of the positive Transport finding (Appendix G, p.241). That finding, in turn, supports the recommendation that SL1 be retained as a reasonable alternative for strategic Green Belt release (Appendix G, p.245). The Council’s evidence base therefore places the new station, and the prospect of better rail connectivity at Handsworth, at the centre of why this Green Belt should be released.

The FOI documents show that the rail infrastructure on which the IIA’s Transport finding rests is not evidenced as committed, funded or programmed, and therefore should not be relied upon as a part of the justification for releasing SL1 from the Green Belt.

There is no signed contract. There is no completed business case, and it is not expected until Spring 2027 - three years later than originally scheduled. There is no agreed Development Services Agreement. There is no committed delivery funding. Tram-train remains an aspiration with no defined scope or timescale. The Barrow Hill line, which the IIA Modifications Report Addendum (§5.6.4) invokes for SES29, is not part of the preferred station scheme - it is being progressed as a separate unfunded proposal.

The IIA’s Transport assessment for SL1 also acknowledges that the local road network is highly congested at peak hours and that development at this location will add further pressure (Appendix G, p.241). The IIA records the potential for major positive Transport effects only “if potential issues in relation to traffic congestion can be addressed”. The IIA assumes that congestion is being addressed through a shift to public transport. A shift on the scale required depends on the rail infrastructure being delivered, not just more frequent buses. The evidence does not support that delivery being secured or programmed.

The relevant tests are at NPPF (September 2023) paragraph 35: a plan is sound where it is justified, effective and consistent with national policy, on the basis of evidence that meets paragraph 31 and policies on infrastructure contributions that, under paragraph 34, do not undermine deliverability. MM410 and MM411 each reference the Golden Rules as a condition on the allocation, including for “necessary improvements to local or national infrastructure”. The Council has therefore set the test for itself - both at the strategic-location level (through the IIA’s sustainable-transport rationale for selecting SL1) and at the site-specific level (through the Golden Rules condition in each MM).

The Plan’s strategic transport case for releasing Handsworth from the Green Belt is therefore not supported by relevant and up-to-date evidence (NPPF §31). It is not justified, because the strategy for releasing SL1 is based on transport benefits that the evidence does not show to be deliverable (NPPF §35(b)). It is not effective, because there is no evidence of a delivery pathway for the infrastructure that underpins the IIA’s positive Transport finding (NPPF §35(c)).

This is a strategic-location problem, not just a site-specific problem. It extends to both MM410 and MM411, because both site allocations sit within SL1 and both are justified, at the strategic level, by the same IIA assessment. The summary table below sets out the points of disconnect between the Plan’s evidence base and the material from the FOI responses:

What the IIA and Plan rely upon	What the disclosed evidence shows
IIA §7.1.10: strategic-scale Green Belt release was preferred over dispersed alternatives because it could bring with it significant benefits including “sustainable transport”.	The principal sustainable-transport benefit at SL1 (a new station at Waverley, with future tram-train) is unfunded, has no signed contract, no completed business case and no agreed delivery programme.
IIA Appendix G, p.241 (SL1 Transport): “there is potential for new housing at this location to further support the business case for a new train station along the line to the north of the northern parcel”.	FOI2026/00379: no signed contract; the OBC is for SYMCA to undertake; only a “client remit” for ES3 option selection was held, and is now completed. NR Specification §3.0: the timetable dates for DSA signing and OBC start/end remain “TBC”.
IIA Appendix G, p.241: SL1 records moderate positive Transport effects with potential for major effects “if potential issues in relation to traffic congestion can be addressed”.	The shift to public transport on which road congestion mitigation depends requires the rail infrastructure that, on the FOI evidence, has no committed delivery pathway. The IIA records that the local road network is highly congested at peak hours.
IIA Modifications Report Addendum, §5.6.4: growth at Handsworth has “the potential to support the business case for a new rail station on the Barrowhill Railway Line”; MM101 (Policy T1) supports re-opening the Barrow Hill Railway Line.	SOBC §2.7: preferred Option E is a single Sheffield-Lincoln service. Option F (Barrow Hill) was the more ambitious alternative and was not preferred. NR Specification §6.0: the Barrow Hill scheme is being progressed separately, with Network Rail asked only to be “cognisant” of it.
IIA Appendix G, p.245: RECOMMENDATION that SL1 (Handsworth) be retained as a reasonable alternative for strategic Green Belt release.	The recommendation is based on a Transport assessment whose underlying rail infrastructure assumptions are contradicted by the disclosed FOI evidence.
MM410 (SES29) “contributions may be required towards the provision of a new station on the rail line”, with site layout to take account of that opportunity. MM411 (SES30) states the Golden Rules but imposes no rail condition.	The condition and contribution framework for the strategic transport benefit is asymmetric and incomplete across the two allocations within the same strategic location.

The MP for Sheffield South East, in his statement to the Examination on 15 October 2025, made the point that one heavy rail service per hour at Waverley is not the infrastructure required for these allocations, and that without tram-train the sites should not be released from the Green Belt. The rail infrastructure on which the Council relies cannot, on current evidence, be secured at the plan-making stage.

4. A separate soundness concern: MM411 imposes no rail condition

Beyond the strategic-level problem at section 3, MM411 contains a further internal inconsistency. MM411 references the Golden Rules and includes site-specific conditions but no mention of a new station and no contribution mechanism towards rail infrastructure of any kind.

SES30 is not adjacent to the rail line. However, the IIA's rail-based Transport finding for SL1 applies to SES30 as part of the strategic cluster, while MM411 carries no condition or contribution mechanism reflecting that strategic-level finding.

The IIA strategic-level justification for releasing SES30 from the Green Belt rests on the same SL1 Transport assessment as SES29. The site is the same Strategic Location. The Transport benefit was assessed at the strategic-location level. In the IIA's reasoning, SES30 benefits from the prospect of a new station and the corresponding moderate-to-major positive Transport finding, while MM411 imposes none of the corresponding obligations. Either:

- (a) The rail accessibility benefit is real and important for SES30's Green Belt release, in which case MM411 is incomplete because it does not capture it. If so, MM411 does not appear to meet NPPF §3 (the Plan should set out the contributions expected from development), and fails the Council's self-imposed Golden Rules condition in MM411 (which requires necessary improvements to local or national infrastructure).
- (b) The rail accessibility benefit is not relevant to SES30's Green Belt release, in which case the IIA's SL1 assessment is overstated, the IIA Modifications Report Addendum at §5.6.4 is inconsistent with its own reasoning, and the Plan's reasoning for releasing SES30 from the Green Belt needs to be revisited under NPPF §31 and §141.

There is a mismatch between the strategic transport benefit at IIA level and MM411. This is a soundness defect that is separate from the FOI evidence: even on the Council's assessment, the site-specific MM does not match the strategic-level justification.

5. Primary request

I ask the Inspectors to find both MM410 and MM411 unsound. The strategic Green Belt release at Handsworth (SL1) should be reconsidered. If the soundness defects identified at sections 3 and 4 cannot be addressed on the current evidence, the affected allocations should be deleted or their capacities reduced to reflect the unresolved constraints.

If the Council cannot demonstrate that the strategic Green Belt release at Handsworth, and each of SES29 and SES30 within it, remains justified and effective without reliance on uncommitted rail infrastructure at Waverley, the allocations should not be retained.

6. Alternative request, while maintaining my objection

If the Inspectors retain either or both site allocations, the Plan should be modified to impose a Grampian-style condition tying occupation of dwellings on each site to the prior delivery of (a) the new railway station at Waverley with a confirmed Sheffield-Lincoln heavy rail service, and (b) at minimum, active provision in the station design for the tram-train service on which the IIA's Transport finding depends. No occupation should be permitted before those infrastructure milestones are evidenced as delivered or contractually committed.

7. Consequential changes required

If the Inspectors accept the requests in sections 5 or 6, the Council should:

1. Update the IIA scoring for SL1 (Handsworth), in particular the Transport assessment at Appendix G p.241 and the recommendation at p.245, to reflect that the rail infrastructure underpinning the positive Transport finding is not supported by the current evidence;
2. Update the IIA Modifications Report Addendum (§5.6.4) to remove or qualify the attribution of the Handsworth growth case to the Barrow Hill Railway Line, given that scheme is being progressed separately and is not part of the preferred Waverley station option;
3. Revisit the Green Belt exceptional-circumstances reasoning under NPPF §141 for both SES29 and SES30, given that part of the sustainable-transport benefit relied upon at the strategic level is not deliverable on the current evidence;
4. Reassess whether SL1 (Handsworth) still works as a strategic location, including whether 1,697 dwellings can be justified at this location without the rail infrastructure on which the IIA relies;
5. Resolve the inconsistency identified at section 4 by either adding a rail-related condition or contribution mechanism to MM411, or amending the IIA's SL1 Transport assessment, so that the strategic-level finding and the site-specific MM are consistent; and
6. Update MM410 (SES29), Policy T1 (MM96–MM101) and any other Plan policy, supply, infrastructure or Green Belt exceptional-circumstances material affected by the above changes.

