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<th>Date</th>
<th>Authors</th>
<th>Checker</th>
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<td>11/02/03</td>
<td>Andy Jones, Nicole Roche, Nathan Smith, Martin White, Richard Wood, Ben Ramsden (Plans)</td>
<td>John Dalby/David Pendlebury</td>
<td></td>
<td>Issued by email-hard copy with plans and appendices to follow.</td>
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<tr>
<td>2</td>
<td>6/04/04</td>
<td>Martin White</td>
<td></td>
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<td>Issue of final report following client comments</td>
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<tr>
<td>3</td>
<td>06/06/06</td>
<td>Martin White</td>
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<td>Final hard version issued with amended figures</td>
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## Report Check List

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## SIGNATURES AND APPROVALS

| Author: .......................................................... | Date: .................................. |
| Checker: .................................................................. | Date: .................................. |
| Approved by Project Director: .................................. | Date: .................................. |

## NOTES

This sheet to be filed with the report and submitted to the Project Director for approval.

The Checker shall be a staff member with sufficient experience in the subject to be able to review the documentation properly.

The Checker and Project Director may be the same person, however the Author and Checker may not.
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Significant caution should be used when referring to the Local Index of Multiple Deprivation data used within this report. This is because there is considerable potential that inaccuracies may have been created within this data.
1.0 Study Requirements

Introduction

1.1 Rotherham MBC, Doncaster MBC and Transform South Yorkshire have appointed the Babtie Group to assess the sustainability, urban quality and potential for sustainable growth of settlements in the Dearne Pathfinder Area.

The Study Brief

1.2 The study brief sets out the requirements of the study under four broad headings. These are summarised in the table below.
Purpose of the Study

1.3 The output of the study can be coordinated with other wider work currently being undertaken by Transform South Yorkshire, such as the area based frameworks. It also builds on a previous study, which examined planning policy alignment across the four South Yorkshire authorities and focused on how the planning system could be used to assist with the objectives of the Housing Market Renewal Area. This study provides a significant level of detail, which can be used to determine how investment and new development could be focused to maximise the benefits for the whole of the Dearne Valley. It also provides a ‘holistic’ assessment in that it assesses the Dearne settlements on a cross local authority boundary basis.

1.4 In terms of Rotherham and Doncaster Metropolitan Borough Councils the study provides a detailed assessment of the sustainability of settlements and to what extent they can benefit from functional change and new development. The findings of the study can be used as background documents for Local Development Framework’s and particularly the production of Area Action Plans if required.

1.5 The study also assesses many of the characteristics which are at the heart of the ODPM “Sustainable Communities: Building for the Future” programme. This programme identifies a range of factors, which define what make a settlement a high quality and sustainability place to live.

1.6 The study is split into two phases. Phase one is primarily required to assess settlements, which fall within both the Dearne Valley and the South Yorkshire Housing Market Renewal Area (“the Pathfinder”). However, it also encompasses settlements, which are either within the Dearne only or the Pathfinder only (see table 2.1). The settlements assessed in this first stage are:

- Brampton/West Melton;
- Wath-upon-Dearne;
- Swinton/Kilnhurst;
- Rawmarsh/Parkgate;
- Mexborough;
- Denaby Main;
- Conisbrough;
- Edlington.
- Warmsworth (note, not in the Pathfinder or the Dearne Valley); and

1.7 Phase two will assess the remaining settlements in the Doncaster and Rotherham Local Authority Areas. The study may also be extended to include the Sheffield Local Authority Area.

Methodology

1.8 In providing the framework for the study outputs, the methodology is required to be:

- **Rigorous**: To be through and logical and capable of being successfully defended at LDF Public Examinations and planning application Public Inquires;

- **Manageable**: To keep resources to a minimum and to ensure that the data required is readily accessible/collectable; and
• A Reflection of Best Practice: To ensure that it reflects current thinking and takes account of relevant national, regional and local level planning guidance and other relevant policies and programmes.

1.9 To ensure that the methodology meets these requirements, a detailed Inception, Methodology and Background Report (January 2004) is provided as a separate document. This reviews and refines the methodology used to undertake a similar study in Barnsley MBC and outlines the methodology used to complete this study. Figure 1.1 below sets out each stage of the methodology:
1.10 The requirement to undertake a comparison with the settlements in phase two of the study has been taken into account in the methodology. In particular, the criteria used in the scoring assessment includes those which may be more relevant to settlements in phase two, but to enable a comparison must also be considered in this phase. This will enable a comparison to be made between the settlements in the Dearne Pathfinder (including those which fall within Barnsley MBC and are assessed as part of the Barnsley study) with other settlement in the Dearne and the other settlements within the Rotherham and Doncaster local authority area.

**Relationship With the Barnsley Study**

1.11 The study previously completed jointly by Babtie and Barnsley MBC, provides, significant assistance in that it has been possible to repeat many elements of this methodology. Additional requirements for this study are a qualitative assessment of each settlement and a comparison of each with place typologies in Regional Planning Guidance (RPG12) and other key sub-regional documents and strategies.

1.12 This study is required to provide an overview of all the settlements within the Dearne Valley Pathfinder Area. Therefore, this study also incorporates the findings of the previous work undertaken for the Dearne settlements within the Barnsley MBC area. The methodology for both the Barnsley MBC and this study are consistent with each other and therefore it is possible to draw comparable conclusions from each.

**Format of the Report**

1.13 The format of the report follows the same order as the methodology outlined in Figure 1.1 above and is:

**Chapter 2:**
- *The Dearne Settlements*: Sets the context of the Dearne Valley;

**Chapter 3:**
- *Sustainability Indicators*: Outlines the indicators used to assess the sustainability of settlements;
- *Settlement Boundaries*: Describes how the boundary for each settlement was defined;
- *Data Collection Exercise and Settlement Profiles*: Completion of settlement profiling for each settlement;
- *Base Plan*: Production of a base plan to illustrate the main land uses, strategic links, key infrastructure and the settlement boundaries within the study area;
- *Scoring Comparison*: A comparative assessment of each settlement in terms of its existing settlement capital, planned improvements, potential for growth and benefits of growth;
- *Dearne Settlement Assessment*: Descriptive assessment of each settlement based around the four categories identified in scoring above;
- *Townscape/Qualitative Assessment*: Descriptive survey assessment of townscape, environmental and landscape quality and conclusion in terms of the potential for settlements to adapt to change;
Chapter 4:
- *Dearne Pathfinder and Other Settlement Overview*: Overview of the Dearne Pathfinder settlements in terms of their functional hierarchy, relationships with surrounding settlements, links with other key service and strategic areas, adaptability for change and the potential land use implications of planned improvements;

Chapter 5:
- *Categorisation of Settlements*: Categorisation of each settlement in terms of its potential for plan led growth and benefits of functional/qualitative change.

Chapter 6:
- *Typologies*: Classification and comparison of each settlement in terms of the place typologies identified in the Transform South Yorkshire scheme prospectus, South Yorkshire Spatial Study and RPG 12;

Chapter 7:
- *Conclusions*: Overall conclusions.
2.0 The Dearne Settlements

Introduction

2.1 This chapter briefly outlines the issues faced in the Dearne Valley, highlights the purpose of the Pathfinder and sets out Regional Planning Guidance. It concludes by defining the “Dearne Pathfinder Settlements” i.e. the settlements included within this study.

Context

2.2 The Dearne Valley encompasses a number of settlements located in a triangle between the main urban areas of Rotherham, Doncaster and Barnsley. Its location within the coalfields and its previous dependence on the coal industry as the dominant source of employment is the main factor in terms of how the pattern and functions of the Dearne Valley settlements developed.

2.3 The decline of the coal industry left a legacy of industrial dereliction and high rates of unemployment. In many of the Dearne settlements, the removal of the primary reason for a town’s existence led to a spiral of decline. This decline has manifested itself in social problems and a degradation of the urban environment.

The South Yorkshire Housing Market Renewal Pathfinder

2.4 Since the decline of the coal industry, a significant amount of European, National, Regional and Local funding and has been channelled towards the Dearne Valley. In recent years, the Dearne settlements have, therefore, experienced a significant level of investment. This has included the construction of the Dearne Valley Link roads and significant investment in the remediation of former colliery land. New employment opportunities have been established and other uses, such as the Earth Centre, have also been introduced. Training and people-orientated initiatives have also been implemented to help people into work, improve the quality of life and improve personal access to employment and community facilities.

2.5 The Dearne settlements are in a transitional phase where, although considerable improvement has been made, there is still a need to build on this investment and continue change. In recognition of the social and environmental problems which still exist, many of the Dearne settlements are included within the Housing Market Renewal (HMR) Area or, as it is commonly known, the ‘Pathfinder’. The South Yorkshire HMR Pathfinder includes the northeastern part of Sheffield, the northern and central part of the Rotherham Urban Area, the Dearne Valley and the settlement of Edlington west of Doncaster.

2.6 The Pathfinder initiative is a Government led response to tackle the most acute problems of low housing demand and blighted communities. South Yorkshire is one of nine Pathfinder areas where it is considered that long term radical investment is required to promote urban and rural regeneration. The purpose of the Pathfinder is to implement far reaching measures to transform neighbourhoods which are defined as
deprived and to harbour social change and economic equality. Transform South Yorkshire is the body responsible for the South Yorkshire Pathfinder.

Regional Planning Guidance for the Yorkshire and the Humber: The Dearne Valley Pathfinder

2.7 RPG 12 provides a spatial strategy for the Yorkshire Region up to 2016 and beyond. A central element of the strategic themes contained in RPG 12 is to identify regeneration areas (which are a regional priority for investment) infrastructure and environmental improvements. South Yorkshire is identified as a first priority for regional regeneration initiatives and programmes where it can be expected that there will be the greatest need to target investment. There is a specific focus on the urban area of Doncaster, the Dearne Valley and the M18 Corridor from junction 3 to junction 6, running along the south and east of Doncaster. Within the South Yorkshire Sub Region, the settlements of the Dearne Valley are identified as within the Dearne Valley Development Zone (DVDZ). This is identified as a regionally significant location for comprehensive regeneration and a focus for major investment. The DVDZ is defined on Key Diagram 10 in Regional Planning Guidance For Yorkshire and the Humber (RPG 12).

2.8 A full review of other planning policy and programmes relevant to the Dearne settlements is contained within the separate Inception, Methodology and Background Report (January 2004).

The Dearne Pathfinder Area

2.9 The aim of this study is to assess the sustainability and potential for sustainable growth of the settlements within the Dearne-Pathfinder Area. The extent of both the South Yorkshire HMR Pathfinder and Dearne Valley Development Zone is illustrated on figure 2.1.

2.10 The Dearne-Pathfinder Area comprises a number of settlements that are within the administrative boundaries of Barnsley MBC, Doncaster MBC and Rotherham MBC respectively. The table below identifies the settlements included within the study area, the majority of which are located within both the South Yorkshire Pathfinder Area and the Dearne Valley.
### Table 2.1: Settlements Within the Dearne Valley Development Zone (DVDZ) and the South Yorkshire HMR Pathfinder.

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Settlement</th>
<th>Within the South Yorkshire Pathfinder</th>
<th>Within the Dearne Valley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barnsley MBC*</td>
<td>Wombwell</td>
<td>X</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Darfield</td>
<td>X</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Great Houghton</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Little Houghton</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Thurnscoe</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Goldthorpe</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Bolton-on-Dearne</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Rotherham MBC</td>
<td>Brampton/West Melton</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Wath-upon-Dearne</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Swinton/Kilnhurst</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Rawmarsh/Parkgate</td>
<td>✓</td>
<td>X</td>
</tr>
<tr>
<td>Doncaster MBC</td>
<td>Mexborough</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Denaby Main</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Consibrough</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Edlington</td>
<td>✓</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Warmsworth</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

*The settlements located in Barnsley MBC were assessed in 2002/3. A validation exercise to ensure compatibility has been conducted, but these settlements do not form part of the detailed assessment of this study. The results of the earlier study are, however, incorporated into this report.

2.11 Rawmarsh/Parkgate and Edlington are located just outside the Dearne Valley, but are within the South Yorkshire Pathfinder area. Warmsworth is neither within the Pathfinder area nor the Dearne Valley, but has a close relationship with Edlington and is part of the same ward. Although Wombwell and Darfield are outside of the Pathfinder area, they are part of the Dearne Valley and have close relationships with the other Dearne Settlements.
3.0 Settlement Assessment

**Sustainability Indicators**

**Stage 1.0**

3.1 The first stage of the methodology was to develop sustainability indicators to be used as the basis for the assessment of settlements.

3.2 The indicators chosen are identified in the left hand side of the scoring matrix and scoring definitions provided as Appendix 2. The indicators were chosen to reflect guidance on sustainability and in particular the Sustainable Communities Programme. A more detailed description of why these indicators were selected is provided within the separate Methodology Report.

**Defining Settlement Boundaries**

**Stage 2.0**

**Defining the Boundary of Each Settlement**

3.3 The boundary of each settlement limit is not defined in the respective Unitary Development Plan’s. Therefore, before the process of assessment could begin it was first necessary to define the boundary of each settlement. This was particularly important where neighbouring settlements or large employment, retail and mixed-use areas which support more than one other settlement, physically adjoin each other. It enabled the effective distinction between settlements and their capital and ensured that the data was collected on an accurate and consistent basis.

3.4 The individual settlement boundaries were defined as the extent of the built up area. Although the 1991 Enumeration Districts and 2001 Output Areas for each settlement cover a wider area, they are compatible with the study boundaries as the majority of the population within the Enumeration Districts and Output Areas reside within the built up area of the settlement. To ensure consistency, where it was necessary to define a boundary between two adjoining settlements, the Output Area Boundary was used. In the case of Wath–upon-Dearne and Swinton the Output Area differs from the Ward Boundaries.

**Sites of Strategic Importance/Strategic Areas**

3.5 Through defining the boundary of each settlement, it was determined that several areas had a distinctive function or service role but were not considered to physically fall within the boundary of a settlement. These areas were defined separately as Sites of Strategic Importance.

3.6 The strategic areas are typically employment, retail, educational or mixed-use areas located on the edge of, or adjoining existing settlements. They have an enhanced role by supporting a number of settlements and attracting visitors/users from the wider area. This definition also applies to large areas of allocated/committed land with the potential to meet these functions.
The following strategic areas were identified:

- **Cortonwood Retail Park and Enterprise Zone** – retail park, key employment site and new residential area located south west of Brampton (and between Brampton and Wombwell);
- **Wath Manvers** – key employment area, Dearne Valley College, Humphrey Davis School of Nursing, mixed use designations located north of Brampton/West Melton, Wath-upon-Dearne and Swinton;
- **Swinton Meadows/Swinton Bridge** – key employment area located between Swinton and Mexborough;
- **Denaby Industrial Estate** – key employment area located immediately adjacent to Denaby and close to Mexborough;
- **Don and Dearne Valley Area** - potential mixed-use area (housing/ employment/ recreation/ tourism), which currently includes Dearne Valley Leisure Centre and The Earth Centre located between Mexborough and Conisbrough; and
- **Warmsworth Holt Industrial Estate** - key employment area located between Warmsworth and Edlington.

3.7 The defined settlement boundaries and Sites of Strategic Importance are shown on Figure 2.1

**Settlement Profile Matrix:**

**Stage 3.0**

3.8 The next stage of the assessment process was to collect data to produce a profile of each settlement. Information in each settlement profile included:

- Social and economic data;
- Accessibility in terms of public transport and the strategic road network;
- Availability of services such as shopping, health and leisure;
- Quality of the service centre;
- Planned improvements;
- Access to employment opportunities;
- Environmental constraints;
- Housing growth during the UDP/Urban Potential and;
- Financial Programmes.

3.9 The data collection process involved co-ordination and liaison with key personnel in each respective local authority including economic development, neighbourhood renewal and demographic researchers. This task was undertaken jointly between Babtie and each local authority.

3.10 The table below summarises the key data sources used to produce the settlement profiles.
### Table 3.1: Data Sources

<table>
<thead>
<tr>
<th>Key Indicator</th>
<th>Data Source</th>
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<tr>
<td><strong>EXISTING SETTLEMENT CAPITAL</strong></td>
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<tr>
<td>Social and Economic</td>
<td>Census 2001</td>
</tr>
<tr>
<td>Transport Accessibility</td>
<td>Bus Timetables, Train Timetables, Public transport profiles from SYPTE, UDP</td>
</tr>
<tr>
<td>Shopping and Services</td>
<td>UDP, Site visit to assess the vitality and range of shopping and service provision, Forward Planning Retail Survey</td>
</tr>
<tr>
<td>Leisure</td>
<td><a href="http://www.thomsonlocal.com">www.thomsonlocal.com</a>, <a href="http://www.yell.com">www.yell.com</a>, Site visit to determine the available and range of Greenspace Audit from DMBC, Information supplied from local authorities <a href="http://www.rotherham.gov.uk">www.rotherham.gov.uk</a>, <a href="http://www.doncaster.gov.uk">www.doncaster.gov.uk</a></td>
</tr>
<tr>
<td>Employment</td>
<td>UDP, Site Visit, Economic Development Department of Local Authority, Industrial Estates Gazette 2001/2, Employment Land Availability Survey</td>
</tr>
<tr>
<td><strong>PLANNED IMPROVEMENTS</strong></td>
<td></td>
</tr>
<tr>
<td>Programmed Transport Improvements</td>
<td>UDP, South Yorkshire Passenger Transport Executive, South Yorkshire Local Transport Plan</td>
</tr>
<tr>
<td>Employment</td>
<td>Economic Development Plan, Rotherham Draft Regeneration Plan 2003-08, UDP</td>
</tr>
<tr>
<td>Townscape Improvements</td>
<td>Neighbourhood Renewal Department</td>
</tr>
<tr>
<td>Other Infrastructure Proposals</td>
<td>Draft School Organisation Plans, Leisure and Education services</td>
</tr>
<tr>
<td><strong>PHYSICAL POTENTIAL FOR GROWTH</strong></td>
<td></td>
</tr>
<tr>
<td>Environment</td>
<td>UDP, Environment Agency (2003), Environmental Designation plans</td>
</tr>
<tr>
<td>Urban Potential/Brownfield Urban Extensions</td>
<td>UDP, Urban Capacity Study</td>
</tr>
<tr>
<td><strong>POTENTIAL BENEFITS OF GROWTH</strong></td>
<td></td>
</tr>
<tr>
<td>Population and Housing</td>
<td>Census 2001, Site Visit</td>
</tr>
<tr>
<td>Urban Renaissance</td>
<td>Economic Development and Regeneration Teams</td>
</tr>
</tbody>
</table>
3.11 It is important to note that 1991 census data is based on Enumeration Districts (1991) whilst 2001 census data is based on Output Areas. The boundaries of these two areas vary slightly.