8. Conclusion

On the evidence, the strategic Green Belt release at Handsworth (SL1), and each of MM410 and MM411 within it, is not sound under the tests in NPPF (September 2023) paragraphs 31, 34, 35 and 141. Together these allocations propose 1,697 dwellings on land released from the Green Belt on the basis of rail infrastructure that, on the Council's own disclosed evidence, has no signed contract, no completed business case, no agreed Development Services Agreement, no committed delivery funding, and (for tram-train) no defined scope or timescale. MM411 contains a further and separate soundness concern, as it does not mention public transport while resting on the same strategic Transport finding as MM410.

I object to the strategic Green Belt release at Handsworth, and to MM410 and MM411 individually. The allocations should be deleted, or - while maintaining my overall objection - modified so that they do not depend on uncommitted rail infrastructure.

Yours faithfully,

Michael Parkin

SYMCA SYMCAFOI 2025/165

Received 3 February 2026

“SYMCA Response”

South Yorkshire Mayoral Combined Authority
11 Broad Street West
Sheffield
S1 2BQ
0114 2203400

REF SYMCAFOI 2025/165

3rd February 2026



Thank you for your request, under the Freedom of Information Act 2000, for recorded information relating to the following:

On 6 September 2023, a delegated authority decision was made with the subject: "Progression from Strategic Business Case to Outline Business Case and release of development funding for one City Region Sustainable Transport Settlement (CRSTS) project: Progression of 'Waverley Rail Station' from SBC to OBC and approval for award of £1m development cost funding to SYMCA".

<https://governance.southyorkshire-ca.gov.uk/ieDecisionDetails.aspx?id=381>

Please provide:

1. The Complete Decision Record

The full delegated authority decision record for this decision

All supporting documentation that isn't provided on the high-level publicly-available decision record, specifically project scope, timeline, deliverables, and any conditions attached to the funding

Please see the attached documents 'Waverley MCA SOBC FINAL' and 'Waverley Rail Station Officer delegated dec'. Please note that redactions have been applied to withhold personal information, the exemption we are relying on is Section 40(2) – personal information. This exemption applies because we consider that disclosure of this information without the consent of the individuals concerned would not be fair or lawful and we consider that those individuals have a reasonable expectation of privacy.

2. Procurement and Contracts

Details of any consultants or contractors appointed to undertake the Waverley Rail Station OBC work, including:

Name(s) of appointed consultant(s)/contractor(s)

Contract award date(s)

Contract value(s)

Contract duration/end date(s)

Description of scope of work commissioned

If no consultants have been appointed, please confirm this

Name of appointed Consultant	Network Rail
Contract Award Date	28 th February 2024
Contract Value	£929,764
Contract Duration/End Date	23/01/2026
Description of scope	<p>To support SYMCA's development of the OBC the services to be provided by Network Rail are considered to be commensurate with a combined Network Rail PACE ES2 and ES3 – Development & Project Selection, including but not limited to:</p> <ul style="list-style-type: none"> a) Project management services and support necessary to manage the efficient and timely completion of the Deliverables. b) Timetable analysis to establish the impact of the scheme on existing and planned heavy rail services and any associated infrastructure requirements. c) Support SYMCA in determining the modelling and data requirements to support the development of a transport model for forecasting and appraisal (This appointment excludes any transport modelling work ie building/running the model) d) Design development of the preferred option to create the outline design, including consideration of modal integration ie walking, cycling, bus, and parking. A preferred station location has been agreed as part of early feasibility work, but this needs to be tested e) Provide advice on the extent of Network Rail owned land and any privately owned land required for access to the new station. Network Rail are to support SYMCA in discussions with the adjacent landowner regarding land required. An indicative housing and station layout has been developed by the landowner and shared with Network Rail. f) Commence the application of the Common Safety Methodology on Risk Evaluation and Acceptance (CSM-RA) and undertake duties of Client (including the appointment of a Principal Designer) as defined by the CDM 2015 Regulations. g) Cost management including production of estimated costs for delivery of the project and any ongoing operational/maintenance costs. h) Provide advice on constructability including preparation of an indicative programme for delivery of the project. i) Provide advice on station ownership, lease and on-going management and maintenance.

	<p>j) Production of all necessary Project Management documentation, i.e., risk register, cost plans, programmes. Tailored list of ES2/ES3 deliverables to be agreed.</p> <p>k) Attendance at periodic progress/review/co-ordination meetings and to regularly report on progress including deliverables and costs to date. Format of project reporting to be agreed, but likely based upon 'Project on a Page'</p> <p>l) Undertaking survey works, including but not limited to ground investigation, topographical surveys and environmental studies as required.</p> <p>m) Develop a high-level delivery strategy including access and possession requirements for inclusion in the OBC cost and programme.</p> <p>n) Applying for the Necessary Consents where applicable</p> <p>o) Contribute to stakeholder consultation as required in liaison with SYMCA/Network Rail communications teams.</p> <p>p) Respond to the outcomes of the Tram Train station development work outlined above including consideration of any 'passive' and/or 'active' provision that could be included in the station design.</p>
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Name of appointed Consultant	Ove Arup & Partners
Contract Award Date	28 th February 2024
Contract Value	£67,444
Contract Duration/End Date	31/10/2025 Due to changes in SYMCA's assurance framework, land use changes and preferred modelling/appraisal methodology SYMCA propose to re-commission consultancy support for the Business Case development early in 2026
Description of scope	<p>Develop the Outline Business Case for the project in accordance with HM Treasury's advice on evidence-based decision making set out in the Green Book and use its best practice Five Case model approach.</p> <p>Once the OBC has been developed, there will be a clear understanding of the project plan, project management and governance arrangements, benefits realisation and risk management arrangements. The OBC should build on the foundations of the Strategic Business Case in that it provides considerably more detail on each of the five dimensions outlined in the latest HM Treasury Green Book guidance. The fully developed OBC will have determined the preferred option, potential value for money, ascertained</p>

	affordability and funding requirements and be preparing the potential deal which enables successful delivery.
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3. Expenditure to Date

Total amount spent from the £1m allocation (as of 4 Dec 2025)

Summary of Spend to Date (04/12/25)	2024/25	2025/26	Total
	£ 79,589	£ 575,351	£ 654,940

Confirmation of whether the £1m remains allocated to Waverley Rail Station OBC or has been reallocated

£1m of CRSTS funding remains committed to the development of a new station at Waverley

4. Progress and Deliverables

A list of deliverables/outputs produced to date with this funding (e.g., consultant reports, surveys, studies, options appraisals)

- Draft OBC Scoping Note (Arup)
- Draft Waverley Station Logit Model v3.0 (Arup)
- Draft Appraisal Specification Report v2.0 (Arup)
- Value Management VM1 Output Definition Report (Network Rail)
- Value Management Option Selection Report Vr1 (Network Rail)
- Options Study Report vr2 (Network Rail)
- Combined Layout Options Drawing (Network Rail)
- Draft Layout Drawing Option 2A (Network Rail)
- Combined Hazard Listing Spreadsheet vr1B (Network Rail)

The most recent progress report or status update on the Waverley Rail Station OBC

Current expected completion date for the Outline Business Case

Status Update 4/12/2025

A range of potential locations along the existing railway at Waverley have been investigated and a preferred location chosen for the new station, mindful of proposed adjacent developments, access, connectivity and safety. An indicative station layout and scope of passenger facilities has been developed and timetabling work is ongoing. This work has been led by Network Rail and supported by key stakeholders including Northern Trains, adjacent landowners and local authorities. Work to further refine the preferred scheme, including public consultation, will continue in 2026 with the aim to secure delivery funding and complete the Outline Business Case by Spring 2027.

I hope this information meets your requirements. However, if you are not satisfied with this response, please contact informationrequests@southyorkshire-CA.gov.uk asking for our reply to be reviewed with an explanation as to which aspect of the information we have provided requires further explanation and why.