3.12 The quantitative data was supplemented with a visit to each settlement. This provided a qualitative aspect to each settlement profile.

3.13 The settlement profiles are provided in Appendix 1.

**Settlement Base Plan**

**Stage 4.0**

3.14 The higher level and environmental data collected through the settlement profiles are presented as figures 3.1 and 3.2 overleaf.

**Scoring Comparison**

**Stage 5.0**

3.15 The next stage of the assessment provides a comparative assessment between each settlement in terms of:

- **Existing settlement capital**: The sustainability of the settlement in terms of the range of services it provides, accessibility, employment and housing opportunities and its function and relationship with other settlements;

- **Planned improvements**: Any planned improvements which could enhance the sustainability or quality of the settlement or improve/enhance its function;

- **Physical potential for accommodating growth in the settlement**: The potential for accommodating plan led growth within the settlement or as an expansion to the settlement; and

- **Potential benefits of plan led growth/change**: The contribution that additional growth or physical change could make to the settlement in terms of sustainability.

3.16 To undertake the comparative assessment, a joint workshop was held with representatives of Rotherham and Doncaster local authorities and Transform South Yorkshire to ‘score’ the settlements. Within this workshop, each settlement was scored against each indicator using a system of high, medium and low:

- **High**: High potential for growth against the indicator;
- **Medium**: Medium potential for growth against the indicator; and
- **Low**: Low potential for growth against the indicator.

3.17 For each sustainability indicator, a ‘high’ score always indicates that the settlement either has the potential to accommodate growth or that growth would provide a positive benefit in terms of stimulating change. For some of the criteria, a score of high also
indicates that a settlement may benefit from a qualitative change. Distinguishing between whether the high score indicates that there are no constraints to growth or that growth would make a positive contribution towards change is reflected in the purpose of the indicator. For example, where the indicator relates to urban capacity a high score indicates that there is capacity to accommodate growth in the settlement. In terms of the vitality and viability of the town centre a high score would indicate that growth provides a positive benefit in terms of changing this situation. Conversely, a low score would indicate that there is a constraint to growth or that it would not make a positive contribution towards change. A “low” score also incorporates where growth could result in a negative contribution towards an objective.

3.18 To ensure consistency in scoring, a definition of what constitutes a high, medium and low score was developed. The definitions and the results of the scoring exercise are provided as Appendix 2.

3.19 The application of a numerical scoring system (3 for a high, 2 for medium and 1 for low) provides an indication of the existing sustainability of the settlement, the level of planned improvements, the physical potential to accommodate growth and the potential benefits that growth/change could provide for a settlement. This is presented in table 3.2 below:
Table 3.2: Settlement Scoring Summary

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Existing Settlement Capital</th>
<th>Planned Improvements</th>
<th>Physical Potential For Growth</th>
<th>Potential Benefits of Growth</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barnsley MBC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wombwell</td>
<td>39</td>
<td>6</td>
<td>6</td>
<td>26</td>
<td>77</td>
</tr>
<tr>
<td>Darfield</td>
<td>28</td>
<td>3</td>
<td>4</td>
<td>23</td>
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For Barnsley settlements the maximum scores are: Existing Settlement Capital; 45, Planned Improvements; 9; Physical Potential For Growth; 9 and Potential Benefits of Growth, 36. The maximum total score is 99.

For Rotherham and Doncaster settlements the maximum scores are: Existing Settlement Capital; 45, Planned Improvements; 18, Physical Potential for Growth 12 and Potential Benefits of Growth, 33. The maximum total score is 108.

3.20 The comparative scoring assessment is used to feed into the production of a functional hierarchy, to identify where settlement could benefit from improvements and the categorisation of each settlement for growth/change. This is provided in the Dearne Overview and Settlement Categorisation chapters respectively.
Dearne Settlement Assessment
Stage 6.0

3.21 It is recognised that recommendation’s completely reliant on scoring could give rise to criticism as scoring the indicators in terms of high, medium and low involves an element of subjective judgement. Therefore, it is important that the scoring is supported by written analyse to ensure that the reasons for applying the score are clear. The written analyse describes the strengths of the settlement (settlement capital), opportunities (planned improvements and potential for improvements) and weaknesses and threats (benefits of growth). Photo images of the settlements are provided as Appendix 3. Appendix 4 provides bus frequency profiles for all the settlements.

Brampton/West Melton

3.22 Brampton/West Melton has a population of approximately 6,795 people and is located between Wombwell and Wath-upon-Dearne.

Role and Function

3.23 The settlement is a former mining village and does not provide any significant services or support a wider catchment area.

Settlement Capital

Accessibility

3.24 Brampton/ West Melton has a reasonable bus service with good bus links to Barnsley and Doncaster (Monday to Saturday every 30 minutes), which also provides direct access to the Dearne Valley College and Manvers. There is a less frequent service to Rotherham (Monday to Saturday every 60 minutes) and there is no direct bus service to Cortonwood Retail Park/Enterprise Zone. In order to reach Cortonwood by bus it is necessary to travel to Wath-upon-Dearne and then catch a bus from the interchange.

3.25 Brampton/ West Melton has good access to the strategic road network. The A633 (Barnsley to Rotherham road) runs through the northern part of Brampton/West Melton, which provides direct access to the Dearne Valley Parkway and the Manvers Link Road.

Health and Schools Provision

3.26 The healthcare facilities in the settlement are limited and consist of a health centre with one resident GP and one pharmacy.

3.27 There are two infant schools, one junior school and one primary school in the settlement all with a surplus of capacity. Brampton Cortonwood Infant School has a surplus of school places in excess of 25%. There is no secondary school.
Retail and Leisure Provision

3.28 There is very limited retail and services provision in Brampton/West Melton. There is a parade of 3 to 4 shops on Knollbeck Lane, Brampton and Barnsley Road, West Melton, which are both defined as a Local Centre by Rotherham Unitary Development Plan, but there is no specific village centre. Cortonwood Retail Park is located immediately southwest of the settlement and is host to national retailers such as Morrisons, Next, Boots, Argos and B&Q. However, access to Cortonwood by bus and on foot from Brampton/West Melton is extremely difficult.

3.29 Leisure provision in the settlement is reasonable. There are four football pitches, a cricket ground and Brampton Leisure Centre, which has two badminton courts. There is also Cortonwood Miners Welfare and a few pubs.

Employment

3.30 There is a good range of employment opportunities both within and adjoining Brampton/West Melton including Wath West Industrial Estate, Cortonwood Enterprise Zone and Retail Park and Century Business Park. There is also a reasonable bus service to Manvers and Dearne Valley College, which runs every 30 minutes Monday to Saturday.

3.31 Unemployment and the level of deprivation in Brampton/West Melton are both above the Rotherham Borough average and 31.6% of all households in the settlement are without a vehicle.

Housing

3.32 Almost two-thirds of the housing stock in Brampton/West Melton is owner-occupied and 28.7% is rented from the local authority. Just over half the housing stock is semi-detached (53.3%), 30.3% is terraced, 15.5% is detached and 5.7% of the total stock is flats. The 2001 Census found that 4.7% of all housing stock in Brampton/West Melton was vacant at that time and also that 3.1% of all households do not have central heating.

Planned Improvements

3.33 There is a large area of land located north of Brampton/West Melton (defined as outside of the settlement for this study) designated for Mixed Use development in the Rotherham UDP (Fitzwilliam Fields). There is a current planning application for 260 dwellings on this site but this is yet to be determined.

3.34 Rotherham MBC is rationalising/reconfiguring the Borough’s Leisure provision, which may lead to the closure of Brampton Leisure Centre in support of improved facilities at Wath-upon-Deanne.

3.35 The majority of the planned infrastructure to enable the development of Cortonwood Retail Park/Enterprise Zone and Manvers has been implemented.
Potential For Growth

3.36 There are no nature conservation or landscape designation constraints within or surrounding Brampton/West Melton that would limit the potential for settlement expansion. The land north west of Brampton (beyond Century Business Park) and between Brampton and Wombwell within the indicative floodplain but this is not considered to be a significant constraint to expansion and development.

3.37 Brampton Birlow was designated an Air Quality Management Area in 2003 due to excessive levels of sulphur dioxide present. The most likely cause of this sulphur dioxide pollution is thought to be local domestic solid fuel burning. Although a factor to consider, this should not limit the settlement’s potential for growth.

3.38 The Rotherham Urban Potential Study identified that there is an estimated capacity for 113 dwellings within the built up area of Brampton/West Melton, including outstanding allocations within the settlement.

3.39 Within the built up areas of the settlement, 269 dwellings were allocated in the Rotherham UDP and at 2003, 100 dwellings (37%) were complete. In contrast, a significant amount of development has occurred on the edge of Brampton/West Melton, 890 dwellings were allocated in the Rotherham UDP and at 2003, 428 dwellings (48%) were complete. At least half of the outstanding dwellings on the edge of the settlement are likely to come forward shortly.

Potential Benefits of Growth

3.40 The settlement would benefit from a low level service centre to provide improved interaction and focus for community life. This centre would not necessarily need to include a significant range of retail provision but could include community uses, health provision or a café.

3.41 Improving links and accessibility to Cortonwood Retail Park from Brampton/West Melton would enable the residents of the settlement without a vehicle to make easier use the of facilities here.

3.42 Brampton is located on a key bus corridor between Barnsley and Rotherham/Doncaster. Growth is unlikely to make a significant difference to the viability of bus services.

3.43 Potential growth could help to sustain the viability of the primary schools in the settlement, support an improved range of healthcare provision and perhaps improve the viability of the Leisure Centre.

3.44 The recent and ongoing development of 500 dwellings on the former Cortonwood Colliery (defined by this study as outside of Brampton and West Melton), has contributed to the viability of the primary school provision. However, road and pedestrian links from this development to Brampton/ West Melton are poor and overall have limited the potential for the settlement to benefit from this growth. If
Brampton/West Melton is to benefit from potential residential development at Fitzwilliam Fields then the scheme needs to include good links to the settlement.

3.45 A significant amount of investment and improvement over the past 10 years has been focused around Brampton/West Melton especially to offer a range of employment opportunities. This settlement would benefit from improved accessibility and links to these services by a range of transport modes (including walking, cycling and green corridors).
Wath-upon-Dearne

3.46 Wath-upon-Dearne has a population of 8,456 and is located between Brampton/West Melton and Swinton. Wath-Manvers Enterprise Zone and associated land is located immediately north of Wath-upon-Dearne.

Role and Function

3.47 Wath is a small town that appears to be self-sufficient. It offers a range of facilities to support the neighbouring settlement of Brampton/West Melton but does not necessarily support a larger catchment area.

Settlement Capital

Accessibility

3.48 Wath-upon-Dearne has very good transport links to Barnsley, Doncaster and Rotherham, the key employment areas of Manvers and Cortonwood Retail Park/Enterprise Zone and surrounding settlements. The most frequent services run every 30 minutes Monday to Saturday. Most bus services travel to Wath Interchange located in the town centre but only run along two key routes (Cemetery Road/Quarry Hill or Sandygate/West Street/ Biscay Way) to reach the interchange. Therefore, bus services do not penetrate the peripheral residential areas of the settlement.

3.49 Wath-upon-Dearne has good access to the strategic road network. The A633 Barnsley to Rotherham road and A6023 to Doncaster both run through the northern part of the settlement, which provides direct access to the Manvers Link Road.

Health and Schools Provision

3.50 Wath-upon Dearne has an excellent range of health care provision for the size of the settlement, including two dental surgeries, four doctors’ surgeries with a total of twelve resident GP’s and two pharmacies.

3.51 Wath also has a full range of educational provision. There is one infant school, one junior school, two primary schools and one catholic primary school. Three of these schools have surplus capacity while two schools have a deficit of places so overall primary school provision in the settlement is performing reasonably.

3.52 There are two secondary schools in Wath-upon-Dearne, Wath Comprehensive and Pope Pius X Catholic High School. Wath Comprehensive includes Sixth Form provision and currently has a small deficit of capacity, which is anticipated to decrease to a small surplus by 2007/8. However a significant number of pupils attending Wath Comprehensive are from Barnsley Borough (principally from Bolton-on-Dearne), so Rotherham LEA can give priority to Rotherham Borough’s pupils if capacity is limited in the future. Pope Pius X Catholic High School does not have Sixth Form provision and currently has a large deficit of capacity. It is anticipated that this will reduce to a smaller
deficit by 2007/8. Approximately two-thirds of this school’s pupils reside in Barnsley and Doncaster Boroughs.

3.53 Dearne Valley College (which offers a range of Further Education courses and A-Levels) and the Humphrey Davis School of Nursing (part of the University of Sheffield) are located east of the settlement at the Golden Smithies area of Manvers and can be reached by a good bus service from Wath-upon-Dearne (two services running every 30 minutes and one service running every 20 minutes Monday to Saturday).

Retail and Leisure

3.54 Wath Town Centre is identified as a Town Centre by the retail hierarchy of Rotherham Unitary Development Plan and is located around the pedestrianised streets of Montgomery Road, West Street and High Street. The majority of the town centre is also within a Conservation Area. There is a range of services including national banks and estate agents and a new 24-hour Tesco Supermarket, but the majority of shops are regional chains or independent stores. The annual retail survey found that 12.6% of the 86 units in the town centre were vacant in 2003, a decrease from 15.7% in 2001. Wath Community Library and the Rockingham Centre (which is part of Dearne Valley College) are key services located in the town centre.

3.55 There is a good range of leisure provision in Wath-upon-Dearne including a swimming pool, four football pitches, three rugby pitches and two cricket grounds within the settlement. There is also a synthetic turf pitch nearby at Dearne Valley College and Wath Golf Club is located south of the town.

Employment Provision

3.56 Employment provision actually within Wath-upon-Dearne is reasonable due to the number of schools and town centre uses, but the majority of the opportunities lie adjoining and just outside of the settlement at Wath-Manvers. The largest employers at Manvers are Ventura (1500 employees in 2001) and T-Mobile (800 employees in 2001). Dearne Valley College, the Humphrey Davis School of Nursing, Powergen, CPAC, Lifetime Careers and Royal Mail are also located at Manvers and have between 100 and 500 employees each. Manvers is accessible by a good bus service from Wath-upon-Dearne (two services running every 30 minutes and one service running every 20 minutes Monday to Saturday).

3.57 Unemployment and the level of deprivation in Wath-upon-Dearne are both significantly above the Rotherham Borough average and 35.6% of all households in the settlement are without a vehicle.

Housing

3.58 Just over half of the housing stock in Wath-upon-Dearne is owner-occupied (56%) and 30.6% is rented from the local authority. Less than half the existing housing stock is semi-detached (45.3%) and 30.3% is terraced, 17.8% is detached and 13.9% is flats. The 2001 Census found that 7.56% of all housing stock in Wath-upon-Dearne was
vacant at that time and also that 3.4% of all households in the town do not have central heating.

**Planned Improvements**

3.59 In terms of employment opportunities in proximity to Wath-upon-Dearne, the last remaining plot within Manvers Enterprise Zone is about to be reclaimed and prepared for development. This brownfield site is 40 ha in size so could attract a substantial user. The Dearne Valley Enterprise status expires in November 2005.

3.60 Wath Park Infant School and Wath Central Junior School are to be amalgamated and accommodated in a new building at the Wath Central Junior School site funded through Private Finance Initiative. Wath Comprehensive is also to be rebuilt using PFI finds.

3.61 Wath Swimming Pool has been identified for upgrading and improvement between 2005 and 2007. Leisure facilities will be incorporated and it will become Wath Pool and Sports Centre.

3.62 The land adjacent to Tesco’s, immediately north of the town centre is allocated for Mixed–Use development in the Rotherham UDP. Some interest has been shown in developing retail uses which could lead to an expanded town centre.

3.63 Objective 1 funding is secured up to 2005/6 for the Wath Regeneration Area, which covers the western part of the town and aims to improve the condition of the existing housing stock. Specifically there is an identified need for extra care facilities for the frail elderly in this Action Area.

**Potential for Growth**

3.64 The land to the south of Wath-upon-Dearne is of nature conservation interest including Wath Woods, which is a protected Ancient Woodland and Wath Golf Course which is a site of Natural History Interest. The land between Wath and Swinton has three separate areas identified as sites with “known interest outside protected sites” in the Rotherham UDP. These designations only partially limit the potential of the settlement to expand.