If, after further clarification is provided, we are still unable to provide the information you have requested, you can ask the Information Commissioner to review our decision. The contact details are as follows:

Information Commissioner's Officer
Wycliffe House
Water Lane

Wilmslow
SK9 5AF
www.ico.org.uk

Yours sincerely,

Information Governance Team
Informationrequests@southyorkshire-ca.gov.uk
South Yorkshire Mayoral Combined Authority

SYMCA SYMCAFOI 2025/165

Received 3 February 2026

“Strategic outline business case attachment”

Strategic Business Case Template

VERSION 2 17.09.2021



1 - PROGRAMME/PROJECT DETAILS	
1.1 - PROGRAMME/PROJECT & APPLICANT'S INFORMATION	
Programme/Project Name:	Waverley Rail Station: Outline Business Case Development
Programme/Project Location/ Address, including Post Code and Local Authority Area:	Waverley (AMID) Local Authority Area: Boundary of Sheffield and Rotherham
Applicant Organisation, Size & Company Registration Number (if applicable):	SYMCA – Transport Directorate
Is your organisation an SME? If so, state size of organisation (Micro, Small or Medium)	N/A
Contact Name and Role:	██████████
Address:	South Yorkshire Mayoral Combined Authority Executive 11 Broad Street West, Sheffield, S1 2BQ
Email:	██████████
Telephone:	██████████
Other Delivery Partners and Roles:	Rotherham MBC – Key Stakeholder Sheffield City Council – Key Stakeholder Network Rail – Asset Owner Northern Trains Ltd – Train Operator
Is your company a living wage employer? [https://www.gov.uk/government/publications/the-national-minimum-wage-in-2021]	<input type="checkbox"/>
Are all your subcontractors living wage employers? [https://www.gov.uk/government/publications/the-national-minimum-wage-in-2021]	<input type="checkbox"/>
1.2 - FINANCIAL SUMMARY	
A - Total Programme/Project Cost (£)	£1m - Outline Business Case (OBC) development subject of this application [Total project delivery cost estimated circa £10-£15m]
B - Total Private Investment (£):	N/A

C - Total Other Public Sector Investment (Non-MCA Funding) (£):	£0
D - MCA Funding Sought (£):	South Yorkshire was allocated £570 million of CRSTS funding from 2022 to 2027 in late 2021 and a Programme Business Case was submitted in January 2022 with the aim of securing the devolved funding for a programme of activity agreed by the SYMCA. Within the agreed programme, there is an initial allocation of £1 million to develop the scheme further and produce an OBC. This is the only MCA funding that is being sought at this time.
E - MCA as % of Total Programme/Project Investment (G=F/A):	100%
Evidence of need	Scheme included in CRSTS programme

1.3 – APPENDICES

All projects should complete Appendices A.1 to A.3 and B.1 and confirm below. Please also confirm below which of appendices A4, A5 or A6 you have completed and attached with your submission. Your outcomes Appendix (A.4 to A.6) must be discussed with the MCA Executive before you complete this form.

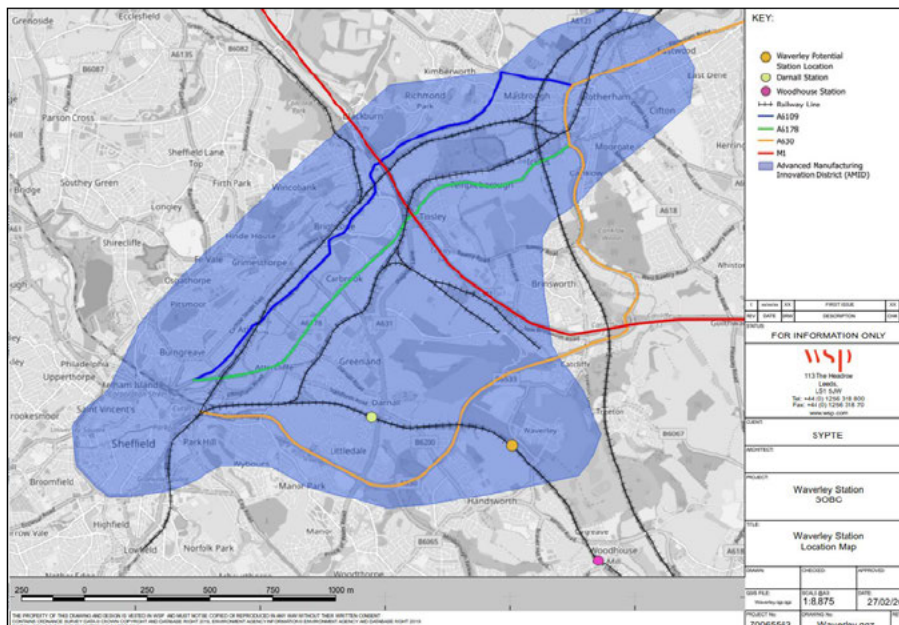
Appendices A:		Tick
Appendix A.1	Outputs/Outcomes	<input checked="" type="checkbox"/>
Appendix A.2	Spend and Funding Profile	<input checked="" type="checkbox"/>
Appendix A.3	Risk Log	<input checked="" type="checkbox"/>
Appendix A.4	Employment Outcomes	<input type="checkbox"/>
Appendix A.5	Housing Outcomes	<input type="checkbox"/>
Appendix A.6	Skills Outcomes	<input type="checkbox"/>
Appendices B:		Tick
Appendix B.1	Social Value Outcomes	<input type="checkbox"/>

2 - STRATEGIC DIMENSION

2.1 – Please tell us about your programme/project?

This project was identified in the SCR Integrated Rail Plan and comprises a new two platform Rail Station serving businesses and communities in the Advanced Manufacturing Innovation District (AMID) at Waverley, Rotherham. The proposed station at Waverley also complements the proposals to reinstate the Barrow Hill line to passenger services as there is the potential for Waverley station to be served by additional stopping services.

The proposed new station at Waverley would be located equidistant between the existing stations at Darnall and Woodhouse. The AMID and associated development at Waverley New Community are not currently connected to the heavy rail network.



A new station at Waverley firmly aligns with the DFT Transport Investment Strategy objective to create a more reliable, less congested and better-connected transport network that works for the users who rely on it. The scheme will provide enhanced public transport connectivity from Sheffield and the surrounding area to the AMID together with improved links into Sheffield and Lincoln from Waverley New Community. New public transport journey opportunities with more reliable journey times will encourage modal shift from the private car to rail, which in turn will contribute to a reduction in congestion and carbon emissions from the highway network surrounding the AMID. A new station will help to meet the growing demand for sustainable travel, by improving access to the rail network in an area undergoing significant development which currently has no rail connectivity.

2.2 - What opportunities or barriers will this programme/project unlock? Tell us why the taxpayer should invest in this project and why the market cannot provide 100% funding.

Currently, transport connectivity and capacity issues threaten the ability of the SYMCA to continue to attract investment from high-profile employers who offer high-skilled jobs. In addition, existing transport issues limit the ability of people to access employment and training opportunities.

This is particularly relevant in the Waverley area, where access (to the AMID) by modes other than the private car are limited, with the majority of employees accessing the site by private vehicle. Improved transport connectivity to enhance access to jobs, markets and supply chains will allow people to travel further to access a wider pool of employment and training opportunities and play a significant role in enabling economic growth.

To ensure that the SYMCA can perform at the economic level expected, in line with other LEP areas, the number and proportion of highly skilled jobs needs to increase. This highlights the importance of attracting further investment into the AMID, as a key innovation district. Aligned to this, there is a desire to deliver enhanced public transport connectivity to the AMID, highlighted in both the SYMCA and SCC Transport Strategies. The proposed Waverley Rail Station will offer enhanced connectivity to the site, which is likely to increase business confidence in the area.

A new station at Waverley provides an opportunity to make best use of the existing rail infrastructure and provide travel opportunities from Waverley New Community to urban centres and to the AMID site to access employment and training opportunities.

It is considered that the delivery of a new rail station at Waverley has the potential to align with current investment programmes in the area to support the development of a multi modal transport network. Investment in a new rail station will also future proof recent and committed investment in strategic highway improvements and provide the catalyst for growth beyond the 50 development sites identified within the impact area, as well as supporting strategic housing growth.

At present, the predominant mode of travel to access the AMID and Waverley New Community is car. Without adequate alternatives, demand for travel from the deprived communities will remain suppressed. By providing a rail link, travelling from Waverley into Sheffield city centre or from a wider catchment into AMID by sustainable modes will be more attractive, realistic and affordable.

2.3 - Please provide details of what activities MCA funds will be specifically used to pay for.