3.65 The land between Wath Town Centre and Manvers Link Road is within the indicative floodplain but this localised event should not impact in the overall potential for growth.

3.66 The Rotherham Urban Potential Study identified that there is capacity for 144 dwellings within the built up area of Wath-upon-Dearne. This figure is derived from a surveyed capacity of 62 dwellings within the Priority Area (200m radius of Wath Town Centre) and an estimated capacity of 82 dwellings in the remainder of the settlement. Additionally within Wath-upon-Dearne, 232 dwellings were allocated in the Rotherham UDP and at 2003, 101 were complete (43%).

**Potential Benefits of Growth**

3.67 The ability of Wath-upon-Dearne to serve a wider catchment area is limited by the number of settlement of comparable size and character in proximity (Bolton-on-Dearne,
Swinton and Mexborough). Therefore potential growth is unlikely to lead to an improved service role for the settlement, but may help it to remain self-sufficient and support the quality and range of existing services in the town. If the land adjacent to Tescos, north of the town centre is developed for retail uses this should be managed carefully to prevent a ‘two centre’ development which could affect the vitality and viability of the existing town centre.

3.68 Potential growth could help to ensure that the primary and secondary schools in the settlement continue to perform well, support the existing range of healthcare provision and also ensure the viability of the planned new Swimming Pool and Leisure Centre.

3.69 A significant amount of investment and improvement over the past 10 years has been focused around Wath-upon Dearne, specifically at Manvers, to offer a range of employment and educational opportunities and improve road and public transport links.
3.70 Swinton and Kilnhurst have a combined population of approximately 15,972 people. Swinton is located between Wath-upon-Dearne and Mexborough. Kilnhurst is a small village, which adjoins Swinton to the southeast. They are physically linked so are considered to comprise of a single built up area for this study.

**Role and Function**

3.71 Swinton is a small town that appears to be self-sufficient. It offers a range of facilities, which support Kilnhurst but it does not necessarily support a larger catchment area.

**Settlement Capital**

**Accessibility**

3.72 Swinton has good bus and rail services. It is located on the Sheffield to Leeds/York Rail Line and the Sheffield to Cleethorpes/Hull Rail Line and services on both lines average one per hour. From Swinton there are direct bus and/or rail services to Sheffield, Meadowhall, Rotherham, Doncaster, Wakefield, Leeds, Scunthorpe, Manvers, Cortonwood Retail Park/Enterprise Zone and the neighbouring settlements. Its location on a rail corridor puts the town at a considerable advantage and Swinton is considered to be sustainable in terms of the existing public transport provision.

3.73 There are two bus services that run specifically through Kilnhurst to provide frequent access to Rotherham and Mexbrough (every 30 minutes Monday to Saturday) and twice daily services to Manvers and Barnsley respectively.

3.74 Access to the strategic road network is reasonable. There are no A-Roads running through the settlement, but the A633 (Barnsley to Rotherham road), A6023 to Doncaster and the Manvers Link Road all run close to Swinton.

**Health and Schools Provision**

3.75 Swinton has a reasonable range of health care provision within the settlement including one dental surgery, one doctors’ surgery with four resident GP’s and a pharmacy. In Kilnhurst there is one doctors surgery with two resident GP’s and a pharmacy.

3.76 Swinton/Kilnhurst also has a full range of educational provision. There is one infant school, one junior school and three primary schools. Four schools have significant surplus capacity and only one school has a deficit of places. It is anticipated that this total surplus of 10.5% for Swinton/Kilnhurst will increase to 19.4% by 2007/8. Swinton Comprehensive includes Sixth Form provision and currently has a significant surplus of capacity, which is anticipated to increase further by 2007/8. Overall primary and secondary school provision in the settlement is under capacity and there are significant vacancies in the schools.
3.77 Dearne Valley College (which offers a range of Further Education courses and A-Levels) and the Humphrey Davis School of Nursing (part of the University of Sheffield) are located north of the settlement at the Golden Smithies area of Manvers and can be reached by a good bus service that runs every 20 minutes Monday to Saturday from Swinton Interchange.

**Retail and Leisure**

3.78 Swinton Town Centre is identified as a Town Centre by the retail hierarchy of Rotherham Unitary Development Plan and is located around Station Street. The majority of the town centre is also within a Conservation Area. There is a limited range of services and notably there are no national banks. The majority of shops are regional chains or independent stores. The annual retail survey found that only 4% of the 46 units in the town centre were vacant in 2003 and this is an increase from 1% in 2001. Swinton Community Library, Swinton Police Station and Swinton Civic Hall are key services located in the town centre.

3.79 There is a reasonable range of leisure provision in Swinton/Kilnhurst including a swimming pool with two squash courts, five football pitches, and a cricket ground within the settlement. There is also a synthetic turf pitch nearby at Dearne Valley College and Wath Golf Club is located west of the town.

**Employment**

3.80 Employment provision actually within Swinton/Kilnhurst is reasonable due to the number of schools, town centre uses and local employment provision at Kilnhurst Industrial Area, but the majority of opportunities lie adjoining and just outside of the settlement at Wath-Manvers to the north and Swinton Bridge and Swinton Meadows immediately east of the town. The largest employers at Manvers are Ventura (1500 employees in 2001) and T-Mobile (800 employees in 2001). Dearne Valley College, the Humphrey Davis School of Nursing, Powergen, CPAC, Lifetime Careers and Royal Mail are also located at Manvers and have between 100 and 500 employees each. Manvers is accessible by a good bus service from Swinton Interchange (one service running every 20 minutes Monday to Saturday). The key employers at Swinton Bridge/Swinton Meadows are Morphy Richards Ltd, Belling Appliances and Caradon Stelrad Ltd all with between 100 and 500 employees. Swinton Bridge is located between Swinton and Mexbrough and there are six different bus services that run through Swinton Bridge and stop at the two bus stops (in each direction) here.

3.81 Unemployment and the level of deprivation in Swinton/Kilnhurst are both just above the Rotherham Borough average and 28% of all households in the settlement do not have access to a vehicle.

**Housing**

3.82 Two-thirds of the housing stock in Swinton/Kilnhurst is owner-occupied and 26% is rented from the local authority. Half the existing housing stock in the town is semi-detached (50.5%) and 24.8% is detached, 17.8% is terraced and 9.56% is flats. The
2001 Census found that 2.7% of all housing stock in Swinton/Kilnhurst was vacant at that time and also that 2.3% of all households in the town do not have central heating.

**Planned Improvements**

3.83 Overall there are several improvements/areas of change and planned developments under investigation, which are described below, but few firm proposals in Swinton/Kilnhurst.

3.84 A Swinton to Finningley Airport Bus Route (via Mexbrough and Conisbrough) is under investigation.

3.85 In terms of employment opportunities in proximity to Swinton, the last remaining plot within Manvers Enterprise Zone is about to be reclaimed and prepared for development. This brownfield site is 40 ha in size so could attract a substantial user. The Dearne Valley Enterprise status expires in November 2005. There are also some small plots of land outstanding at Swinton Bridge and Swinton Meadows available for employment development.

3.86 Interest has been shown in developing a redundant site at Swinton Meadows for housing, but no planning application has been submitted yet.

3.87 The Draft School Organisation Plan 2003/4 to 2007/8 identifies that around 150 places (equivalent to 5 classrooms) would need to be removed from Swinton/Kilnhursts’ primary school capacity in order to bring the overall surplus down to 10%. Rotherham LEA prefer to do this by finding alternative uses for the spare classrooms rather than identify schools for closure, but the most vulnerable school is (in confidence) St Thomas C of E Primary due to the close proximity of Swinton Brookfield Primary and Kilnhurst Primary (the only school with a deficit of capacity) which all cover a similar catchment. This means there will be space for additional community facilities/activities in the town. Rotherham LEA intend to closely monitor the increasing surplus capacity at Swinton Comprehensive, but have no firm plans for how to resolve this yet.

3.88 Rotherham MBC is rationalising/reconfiguring the Borough’s Leisure provision, which may lead to the closure of Swinton Pool in support of improved facilities at Wath-upon-Deearne.

3.89 The potential of the Sheffield and South Yorkshire Canal and the restoration of the Dove and Dearne Canal are under investigation as a possible regeneration corridor and recreational route. The Sheffield and South Yorkshire Canal runs to the east of Kilnhurst and Swinton Bridge.

3.90 Kilnhurst (along with Rawmarsh and Parkgate) has SRB funding until March 2004 for a Neighbourhood Warden Scheme and Objective 1 funding towards a Community Stewardship Project.
Potential for Growth

3.91 Swinton and Kilnhurst are constrained to the east by two railway lines, the Sheffield and South Yorkshire Canal and the River Don. Swinton Bridge and Swinton Meadows are located between the two railway lines and there are only three existing access points to this area. This area is located within the indicative floodplain.