The MCA funds will be used to develop the project to the next stage including the preparation and submission of an OBC for the project. This will include the following key tasks:

- Appointment of the project team
- Single option identified and endorsed
- Complete design work of operational railway elements up to PACE ES3 (preferred scheme)
- Seek all approvals commensurate with the stage of the project (including planning)

- Robust cost estimate
- Timetable capacity analysis
- Modelling and economic appraisal of the identified options
- Updated environmental, social, and distributional impact assessments
- Desktop geotechnical surveys
- Environmental and ecological surveys
- Stakeholder and public consultation
- Seek out funding opportunities for delivery of the scheme
- Completion of the OBC itself with all supporting documentation.

2.4 – Please set out the SMART objectives of this programme/ project. Use this opportunity to tell us what purpose(s) this project will achieve.

The objectives of the proposed programme/project must align with the SEP and the RAP.

For details of the Strategic Economic Plan (SEP)

[https://southyorkshire-ca.gov.uk/getmedia/4256c890-d568-42c8-8aa5-c8232a5d1bfd/SCR_SEP_Full_Draft_Jan_21-\(accesssible\).pdf](https://southyorkshire-ca.gov.uk/getmedia/4256c890-d568-42c8-8aa5-c8232a5d1bfd/SCR_SEP_Full_Draft_Jan_21-(accesssible).pdf)

For details of the Renewal Action Plan (RAP)

<https://southyorkshire-ca.gov.uk/getmedia/bf2c27b2-a5c7-4ac5-ac64-b4f8798df095/Sheffield-City-Region-Renewal-Action-Plan-Document-Final.pdf>

Chapter 3.3 of the Strategic Economic Plan (SEP) titled 'Building on our capabilities' outlines how the AMID has helped change perceptions of SYMCA's economy from a place for low-cost production to a location of choice for high-value, knowledge-driven engineering, manufacturing research, and skills development. As stated, Waverley is the area that is closely associated with AMID and at both a sub-regional and local level, there is a coherent case for smarter decision making around local transport connectivity. A proposed new rail station at Waverley will help deliver against this priority, through providing a step change in transport connectivity at both a local and sub-regional level. The station will allow a broader range of communities and businesses to share the benefits of the new manufacturing economy, as well as supporting the significant local development underway at the AMID site and Waverley new community

Specific: A specific set of scheme objectives have been identified and set out in the table below:

Objective Number	Strategic Objective
1	Provide improved connectivity to employment, services and educational opportunities at the AMID in order to unlock the full potential of both residential and employment allocations.
2	Offer increased journey opportunities to densely populated urban centres for those travelling from the Waverley residential community to access employment, leisure and education opportunities in Sheffield, Rotherham or further afield.
3	Support housing growth by enhancing public transport connectivity to Waverley, Handsworth and Treeton communities.
4	Attract new users to the rail market, reducing congestion on the highway network surrounding the AMID and improving air quality.
5	Support the realisation of SYMCA climate emergency targets, through reducing the reliance on private car to access the AMID site.
6	To continue to grow the profile of the AMID both national and internationally through enhanced connectivity and drive job creation and inward investment.

Measurable: Increased rail patronage and customer satisfaction

Achievable: The works are of a traditional nature and well understood with an established supplier market.

Realistic: Consents for the works will be required however no significant obstacles are envisaged at this stage.

Timescales: Subject to the availability of funding for the implementation phase the new station could be delivered and operational by November 2026

2.5 – Using the table below, please set out which of the MCA’s Core Strategic Outcomes (Stronger, Fairer and Greener), as set out in the Strategic Economic Plan and Renewal Action Plan, your programme/project will contribute to.

Projects that deliver against at least one indicator from all three of Strategic Outcomes (Stronger, Greener, Fairer) are more likely to be prioritised for investment.

Useful links:

For details of the Strategic Economic Plan (SEP)

[https://southyorkshire-ca.gov.uk/getmedia/4256c890-d568-42c8-8aa5-c8232a5d1bfd/SCR_SEP_Full_Draft_Jan_21-\(accessible\).pdf](https://southyorkshire-ca.gov.uk/getmedia/4256c890-d568-42c8-8aa5-c8232a5d1bfd/SCR_SEP_Full_Draft_Jan_21-(accessible).pdf)

For details of the Renewal Action Plan (RAP)

<https://southyorkshire-ca.gov.uk/getmedia/bf2c27b2-a5c7-4ac5-ac64-b4f8798df095/Sheffield-City-Region-Renewal-Action-Plan-Document-Final.pdf>

Theme	Indicator	Outcome	Contribution from this Programme/Project
			e.g. increase in [outcome] of x [number/%] by y [year]. Please be specific as you possibly can be at this stage of the project.

<p>Stronger – Achieve sustained, inclusive growth, underpinned by productivity gains that matches the UK average</p>	<p>Productivity per hour worked</p>	<p>A higher productivity workforce</p>	<p>The station is likely to increase business confidence in the area, making the surrounding areas more attractive to potential investors and opening up access to new markets. In turn, this will encourage additional investment and development in the area, all of which will contribute to ensuring the full economic growth potential of the AMID is realised.</p> <p>In addition to boosting local productivity and supporting economic growth, a new station has the potential to unlock planned housing and employment development sites in the surrounding area and facilitate further economic growth across the region. A new station has the potential to support broader connections from the proposed Sheffield Victoria station and connections to Stocksbridge, which in the long-term could deliver multiple regeneration benefits and capacity enhancements to the city of Sheffield. In addition to the above, the station will offer a more direct route for within district travel to work, supporting greater productivity and unlocking further employment opportunities.</p> <p>A rail connection will provide development sites across the AMID with enhanced access to services and an extended labour catchment. Providing rail access to the employment district would expand the pool of talent and skill to incorporate skilled labour that do not have access to car, such as a proportion of new graduates from the universities in Sheffield.</p> <p>A new railway station at Waverley will provide a catalyst for continued development of the AMID, offer enhanced connectivity to jobs, services and educational opportunities and support the development of strategic housing allocations in Rotherham and Sheffield.</p>
	<p>High growth business</p>	<p>A larger proportion of high growth businesses</p>	
	<p>Business density</p>	<p>More businesses in the area, relative to population</p>	

<p>Greener – Drive forward environmental sustainability to achieve our net-zero carbon target by 2040</p>	<p>Flooding</p>	<p>Better protect over 17,000 homes and businesses, and regionally significant infrastructure across South Yorkshire</p>	<p>By encouraging a sustainable mode shift from private car use towards rail, the station will not only reduce congestion and air pollution on key commuter routes, offering decongestion and decarbonisation benefits, but also ensure that future growth in the area is sustainable. This provides a positive response to SYMCA's climate emergency declaration and epitomises their vision to reduce reliance on private vehicles and encourage the use of sustainable public transport modes. A new station will be the first phase in a wider sustainable access and mobility strategy for the area.</p>
	<p>Carbon emissions</p>	<p>Reduced carbon emissions</p>	
	<p>Carbon intensity of transport network</p>	<p>Improved carbon intensity</p>	
<p>Fairer – Unlock prosperity by eliminating the wage gap and other inequalities (particularly health) with South Yorkshire and between South Yorkshire and the national average and by improving standards of living for disadvantaged communities</p>	<p>Economic inactivity & unemployment</p>	<p>Fewer people are economically inactive and unemployed</p>	<p>A new station at Waverley, will provide a range of socio-economic benefits both locally and across the wider SYMCA, through offering enhanced connectivity to an area with significant housing and employment development. This aligns closely with the objectives of SYMCA Transport Strategy to support inclusive economic growth through improving access to jobs, markets, skills, supply chains and educational opportunities.</p> <p>Currently the AMID is poorly served by public transport, with many employees and students choosing to access the site by car. The scheme will offer those accessing employment and education opportunities at the AMID a public transport alternative to an area which experiences severe highway congestion and restricted capacity.</p> <p>The improved connectivity and more direct access to train services will benefit households without access to a car and provide a more equitable transport network.</p> <p>There is the potential to incorporate active transport (cycling and walking) into the development of the new station to promote physical activity.</p>
	<p>Wage levels</p>	<p>A lower proportion of employees on low earnings</p>	
	<p>Qualifications & skills</p>	<p>A higher proportion of working-age population possess higher qualifications, indicating progression in education and employment.</p>	
	<p>Personal Wellbeing</p>	<p>Improved personal wellbeing (as measured by indicators on feeling life is worthwhile, life satisfaction, happiness, and anxiety).</p>	

2.6 - Set out any other outcomes which the project will deliver and show how these relate to the MCA's Strategic Objectives of Stronger, Greener, Fairer, as presented in Section 9 of the Strategic Economic Plan.

Based on the evidence presented, it is clear that there is strong strategic support for the consideration of a new railway station as part of the Waverley development. Waverley Rail Station is firmly aligned with regional and local policies to improve public transport connectivity and accessibility. Improved public transport connectivity drives access to education and employment alongside enhanced health and wellbeing. Furthermore, this unlocks housing growth which is a key priority in SYMCA. On a wider geographical scale, improved public transport connects businesses, enabling transfer of knowledge and skills, and eventually increasing GVA and economic growth.

Restoring passenger services to the Barrow Hill line will offer a range of socio-economic benefits including enhanced connectivity to the surrounding communities, with proposed new stations at: Whittington, Barrow Hill & Staveley, Eckington & Renishaw, Killamarsh and Beighton. In addition, reinstating passenger services on the Barrow Hill line is expected to provide additional rail capacity for passenger services between Sheffield and Chesterfield and facilitate housing and employment development.

A proposed station at Waverley complements the proposals to reinstate the Barrow Hill line to passenger services, as there is the potential for Waverley station to be served by additional stopping services from the Barrow Hill line subject to further consideration of service allocation on the route during the next stage of analysis.

2.7 – Please set out your “short-list” of options. At least one of the viable options should include a lower MCA funding request, but if this is not possible, please tell us why.

This short-list should include:

- i) A realistic Do Minimum option that represents “Business as Usual”; and,**
- ii) at least one alternative viable option (usually the next best choice to deliver the SMART objectives).**
- iii) the preferred way forward (the combination of choices most likely to deliver the SMART objectives)**

Option	Description (max. 50 words)
Do minimum	Do Nothing. No option for improvement to public transport connectivity to AMID and the Waverley New Community
Viable alternative Option 1 – Preferred option	New Station at Waverley 1 tph served by: <ul style="list-style-type: none"> • Sheffield – Lincoln service
Viable alternative Option 2 – More ambitious	New Station at Waverley 2 tph served by: <ul style="list-style-type: none"> • Sheffield – Lincoln service • Barrow Hill service

2.8 – Please summarise here the key reasons for selecting the Preferred option, highlighting how and why this is more likely to achieve your SMART objectives.

To inform option identification, a review of national, regional and local policies and related schemes has been undertaken in order to develop a robust evidence base outlining the current and future context and conditions for public transport access to the AMID and Waverley New Community. The evidence base informed an option identification workshop, wherein a range of public transport options were considered including bus, bus rapid transit, demand responsive transport and rail to form the long list of options. Following this, a set of sifting criteria were developed, aligned to the strategic objectives and DfT's Early Assessment and Sifting Tool. To sift the long list of options and identify a short list for inclusion within the SOBC, Multi Criteria Analysis was undertaken wherein each of the options were scored against the sifting criteria. The purpose of the assessment was to discount options which do not represent realistic or deliverable solutions and identify a shortlist of options for further analytical work during the business case development.

This option selection process has identified and assessed a range of options to enhance public transport connectivity to the AMID and Waverley New Community. The initial long list of options (shown below) was assessed against a series of strategic objectives in order to identify alignment with strategic aims and objectives.

- **A** – Do Nothing. No option for improvement public transport connectivity to AMID and Waverley New Community remains as current.
- **B** – Enhanced Bus Service. AMID – Sheffield via AMP2 Factory 2050, Waverley Centre, Handsworth Asda, Attercliffe (Stainforth Road), Sheffield Interchange
- **C** – BRT – Sheffield – Waverley – Rotherham
- **D** – Demand Responsive Transport. Waverley New Community to Sheffield serving communities with an on-demand service.
- **E** – New Station at Waverley 1 tph:
Sheffield – Lincoln service
- **F** – New Station at Waverley 2tph:
Sheffield –Lincoln service
Barrow Hill service

Option **D** (Demand Rapid Transport) indicates slight positive alignment against strategic aims to enhance connectivity between employment, services and educational opportunity at the AMID. However, it only has a neutral alignment against supporting housing growth and continuing to grow the profile of the AMID both nationally and internationally through offering public transport connectivity outside of the SYMCA. For these reasons Option D was not taken forward to be assessed against deliverability criteria.

Following this Options **A, B, C, E** and **F** were assessed against a series of deliverability criteria including consideration of whether the option utilises existing assets, whether the option can be accommodated within existing public transport timetables, consideration of affordability, assessment of whether the option is dependent on other initiatives, consideration of additional resource which would be required to implement the option for example additional rolling stock or buses, an assessment of the level of public and stakeholder acceptability and consideration of the level of engineering complexity required to deliver the option.

From this, a shortlist of options to be taken forward for assessment as part of the OBC were identified as follows and set out in the table above:

- **A** – Do Nothing. No option for improvement of public transport connectivity to AMID and Waverley New Community remains as current.
- **E** – New Station at Waverley served by 1 tph:
Sheffield – Lincoln service
- **F** – New Station at Waverley served by 2tph:
Sheffield – Lincoln service, and
Barrow Hill service

Options **E** and **F** indicate strong positive alignment against all objectives and deliverability criteria and will be taken forward for further detailed analysis as part of the development of the Outline Business Case.

3 - ECONOMIC DIMENSION

3.1A – Outputs and Outcomes

If at this stage you are able to estimate the quantum of the project's outputs and outcomes, please set these out in the table below. If, however you are unable to do this, please provide a statement in 3.1B, setting out the intended method and modelling to be used to calculate outputs and outcomes, as required at OBC/FBC stage.

For guidance on outcomes that align with the MCA's strategic objectives, please refer to Section 9 of the SEP (see pages 77-81).

https://sheffieldcityregion.org.uk/getmedia/f958934e-2218-461d-9642-c011d1979644/SCR_SEP_Full_Draft_Jan_21.pdf

Please ensure your response in the table below is aligned with the objectives and outcomes you have provided in the Strategic Dimension in 2.4 and 2.5 and Appendix A.1.

Outputs/Outcomes	Preferred Option	Do Minimum
Outputs:		
New Railway Station	✓	✗
Outcomes:		
Increase in Rail Passenger numbers	✓	✗
Impacts:		
Change in employment rate	✓	✗
Journey time savings	✓	✗
Wider economic impacts	✓	✗

Modal shift to rail	✓	✗
Decongestion and environmental benefits	✓	✗
<p>Outputs: The measure of the tangible and intangible products created e.g. floorspace, housing units, homes and businesses given access to high-speed internet Outcomes: The impact or value of benefits realised by the output e.g. FTE Jobs, GVA, higher skills attainment</p>		
<p>3.1B - Please set out the method and modelling you intend to use in estimating the outputs and outcomes of this project.</p> <p>Please ensure your intended approach is compatible with the intended principles of The Green Book. Please note that you are expected to show the costs and benefits to society and the added value the public will derive from their investment in this project.</p>		
<p>In November 2021 the former SYPTC commissioned WSP to undertake an initial investigation into the Economic Case of a new station at Waverley, including an estimation of the value for money using whole life costings and the likely return and benefits.</p> <p>The economic appraisal followed guidance set out in the following TAG modules:</p> <ul style="list-style-type: none"> • Unit A1-1 Cost Benefit Analysis. • Unit A1-2 Scheme Costs; • Unit A1-3 User and Provide Impacts; and • Unit A5-3 Rail Appraisal <p>Demand forecasting used MOIRA to assess the impact of the proposed additional stop at Waverley on the rail network and a trip rate model was used to provide a prediction of the potential demand for the new stop. The analysis concluded that the scheme would offer Very High value for money and a financially positive scheme. The analysis will be repeated/reviewed using most up to date data during the OBC stage.</p>		
<p>3.2 – Non-quantifiable benefits – if some of the benefits to be generated by this project cannot be monetised, please provide a qualitative assessment of these below.</p> <p><i>[This is your opportunity to include a qualitative assessment of the Economic, Carbon, Social and other benefits or disbenefits that are part of the case for investment, where it has not been possible to quantify these above. For the table below, please score on a scale of -2 (high adverse effect) to +2 (high positive contribution). Mark as 0 where the project does not contribute to this outcome. Please explain your basis for the score in the description column]</i></p>		
Outcome	Score	Description
Economic Value		
Net Carbon Value	+1	Reduced carbon emissions, the proposed station is expected to contribute to a modal shift reducing the number of car trips made and impact positively on air quality and carbon emissions in Sheffield/Rotherham and surrounding areas.

Social Value	+1	The social impact of removing cars from the highway network will reduce congestion and improve noise and air quality for non-rail users. There are also some journey time benefits to bus users that switch to rail as a result of the scheme. In addition, the 'new to rail' benefits also lead to greater physical activity as more people walk to the station.
Other		


3.3 - Please detail any market testing which has been undertaken to evidence demand/need and provide evidence that demonstrates that the market will respond to this opportunity.