3.92 There are outstanding plots of employment land available Swinton Bridge/ Swinton Meadows and this land is also being considered for alternative uses. Existing links across this area are limited due to the railway and river. These could be improved and enhanced links established between this area and Swinton/Kilnhurst (and Mexborough).

3.93 There are several areas of nature conservation and historic interest around Swinton/Kilnhurst. This includes Bow Broom Scheduled Ancient Moument located immediately north of the settlement, the Roman Ridge at Wath Wood SAM, Piccadilly Wood, Blackmoor Plantation and Wath Woods Ancient Woodland all located west of the settlement. The land between Swinton and Wath-upon-Dearne has three separate areas identified as sites with known interest outside protected sites in the Rotherham UDP. The south side of Swinton/Kilnhurst is the least constrained physically or environmentally.

3.94 The Rotherham Urban Potential Study identified that there is capacity for 306 dwellings within the built up area of Swinton/Kilnhurst. This figure is derived from a surveyed capacity of 77 dwellings within the Priority Area (200m radius of Swinton Town Centre) and an estimated capacity of 229 dwellings in the remainder of the settlement. Additionally, potential for 20 dwellings just north of Kilnhurst was found in this area by the Rotherham Urban Potential Study.

3.95 Within the settlement 270 dwellings were allocated in the Rotherham UDP and at 2003, 235 dwellings (87%) were complete. In addition between 2000 and 2003, windfall development totalled 91 dwellings. Overall this demonstrates a healthy take up rate of residential development sites in Swinton/Kilnhurst.

Potential Benefits of Growth

3.96 The ability of Swinton/Kilnhurst to serve a wider catchment area is limited by the number of settlements of comparable size and character in proximity (Wath-upon-Deane, Rawmarsh/Parkgate and Mexborough). However, it is important to note that Swinton offers public transport links to a wider area than some of the neighbouring settlements (other than Mexborough and Bolton-on-Deane). Overall, potential growth is unlikely to lead to an improved service role for a settlement, but may help it to remain self-sufficient and support the viability and range of existing services in the town.

3.97 Potential growth could help to improve the viability of both primary and secondary school provision in Swinton/Kilnhurst and support the existing range of healthcare provision an perhaps enable some additional facilities. It could also encourage the expansion of the existing town centre and the range of services and retail provision as the town centre is very small compared to the population of Swinton/Kilnhurst.
3.98 A significant amount of investment and improvement over the past 10 years has been focused to the north of Swinton, specifically at Manvers, to offer a range of employment and educational opportunities and improve road and public transport links.
Rawmarsh/Parkgate

3.99 Rawmarsh/Parkgate has a population of 18,521 and is located north of Rotherham Urban Area.

Settlement Capital

Role and Function

3.100 Rawmarsh/Parkgate is small town that grew rapidly after 1950 and adjoins Rotherham Urban Area. The development of Retail World at Parkgate, immediately south of the settlement boundary defined for this study, has strengthened the settlement’s physical link with Rotherham.

Accessibility

3.101 Rawmarsh/Parkgate has very good transport links to Rotherham, Doncaster and surrounding settlements. Most services run along Rawmarsh Hill/ Blythe Avenue/ Dale Road, which is a key public transport corridor from Rotherham to the Dearne Towns through the centre of Rawmarsh. There is also a circular bus service from Rotherham, which runs through the residential areas of Rawmarsh. This is the most frequent service and runs every 10 minutes Monday to Saturday.

3.102 Access to the strategic road network is reasonable. The A633 (Barnsley to Rotherham road), runs through the centre of Rawmarsh/Parkgate, but often suffers from congestion at peak times.

Health and Schools Provision

3.103 Rawmarsh/Parkgate has a good range and level of health care provision within the settlement, including two dental surgeries, four doctors’ surgeries with eight resident GP’s and three pharmacies.

3.104 The settlement also has a full range of educational provision. There are two infant schools, two junior school, four primary schools and one catholic primary school. Seven of these schools have surplus capacity, two of which have a significant surplus while two schools have a deficit of places. It is anticipated that this existing surplus of 6.1% for Rawmarsh/Parkgate will increase to 9% by 2007/8. However, on balance, overall primary school provision in the settlement is performing reasonably and the surplus will still remain under 10% in the next 5 years. Rawmarsh Comprehensive does not include Sixth Form provision and currently has a small deficit of capacity, which is anticipated to increase to a larger deficit by 2007/8.

Retail and Leisure

3.105 Rawmarsh has two Town Centres, the Shopping Centre at Bellows Road and Rawmarsh Hill located south of the Shopping Centre. Both are identified as Town Centres by the retail hierarchy of Rotherham Unitary Development Plan and together both centres consist of 121 units. At the Bellows Centre there is a limited range of
services and notably there are no national banks. The majority of shops are regional chains or independent stores. Rawmarsh Hill offers a wider range of financial services and is developing a niche retail trade in antiques. Rawmarsh Community Library is at the centre of the Rawmarsh Hill retail provision. The annual retail survey found that 10% of the 121 units at both centres were vacant in 2003 and this is a decrease from 15% in 2001.

3.106 There is a reasonable range of leisure provision within and immediately adjoining Rawmash/Parkgate including Rawmarsh Leisure Centre, five football pitches, a cricket ground and a Fitness First Gym. Roundwood Golf Club is located immediately east of the settlement.

**Employment**

3.107 Employment provision actually within Rawmarsh/Parkgate is reasonable due to the number of schools, the two town centre areas and Parkgate Industrial Area. However, the majority of opportunities lie adjoining and just outside of the settlement at Gateway Industrial Estate, Parkgate Retail Work, Parkgate Business Park, Aldwarde Industrial Area and Rotherham Town Centre. Corus Engineering Steels at Aldwarde Industrial Area is the largest employer in the area (approximately 1700 employees in 2001) followed by CAP Gemini UK PLC and Heckitt Multiserve at Aldwarke and Morrisons Supermarkets PLC and Sports Soccer at Parkgate Retail World which all employ between 100 and 500 employees.

3.108 Unemployment and the level of deprivation in Rawmarsh/Parkgate significantly above the Rotherham Borough average and 36.2% of all households in the settlement are without a vehicle.

**Housing**

3.109 Over half of the housing stock in Rawmarsh/Parkgate is owner-occupied (57.6%) and 30.8% is rented from the local authority. Over half the existing housing stock in the town is semi-detached (55%) and 23.3% is terraced, 13.3% is detached and 2.23% is flats. The 2001 Census found that 12.2% of all housing stock in Rawmarsh/Parkgate was vacant at that time and also that 4% of all households in the settlement do not have central heating.

**Planned Improvements**

3.110 Rotherham MBC are investigating the potential for constructing a bridge from Beal’s Way (just south of the settlement boundary defined for this study) across the railway line in order to open up some of the land to the rear if Retail World. If successful, it is anticipated that the bus services to the Dearne Towns will follow this route to reduce journey times.

3.111 In terms of employment opportunities in proximity to Rawmarsh there is land available at Aldwarke and Northfield located south of the settlement, although existing constraints may preclude its immediate availability.
Rotherham MBC is rationalising/reconfiguring the Borough’s Leisure provision, which may lead to the closure of Rawmarsh Leisure Centre in support of improved facilities at Rotherham Town Centre.

Atkins are currently undertaking a Town Centre Framework Study to examine the future options for the Bellows Shopping Centre and Rawmarsh Hill. The Bellows Shopping Centre has recently changed ownership and one option being considered by the study is the demolition of the shopping centre and replacing it with a smaller shopping centre and some residential units. Atkins are due to report in February 2004.

Rawmarsh/Parkgate (along with Kilnhurst) has SRB funding until March 2004 for a Neighbourhood Warden Scheme and Objective 1 funding towards a Community Stewardship Project.

**Potential for Growth**

There is an isolated nature conservation constraint at Rosehill Victoria Park located in the northern part of the settlement. It is identified as a Local Nature Reserve and an Area of Ancient Woodland, however this will only affect localised potential for growth in proximity to this area.

The land to the east and south of Rawmarsh/Parkgate is identified as within the indicative flood plain but this area in not immediately adjacent to the settlement. Overall, land to the north and west of the settlement is the least constrained.

The Rotherham Urban Potential Study identified that there is capacity for 317 dwellings within the built up area of Rawmarsh/Parkgate. This figure is derived from a surveyed capacity of 141 dwellings within the Priority Area (200m radius of The Bellows Centre and Rawmarsh Hill) and an estimated capacity of 176 dwellings in the remainder of the settlement.

Within the settlement 667 dwellings were allocated in the Rotherham UDP and at 2003, 356 dwellings (53.4%) were complete. Additionally windfall development between 2000 and 2003 totalled 88 dwellings.