No specific market engagement has yet taken place on the scheme proposals. However, given the nature of the works involved, it is expected that there will be a high demand and strong competition amongst engineering contractors to secure the contract for this scheme. The delivery of this scheme and appointment of contractors is likely to be managed by Network Rail, who have their own network of approved contractors.

4 - COMMERCIAL DIMENSION

PROCUREMENT STRATEGY

4.1 - How well developed is the potential procurement approach (mark one)?

Tried and tested, risk largely with supplier: Established supplier market and promoter team have existing experience. Very Low risk	
Tried and tested, some risk sharing: Established supplier market and promoter team have existing experience. Expectation that risk sharing can be mitigated. Low Risk	
Emerging or some risk sharing: Potential new market or a small number of suppliers. Increasing levels of risk sharing or limits to the ability to mitigate. Medium risk	
Novel procurement or complex risk sharing: Uncertain supplier market, new product or service, limited promoter experience and potential for promoter bearing significant risks. High risk	
Procurement route still to be defined	

5 - FINANCIAL DIMENSION

5.1 – Linked to Table A.2.2 ('Eligible Costs') of Appendix A.2, please indicate below the degree of certainty in relation to the costs you have provided.

Degree of certainty to cost estimates	30% (early estimate of costs based on projects of a similar nature)
	30%

6 - MANAGEMENT DIMENSION

6.1 – Please provide estimated dates for the key milestones below. Use N/A if not applicable.

Issue Strategic Business Case (SOBC) to MCA	July 2023
Assemble Project Team (incl appointments)	October 2023
Single Option Identified and Endorsed	July 2024
Issue Outline Business Case (OBC) to MCA	August 2024

The following dates should be viewed as indicative at this stage and dependent upon securing funding for the delivery of the project

Procurement of D&B Contractor	March 2025
Issue Full Business Case (FBC) to MCA	April 2025
Construction Ready Design Approved	March 2026
Works commence	April 2026
Works complete / Project opening	November 2026

6.2 – Excluding MCA funding approvals, what else would you need to accelerate these dates?

To accelerate these dates would require commitment and resource from other project partners, namely Network Rail.

6.3 – Linked to your response to Appendix A.3, please summarise in the table below the top five delivery risks and mitigations for this.

No.	Risk	Likelihood (High, Med, Low)	Impact (High, Med, Low)	Mitigation	Owner
1	Stakeholder requirements not yet captured may drive scope change and cost increase	Medium	High	Pro-actively engage stakeholders to understand drivers and concerns as early as possible during design development	MCA
2	Funding for delivery of the scheme not secured/available causing	Medium	High	Effective ongoing discussions with appropriate funding	MCA

	project to be delayed or cancelled			bodies to discuss the timing of any funding opportunities and likely budgets	
3	Land for station access and/or car park. - Assumed station can be constructed within existing network rail boundary however access to station via third party land.	Medium	High	Early discussion with landowner Harworth Estates and both SCC and RMBC regarding land, planning and highways	MCA
4	Planning permission is not secured in a timely manner and/or is obtained with significant conditions to be discharged	Medium	High	Early liaison with planning officer. Effective stakeholder liaison at key stages	MCA
5	Environmental receptors including water bodies, protected species and vegetation identified within worksite that requires mitigation driving increased cost and programme delays	Medium	Medium	Environmental and ecological surveys to be carried out at earliest opportunity to determine likely impact.	MCA

6.4 - Please provide evidence that you have sufficient backing from your organisation to progress this project.

The project was included in the successful CRSTS bid and is supported by Clive Betts MP and Sarah Champion MP

6.5 - Subsidy Control (previously State Aid)

Rules and tests govern whether public subsidies are acceptable. For any funding that is considered a subsidy then the UK Government has set common principles that define whether the funding is acceptable. In this section please explain how the project meets Subsidy Control rules.

As the UK Government is currently developing further detail on a new domestic subsidy control regime, we will continue to accept applications that meet the EU state aid rules. So alternatively, an explanation of how the application meets EU state aid rules will be acceptable.

The following advice has been provided by the Director of Legal and Governance to the MCA:-
 "The proposal has been assessed as not constituting a "subsidy" for the purpose of the subsidy Control Act 2022. The works will deliver publicly available infrastructure as part of the national rail network and do not confer a specific economic advantage on one or more enterprises, with respect to the production of goods or the provision of services, and the works are not capable of having, an effect on competition or investment within the United Kingdom or trade or investment between the United Kingdom and another country."

7 - ASSESSORS QUESTIONS (TO BE COMPLETED BY THE ASSESSOR)

<i>Is it clear what the MCA is being asked to fund and has evidence of need for MCA funding been provided to support this?</i>
<i>Does the scheme have a clear rationale and provide a justification for public funding?</i>
<i>Do the SMART objectives describe the purpose(s) and ambition(s) clearly and adequately?</i>
<i>Does the project align with the SEP and RAP?</i>
<i>Has a suitable options assessment been undertaken?</i>
<i>Are the economic outcomes proportionate to the level of funding requested?</i>
<i>Does this project make a proportionate contribution to achieving Carbon Net Zero?</i>
<i>What commitment does this programme/project make to delivering a fairer and more inclusive economy?</i>
<i>Is the timetable for delivery reasonable? Are there any opportunities for acceleration?</i>
<i>Have the key risks and mitigation of these been identified?</i>
<i>Does the programme/project have backing from the promoting organisation? e.g. has the promoter identified the SRO and has the SRO signed off this business case?</i>
<i>Has the project fully considered Subsidy Control compliance and is the evidence they have presented to support this acceptable?</i>

Document Sign Off

8 – DECLARATION AND SIGN OFF

On signing the Strategic Business Case (SBC) the applicant agrees to the following:

- 1. The South Yorkshire (SY) Mayoral Combined Authority (MCA) is a public body and is therefore subject to information/transparency laws and the Local Government Transparency Code 2015. This SBC will be shared with the appropriate SYMCA Boards including the MCA and Local Enterprise Partnership (LEP). In line with legislation, papers to the MCA and LEP meetings are published in advance and made publicly available. These papers will detail the applicant and summarise the SBC in sufficient detail to allow the members to take an informed decision. At this point, under Local Government access to information provisions, the SBC may have to be made available for inspection to any member of the public who requests it.*

Once a project is admitted onto our programme, in line with MCA's Assurance and Accountability Framework and Freedom of Information Act (FOI) Publication Project, the SBC must be published on the applicant's and the SYMCA website.

For this purpose, you may wish to also send a redacted copy stating any exemption or exception applied under FOI or Environmental Information Regulations. We will consider any requested redaction. Any comments received after publication are required to be reflected in the OBC and FBC if the project progresses further. MCA will require evidence of this through the assurance process.

2. MCA support is not allocated unless and until a Strategic Business Case has been approved and a Grant Funding Agreement has been executed by both parties.
3. To the best of your knowledge all the information provided in this SBC is true and correct. You acknowledge that the information provided will inform any future contract should a decision be made to support the project.
4. You will comply with due diligence requirements appropriate to this project. This will be conducted by the SYMCA Executive Team and further details will be provided if the project progresses further.

Person responsible for the application (Chief Executive or relevant Executive Director in your organisation)

Name:	██████████
Role:	Director of Public Transport Operations
Date:	05/07/2023

Counter signatory – Director of Finance

Name:	
Role:	
Date:	

For MCA Use Only

Programme/Project Reference Number:	
Date Received/ Accepted:	

Version Number:	
Summary of Amendments: (if applicable)	

SYMCA SYMCAFOI 2025/165

Received 3 February 2026

“Officer delegated decision attachment”

South Yorkshire Mayoral Combined Authority
Officer Scheme of Delegation
Record of Officer Decision Form



(Regulation 7 of The Openness of Local Government Bodies Regulations 2014)

Please send this completed form to: SYMCAMeetings@southyorkshire-ca.gov.uk

1	Subject of decision/report title:	<p>Progression from Strategic business Case to Outline business case and release of development funding for one City Region Sustainable Transport Settlement (CRSTS) project,</p> <ul style="list-style-type: none"> • Progression of “Waverley Rail Station” from SBC to OBC and approval for award of £1m development cost funding to SYMCA
2	Decision Date:	6 th September 2023
3	Background/reason for decision/purpose of report:	<p>In March 2023 the MCA board approved the revised Assurance Framework. The revised Assurance Framework provides for a one-stop governance process. This change was designed to improve the pace at which schemes can be developed and delivered. Strategic Business Cases are undertaken within authorities with Outline Business Cases undertaken at MCA Board level.</p> <p>The Framework allows for schemes that are accepted into the programme to access development funding. Development funding is a key component in supporting the development of quality schemes at pace and is distributed on conclusion of the Strategic Business Case. Accordingly, there was an unintended discrepancy where the intention for a one-stop process was undercut by the need to seek separate approvals for development funding release and OBC approvals.</p> <p>Therefore, in July 2023 the MCA</p>

		board granted approval to delegate authority to the Head of Paid Service in consultation with Portfolio Leaders and the Section 73 and Monitoring Officer to approve the release of development cost funding in line with the Assurance Framework to enable schemes to progress as efficiently as possible.
4	Options considered:	1. Approve the recommendation 2. Reject the recommendation
5	Decision:	Option 1 – Approve all recommendations
6	Background documents:	Delegated Authority Approvals paper
7	Type of decision Key/Non-Key:	Key
8	Officer making decision: (Director or Statutory Officer)	Head of Paid Service in consultation with Portfolio Leaders and the Section 73 and Monitoring Officer
9	Contact details (telephone number or email):	Sue Sykes, Assistant Director, FMR – sue.sykes@southyorkshire-ca.gov.uk
10	Does the decision maker have a conflict of interest?	No
11	Consultations (where appropriate):	Discussions for these projects has continued with the thematic boards during project development
12	Any Legal, Financial, or Equality Implications considered:	A capital investment project is recommended for progression in this report. All projects are presented with a proposed funding source
13	Have Finance Team confirmed budget availability	Yes Budget code: REDACTED
14	Signature (Stat Officer or Director) and Date:	SIGNATURE REDACTED Steve Davenport, Monitoring Officer

For Democratic Services Team use only:	
Date received by Governance Team:	06/09/2023
Processed by:	Sarah Pugh, Democratic Services Officer
Dem Services Ref No:	2023-57

Network Rail FOI2026/00370

Received 19 March 2026

“Network rail response”



Network Rail
Freedom of Information
The Quadrant
Elder Gate
Milton Keynes
MK9 1EN

19 March 2026



Reference numbers: FOI2026/00370

Thank you for your email of 18 February 2026, in which you requested the following information:

I understand that you are the appointed contractor to South Yorkshire Mayoral Combined Authority for development of the Outline Business Case for Waverley Station in Rotherham (S60), South Yorkshire.

Please provide the full scope of work you were originally commissioned to undertake on this project, the contract value and date of award.

Please identify if any further elements have been added to the scope since the contract was first awarded, with full details of rationale and dates of any changes.

Please also provide the original timescale, with milestones, for the OBC development and completion. If /where originally agreed milestones and timescales have not been met please identify this.

I have processed your request under the terms of the Freedom of Information Act 2000 (FOIA) and can confirm we do not hold this information.

Scope of work, contract value, and date of award

A contract has not yet been awarded for the development of the Outline Business Case. As such, no formal scope of services, contract value, or award date has been established.

Changes to scope

As no contract has been awarded and no scope formally agreed, there have been no subsequent changes to scope.

Timescales and milestones

The timescales for the development and completion of the Outline Business Case are currently under review. Engagement with South Yorkshire Mayoral Combined Authority (SYMCA) is ongoing to establish an agreed programme.

As the project remains in the development phase, no formal milestones or delivery timetable have been finalised. Therefore, no agreed milestones against which progress or delays can be assessed.

If you have any enquiries about this response, please contact me in the first instance at FOI@networkrail.co.uk. Details of your appeal rights are below.

Please remember to quote the reference number at the top of this letter in all future communications.

Yours sincerely

Tamana Khanom
Information Rights Specialist

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Appeal rights

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Compliance and Appeals team at Network Rail, Freedom of Information, The Quadrant, Elder Gate, Milton Keynes, MK9 1EN, or by email at ComplianceandAppealsFOI@networkrail.co.uk. Your request must be submitted within 40 working days of receipt of this letter.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>. The relevant section to select will be "Official or Public Information".

Network Rail FOI2026/00379

Received 27 March 2026

“Network rail response”



[REDACTED]

Network Rail
Freedom of Information
The Quadrant
Elder Gate
Milton Keynes
MK9 1EN

27 March 2026

[REDACTED]

Reference number: FOI2026/00379

Thank you for your email of 26 February 2026 in which you requested the following information:

- 1. The original signed contract or commission agreement with South Yorkshire Mayoral Combined Authority, including the scope of works schedule as it stood at the date of award. I am specifically requesting the source document itself, not a summary or description of its contents.**
- 2. A record of any formal variations or changes to the scope since the contract was awarded, including change control notices or equivalent documents, with dates and reasons.**
- 3. The original project programme, including agreed milestones and OBC completion date, and a record of any milestones not met on time.**

I have processed your request under the terms of the Freedom of Information Act 2000 (FOIA) and I can confirm that we hold some of this information.

We do not hold a signed contract for the development of the Outline Business Case (OBC). The development of the OBC is for the South Yorkshire Mayoral Combined Authority (SYMCA) to undertake. Consequently, we do not hold any changes of scope, change of control notices or equivalent documentation. We have completed option selection and are working to identify the scope, cost and programme for the outline design to inform the SYMCA.

However, I can confirm that we do hold a client remit¹ between us and the SYMCA to undertake option selection (ES3)². This agreement has been entered into and completed.

Please find attached the client remit for the ES3 option selection work that has been delivered. I have withheld names of Network Rail and third-party employees under Section 40(2) of FOIA. This section of FOIA allows us to withhold personal data where its disclosure would breach the data protection principles set out at Section 35 of the Data Protection Act 2018 and Article 5 of the UK General Data Protection Regulations.³

As the project remains in the development phase, timescales are under review and no formal milestones or delivery timetable have been finalised. Engagement with the SYMCA is ongoing to establish an agreed programme.

¹ A remit is the instruction or brief that tells someone what work they are expected to carry out.

² Engineering Stage 3 (ES3) is an option selection. ES replaced GRIP.

³ Publishing the personal data of our employees and third parties would breach the first principle which states that data should be processed lawfully, fairly and in a transparent manner. The individuals in question would have had no reasonable expectation that their details would be provided to the world at large through FOIA and it would not be a lawful or fair processing of their personal data to disregard this.

If you have any enquiries about this response, please contact me in the first instance at FOI@networkrail.co.uk. Details of your appeal rights are below.

Please remember to quote the reference number at the top of this letter in all future communications.

Yours sincerely

Hayley Ashford
Information Officer

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The relevant section to select will be "Official or Public Information".

Network Rail FOI2026/00379

Received 27 March 2026

“Network Rail Specification Vr3 (3 November 2023)”