**Potential Benefits of Growth**

Rawmarsh/Parkgate has a strong relationship with Rotherham Urban Area. Bus routes serving Rawmarsh offer the most frequent service to Rotherham and the majority of employment opportunities are located in the southern part of the settlement (or just outside to the south). Rawmarsh/Parkgate is also reasonably self sufficient with good healthcare, educational and leisure provision.

A key bus corridor between Rotherham and the Dearne Towns runs through Rawmarsh/Parkgate so growth of this settlement is unlikely to make a difference to the viability of these bus services.

However, potential growth could help to ensure the viability of the existing primary school provision and keep the overall surplus well below 10%. Potential growth could
also be used as a lever to gain additional secondary school provision as the current
deficit at Rawmarsh Comprehensive is anticipated in increase further by 2007/8 and
support the existing good range of healthcare provision.

3.122 Potential growth may support the redevelopment of the retail function and services in
the two Centres of Rawmarsh/Parkgate and also to some extent contribute to the wider
regeneration and urban renaissance of Rotherham Urban Area.
Mexborough

Role and Function

3.123 Mexborough has a population of approximately 13,350 people. Wath-upon-Dearne is located to the west, Swinton to the south and Denaby Main to the east. Mexborough is a settlement, which is considered as self-sufficient and to perform a wider service role in terms of its retail provision. It has good public transport links to the main urban areas and therefore could act as a commuter town to other employment opportunities outside the settlement.

Settlement Capital

Accessibility

3.124 Mexborough is on the bus corridor, with good links to Rotherham, Doncaster, Barnsley and Sheffield. The most frequent service includes the 288/290 (Monday to Saturday Daytime every 15 minutes), Rotherham to Conisbrough and X92 (Monday to Saturday Daytime every 30 minutes).

3.125 The bus interchange is located in Mexborough town centre and is used by all the buses which serve the settlement. The main routes in and out of the settlement include Wath Road to the east towards Wath-Upon-Deanne, the A630 (T) towards Doncaster and the south towards Swinton. The settlement is also served by a more local service which is used by the surrounding residential area.

3.126 The train station is on the Sheffield to Hull line, whose service is generally 3 per hour throughout the day and passengers generally have to change at Doncaster for journeys further afield. It also has direct access onto the strategic road network (A630T), which forms the southern boundary of the settlement.

Health and Schools Provision

3.127 Mexborough has a good range of medical facilities and is well served by three pharmacies, three dentists, two doctors surgeries and Montagu hospital. A total of nine GP’s are located within the settlement, which equates to 1 GP per 1483 people.

3.128 It has a total of six infant, junior and junior/infant schools and Mexborough Comprehensive School, which also has a sixth form college. Four of the junior / infant schools currently have surplus spaces, with all schools forecast to have surplus capacity by 2007. Surplus capacity in the secondary school is forecast to decrease marginally by 2007.

3.129 Dearne Valley College (which offers a range of Further Education courses and A-Levels) and the Humphrey Davis School of Nursing (part of the University of Sheffield) are located east of the settlement at the Golden Smithies area of Manvers and can be reached by the Manvers Shuttle 200 bus service, which runs to Dearne Valley College from Mexborough Interchange and offers a subsidised fare to college students.
Retail and Leisure

3.130 Mexborough is regarded as a “small town district centre” in the UDP and has two supermarkets in its town centre (Somerfield and Tesco). Its centre has a good range of national stores, which includes Woolworths, Gregs Bakers and Farmfoods to more local firms comprising a number of shoe shops, fruit & vegetable stores and clothes shops. It also has an outdoor and indoor market. The outdoor market days are Monday, Friday and Saturday with a second hand market held every Thursday although many traders in the market hall are open 6 days a week Monday to Saturday. It offers a wide range of goods, which includes fresh fruit and vegetables, meat and fish.

3.131 The Dearne Valley Leisure Centre serves its leisure provision, and although outside the settlement, is a recent development (opened in June 2002), which has facilities such as a swimming pool, badminton courts and gym. There are, however, a limited range of leisure activities in the town, which are mainly private organisations i.e. private gym and a miners welfare. Like all the settlements within this study area, it does not have a cinema, with the nearest located in Doncaster or Rotherham.

3.132 Mexborough also has a number of travel and estate agents in the town centre that include Lunpoly and William H Brown. It has a total of five banks. It also has two post offices and a range of other services in the town centre which include a job centre, citizens advice bureau and registry office.

Employment

3.133 There is a range of employment opportunities within Mexborough. The Wath Manvers estate, located to the west of Mexborough, could potentially serve as an employment base for the population, as well as Swinton Meadows and Swinton Bridge to the south of the settlement and Denaby Industrial Estate to the east.

3.134 Of the total people aged 16-74 a total of 69% are economically active, and 31% are economically inactive. Unemployment levels are 3.7%, below the local authority average of 4.2%, but above the national average of 3.4%. 60.5% of the total households have at least one car or van and 39.5% of households have no access to a vehicle.

Housing

3.135 The majority of the settlement (76%) is either terraced house or bungalow (41%) or semi-detached house or bungalow (35%). The other 24% is made up of detached properties (13%) and purpose built flats (9%). In total 59% of households are owner occupied (owned outright, mortgage or shared ownership), with 41% renting their property from a number of organisations.

Planned Improvements

3.136 The Draft School Organisation Plan 2003-08 outlines that there are no planned changes to school organisation in the secondary sector in the 2003/04 school year.
3.137 There is a proposed replacement of Mexborough school with a new build funded under the PFI. The new school will be slightly smaller than the present school size providing for an annual intake of 224 pupils plus a sixth form of 224 students. The report states that the size of the school is consistent with pupil projections for the community which the school serves.

3.138 A funding bid has been submitted to commission a Development Study in terms of Renewal and the Mexborough Town Centre / Canal Masterplanning and for Wath Road Masterplanning.

3.139 There are no existing proposals or investigations to improve the public transport network serving Mexborough.

Potential for Growth

3.140 There are no environmental constraints in the settlement. However, land to the north, east and south are constrained by flood risk. This is most apparent to the south and east, which are close to the existing built up area. The A630(T), River Don and the railway constrain expansion to the south. There are natural and physical constraints to the south and east but no significant constraints to the north and west.

3.141 During the UDP period 403 units were allocated for housing. By 2003 79 (20%) had been completed. One site is completed (Adwick Road, School Site (PH1 5/14)), with two sites part completed: Dolcliffe Road/Park Road (PH1 5/5) is part completed (5 dwellings outstanding) and Land at Mexborough Training College is part complete (51 dwellings outstanding).

3.142 The remaining allocations have yet to commence and a total of 176 dwellings have been constructed as part of “windfall development” during the plan period (1986-2003).

Potential Benefits of Growth

3.143 Mexborough supports a number of services and uses. It has also sustained its population since 1991. Locating growth within the settlement could contribute towards filling surplus capacity in the secondary school and its local primary schools. A further benefit is that it could contribute towards the vitality and viability of its retail centre and potentially strengthen its service role. Growth would not benefit the public transport and health provision as they function effectively at the moment.
Denaby Main

Role and Function

3.144 Denaby Main has a population of just under 4,000 people. It has strong links to Conisbrough to the east but has poor retail provision. It does however have a reasonable range of employment opportunities in the settlement, i.e. Denaby Main Industrial Estate that also serves a wider area.

Settlement Capital

Accessibility

3.145 The settlement is on the bus corridor, which serves Doncaster, Rotherham and Barnsley with the most frequent service the 288/289/290 - Monday to Saturday, which is every 15 minutes. The residents of Denaby Main can also use Conisbrough train station, which is located beyond the A630(T) adjoining the north eastern boundary of Denaby on the Sheffield to Hull line. It has good links with the strategic road network (A630T), which forms the northern boundary of the settlement.

Health and Schools Provision

3.146 Denaby has a good range of facilities, however the number is limited to one pharmacist, one dentist and one doctors surgery. The doctors surgery does have three GP’s, which equates to 1 GP per 1330 people.

3.147 Its two existing primary schools do not have surplus spaces at the present time but by 2007 one of its schools is forecast to have surplus spaces. It does not have a secondary school within the settlement, but feeds into Northcliffe School, located in the adjoining settlement of Conisbrough.

Retail and Leisure

3.148 Denaby Main is served by one supermarket (Kwik Save) to the north west of the settlement and does not have a specific retail centre. It does have a market, which is held on Tuesday, Wednesday, Friday and Sunday.

3.149 The Dearne Valley Leisure Centre principally acts as its leisure facilities. Although outside the settlement it is a fairly recent development (opened in June 2002), which has facilities which include a swimming pool, badminton courts and a gym. Denaby Swimming Pool is located within the settlement itself and the residents also use the “Craggs”, which is located between Denaby and Conisbrough and comprises a number of football pitches and allotments.