WAVERLEY RAIL STATION – OUTLINE BUSINESS CASE DEVELOPMENT

SPECIFICATION FOR NETWORK RAIL SUPPLY OF SERVICES

Version: 3.0
Status: Draft
Date: 03/11/2023

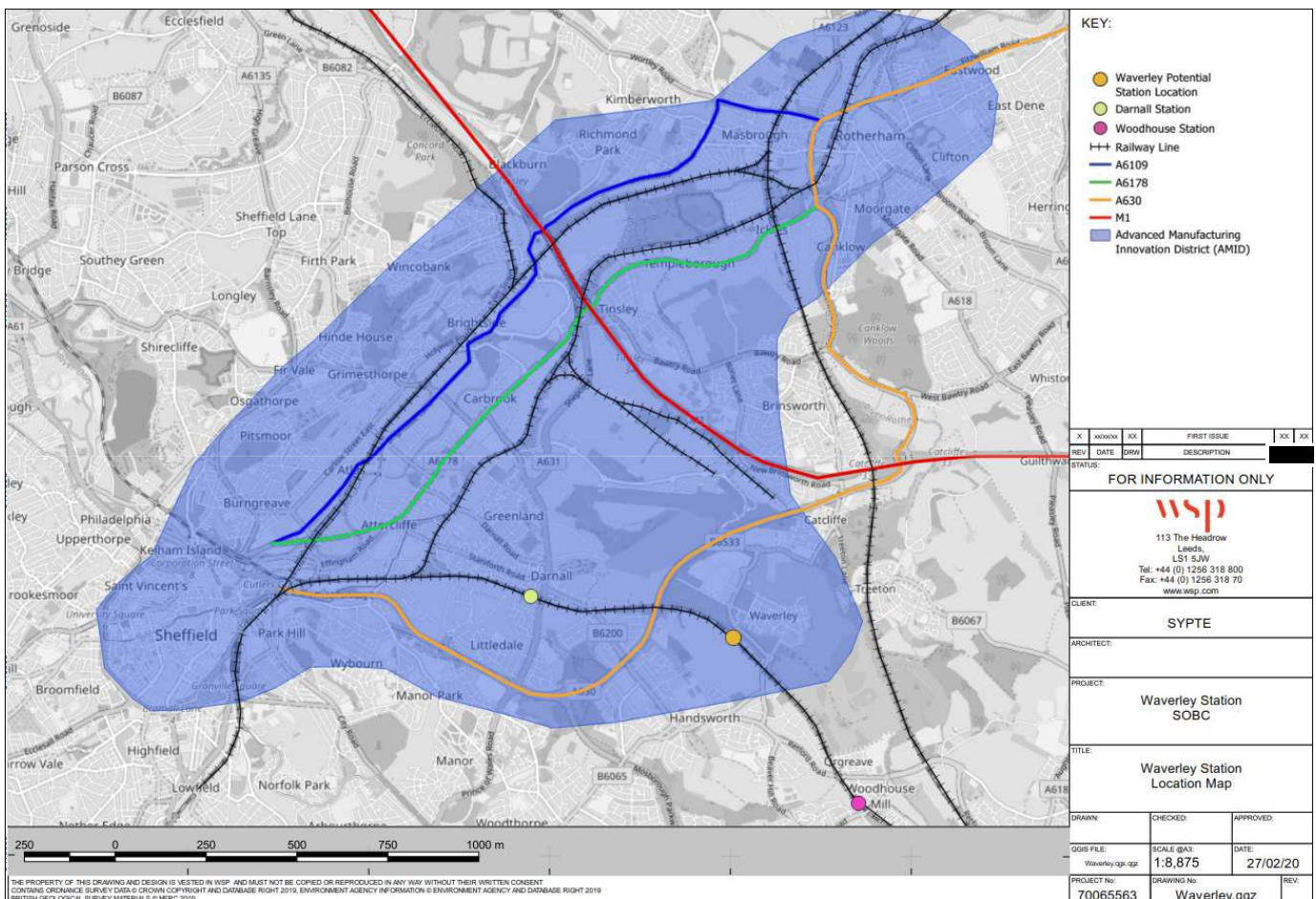
Document Control:

Version	Date	Brief Summary of Changes	Author
1	15/09/2023	First Draft	
2	18/09/2023	Comments from [REDACTED]	[REDACTED]
3	03/11/2023	Comments from [REDACTED]	[REDACTED]
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1.0 Background

This project was identified in the SCR Integrated Rail Plan and comprises a new two platform Rail Station (Category F – Small, Unstaffed) serving businesses and communities in the Advanced Manufacturing Innovation District (AMID) at Waverley, Rotherham. The proposed station at Waverley also complements the proposals to reinstate the Barrow Hill line to passenger services as there is the potential for Waverley station to be served by additional stopping services.

The proposed new station at Waverley would be located equidistant between the existing stations at Darnall and Woodhouse. The AMID and associated development at Waverley New Community are not currently connected to the rail network.



The proposed site for the Waverley Rail Station, based on the information obtained to date, is on the Sheffield – Lincoln line just south of footbridge Br147 (Orgreave Footbridge) (44m 63ch) adjacent to the B6066 Highfield Spring and the Waverley New Community.

A new station at Waverley firmly aligns with the DfT Transport Investment Strategy objective to create a more reliable, less congested and better-connected transport network that works for the users who rely on it. The scheme will provide enhanced public transport connectivity from Sheffield and the

surrounding area to the AMID together with improved links into Sheffield and Lincoln from Waverley New Community. New public transport journey opportunities with more reliable journey times will encourage modal shift from the private car to rail, which in turn will contribute to a reduction in congestion and carbon emissions from the highway network surrounding the AMID. A new station will help to meet the growing demand for sustainable travel, by improving access to the rail network in an area undergoing significant development which currently has no rail connectivity.

The Outline Business Case (OBC) and project design is to be developed based upon the station opening as a traditional heavy rail station served by Northern Trains. SYMCA have aspirations that sometime in the future Waverley station will also be served by Tram Trains either as a stand-alone service or combined with existing Northern services. At the time of writing, it is not possible to define timescales nor the detailed scope of alterations required to the new Waverley station to accommodate Tram Train services. A separate work stream is being developed by SYMCA supported by Network Rail to develop a common understanding and develop a generic Tram Train station specification including comparative cost of both 'traditional' v Tram Train. This will be informed in part by the emerging designs for the new Tram Train station at Magna.

2.0 Overview of Work Required

To support SYMCA's development of the OBC the services to be provided by Network Rail are considered to be commensurate with a combined Network Rail PACE ES2 and ES3 – Development & Project Selection, including but not limited to:

- a) Project management services and support necessary to manage the efficient and timely completion of the Deliverables.
- b) Timetable analysis to establish the impact of the scheme on existing and planned heavy rail services and any associated infrastructure requirements.
- c) Support SYMCA in determining the modelling and data requirements to support the development of a transport model for forecasting and appraisal (This appointment excludes any transport modelling work ie building/running the model)
- d) Design development of the preferred option to create the outline design, including consideration of modal integration ie walking, cycling, bus, and parking. A preferred station location has been agreed as part of early feasibility work, but this needs to be tested
- e) Provide advice on the extent of Network Rail owned land and any privately owned land required for access to the new station. Network Rail are to support SYMCA in discussions with the

adjacent landowner regarding land required. An indicative housing and station layout has been developed by the landowner and shared with Network Rail.

- f) Commence the application of the Common Safety Methodology on Risk Evaluation and Acceptance (CSM-RA) and undertake duties of Client (including the appointment of a Principal Designer) as defined by the CDM 2015 Regulations.
- g) Cost management including production of estimated costs for delivery of the project and any ongoing operational/maintenance costs.
- h) Provide advice on constructability including preparation of an indicative programme for delivery of the project.
- i) Provide advice on station ownership, lease and on-going management and maintenance.
- j) Production of all necessary Project Management documentation, i.e., risk register, cost plans, programmes. Tailored list of ES2/ES3 deliverables to be agreed.
- k) Attendance at periodic progress/review/co-ordination meetings and to regularly report on progress including deliverables and costs to date. Format of project reporting to be agreed, but likely based upon 'Project on a Page'
- l) Undertaking survey works, including but not limited to ground investigation, topographical surveys and environmental studies as required.
- m) Develop a high-level delivery strategy including access and possession requirements for inclusion in the OBC cost and programme.
- n) Applying for the Necessary Consents where applicable
- o) Contribute to stakeholder consultation as required in liaison with SYMCA/Network Rail communications teams.
- p) Respond to the outcomes of the Tram Train station development work outlined above including consideration of any 'passive' and/or 'active' provision that could be included in the station design.

In addition to the above SYMCA intend to seek Consultancy support for the development and drafting of the OBC, which will be aligned to the SYMCA Assurance Framework and HM Treasury's advice on

evidence-based decision making set out in the Green Book and use its best practice Five Case model approach. Network Rail will be required to liaise closely with the appointed consultant via SYMCA.

Once the OBC has been developed, there will be a clear understanding of the project plan, project management and governance arrangements, benefits realisation and risk management arrangements. The OBC will build on the foundations of the SOBC in that it provides considerably more detail on each of the five dimensions outlined in the HM Treasury Green Book guidance. The fully developed OBC will have determined the preferred option, potential value for money, ascertained affordability and funding requirements and be preparing the potential deal which enables successful delivery.

3.0 Basis of Appointment

It is assumed that the appointment of Network Rail will be under a Development Services Agreement.

4.0 Timetable

[Note: Indicative only at this stage and to be agreed with Network Rail]

Stage in Procurement Process	Date
Circulate Final Service Specification	10/11/2023
Deadline for submission of Network Rail Proposal	24/11/2023
SYMCA Approval to Appoint	TBC
Completion/Signing of DSA	TBC
Anticipated start date OBC	TBC
Anticipated end date OBC	TBC

5.0 Key Stakeholders

The following key stakeholders have been identified to date:-

- Northern Trains Ltd
- Rotherham MBC
- Sheffield City Council
- Harworth Estates (Adjacent Landowner)

6.0 Interface with Other Projects

The line passing the proposed site of the station is also part of the route that has also been the subject of a successful application to the first round of the Restoring Your Railways Ideas Fund, to re-open the existing Barrow Hill Line between Sheffield and Chesterfield via Waverley and Beighton to local passenger services including re-opening several stations along the route. This scheme is currently being progress to OBC, led by Network Rail and the DfT. Network Rail should therefore be cognisant of this work and ensure the work on Waverley is consistent with it.

7.0 Data and Information Available

- WP structure
- Governance Arrangements
- WSP Restoring Your Railway SOBC Nov 21
- SYMCA OBC Template