3.150 Denaby Main’s other services include a post office and youth centre where appointments can be made regarding job opportunities.
Employment

3.151 There are a number of existing employment opportunities within the settlement, which include Fullerton House School and Senior Aluminium Systems, who both employ over 100 people. Denaby Industrial Estate is also a potential source of employment opportunities. This is regarded as a Site of Strategic Importance because of its potential to serve a wider area.

3.152 Of the total people aged 16-74, 62% are economically active, and 38% are economically inactive. The unemployment rate is 4.35%, above both the local authority and national average. Of the total households, 42% have at least one car or van and 58% of households have no access to a vehicle.

Housing

3.153 The majority of the settlement (80%) is either terraced house or bungalow (39%) or semi-detached house or bungalow (41%). The other 20% is made up of purpose built flats (10%) and detached properties (8%).

3.154 Of the total households, 23% are owner occupied (owned outright, mortgage or shared ownership) with 77% renting their property from a number of organisations. 98% of households had central heating and sole use of bath/shower and toilet, but every household has access to either central heating or sole use of bath/shower and toilet.

Planned Improvements

3.155 Policy T2 (10) – M18/B6094 Conisbrough Link Road of the UDP is a planned improvement on the western boundary of Denaby, which is yet to be subject to a funding bid. Other improvements include Woodland Way Masterplanning and Renewal and town centre improvements. Work on Phase One of the Gray’s Court development was finally completed in October 2003 and improvements to housing estates in and around the local area are currently being investigated.

Potential for Growth

3.156 There are two sites of regional / local importance for nature conservation, one of which adjoins the settlement and the other which is just beyond the western boundary of the settlement. The north of the settlement is constrained by the A630(T) and the Sheffield to Hull railway and the east is constrained by open space.

3.157 A total of 232 dwellings were allocated for Denaby Main, with 193 (83.2%) now completed. Of those allocated sites, 29 dwellings remain outstanding for Hill Top (Phase 3) and 10 dwellings remain outstanding for (PH1 5/18). Only 2 dwellings have been constructed as part of “windfall development” during the plan period (1986-2003).
Potential Benefits of Growth

3.158 Denaby Main is a predominantly residential area, of which the majority of housing is in the rented sector (77%). It has limited retail provision, therefore targeting growth would help towards improving the vitality and viability of its retail centre and strengthen its service role. Although its primary schools do not have any surplus capacity at present, it is forecast that it will have surplus capacity within the next 5 years. Therefore, growth could contribute to reducing this surplus. Growth would not benefit the public transport and health provision as they function effectively at the moment.
Conisbrough

**Role and Function**

3.159 Conisbrough has a population of 13,350 people, which adjoins Denaby Main on its western boundary. It is a reasonably self-sufficient settlement with a good, although localised retail centre, which also offers a range of other services such as banks and travel agents. It does have limited employment opportunities, which is why its workforce works predominantly outside of the settlement, i.e. Doncaster and potentially Denaby Industrial Estate.

**Settlement Capital**

**Accessibility**

3.160 Conisbrough is on the bus corridor, with good links with Rotherham, Doncaster, Barnsley and Sheffield. The most frequent service includes:

- 288/290 - Monday to Saturday Daytime; 15 minutes Rotherham to Conisbrough; and
- X78 - Monday to Saturday Daytime every 15 minutes - Evenings and Sundays; 20 minutes Sunday daytime; 30 minutes evenings

3.161 Conisbrough train station, is located beyond the A630(T) to the north west corner of Conisbrough and is on the Sheffield to Hull line. Its frequency of service ranges throughout the day, but is generally 4 an hour between 0700 – 0812, to 3 for the rest of the day. Passengers generally have to change at Doncaster for journeys further afield and journeys to Doncaster take approximately 9-12 minutes. Direct access can also be gained onto the strategic road network (A630T), which forms the northern boundary of the settlement.

**Health and Schools Provision**

3.162 Conisbrough has a fairly good range of medical facilities which includes two dentists, two pharmacies (one of which is in a health centre). It also includes five GPs, which equates to 1 GP per 2670 people.

3.163 There are a total of four infant, junior and primary schools, three of which currently have surplus spaces. Forecasts predict that the surplus spaces will increase by 2007 and all four primary schools will have surplus capacity. Northcliffe Secondary School, has a current surplus of nearly 20% which is anticipated to rise by 2010.

**Retail and Leisure**

3.164 The settlement is classified as a small town district centre and is served by two supermarkets (Kwick Save and Co-Op Welcome). The remaining retail centre has a local emphasis which includes a bakers, DIY and a number of takeaways.
Its leisure facilities would be principally served by the Dearne Valley Leisure Centre, located to the west of the settlement. The residents also use the “Craggs”, which is located between Denaby and Conisbrough and comprises a number of football pitches and allotments.

It also has a range of other facilities, which include three post offices, a library, a number of estate agents in its town centre and a new job centre. The centre of Conisbrough also has two restaurants and a golf course to the south east of the settlement.

**Employment**

There are no significant employers in Conisbrough. The Earth Centre employs a total of 150 employees and it is easily accessible from Conisbrough. Denaby Main Industrial Estate is a further source of employment.

Of the total people aged 16-74, 60% are economically active and 40% economically inactive. The unemployment rate is 2.45%, which is below both the local authority and national averages. Of the total households in the survey area of Conisbrough, 69% have at least one car or van with 31% of households having no access to a vehicle.

**Housing**

The majority of the settlement comprises of semi-detached housing (82%) or bungalow (57%) or terraced house or bungalow (25%). In total, 71% of households are owner occupied (owned outright, mortgage or shared ownership), with 29% renting their property from a number of organisations.

Of the total households, those with central heating and sole use of a bath/shower and toilet totalled 96%.

**Planned Improvements**

The settlement has a number of planned improvements, with the Policy T2 (10) of the UDP identifying the M18 / B6094 – Conisbrough Link Road as a proposal to improve the existing class II road. Other proposals include the Daylands Facelift and Environmental Remodelling, Castle Street strategic acquisitions and Conisbrough Central Facelift.

After discussions with DMBC, Conisbrough has also received funding to improve the historical retail buildings in Conisbrough Town Centre. So far £5,000 has been funded from SRB, with a further £21,000 from DMBC through the “Transformational Projects Implementation Programme” and £42,000 from English Heritage.

**Potential for Growth**

There is a SSSI adjoining the eastern boundary of the settlement, a Scheduled Ancient Monument (SAM – Conisbrough Castle) in the settlement as well as an area of high landscape value to the south of the settlement. Conisbrough is also constrained to the
north by the railway, the A630(T) and the River Don which floods a number of washland areas.

3.174 A total of 284 dwellings were allocated for Conisbrough from 1986-2003 and at 2003 a total of 212 (75%) were completed. Of those sites part completed:

- Ravens Walk, Conisbrough Parks (PH1 4/13) has 31 spaces available, however the completions data indicates that only 20 dwellings have been committed, and only 3 dwellings remain; and
- Corn Hill, Conisbrough Phase 2 (PH1 5/22) has 16 dwellings remaining

3.175 It should be noted that the above figures do not include the allocation indicated for the RP4 Don/ Dearne Valley site, where 294 units are proposed. A number of properties have been constructed on land immediately north of the A630(T), which have been included in the settlement. During the UDP period a total of 164 dwellings were built as part of “windfall” development

Potential Benefits of Growth

3.176 Conisbrough has experienced population growth of approximately 17% since 1991 and has a number of key services such as a secondary school. It does not, however, have significant employment opportunities. Growth in the settlement could reduce the surplus capacity of its primary and secondary schools (currently approximately 20%). Its town centre is considered to be a small town / district centre, which could be improved if growth was targeted towards Conisbrough. It is not considered that additional growth would improve public transport or health provision as these are operating effectively at present.
Warmsworth

**Role and Function**

3.177 Warmsworth has a population of approximately 3300 people and is located on the eastern periphery of the study area. It is the closest of the settlements to Doncaster town centre and whose population would commute to Doncaster town centre because of its close links. It does not act as a retail and service centre. This settlement is outside the Dearne Valley and is not within the Housing Market Renewal Pathfinder.

**Settlement Capital**

**Accessibility**

3.178 It is located on the bus corridor and has a good service to Doncaster, Rotherham and Barnsley, as well as the other settlements in the study area. The bus corridor for Warmsworth is on either the A630(T), which dissects the settlement east to west or Edlington Lane which runs north to south down towards Edlington. Apart from the 195, no bus routes appear to act as a local service, especially to the north of the A630(T).

3.179 It does have good direct access onto the strategic road network (A630T) as well as the A1 motorway, which is only a few minutes drive.

**Health and Schools Provision**

3.180 Warmsworth has a limited range and number of medical facilities, consisting of one pharmacy and a dentist. It does not have a GP, the nearest being located in Edlington to the south and Balby immediately east of the settlement.

3.181 Warmsworth has one primary school, with a small number of surplus spaces accounting for 1.5%. It does not have a secondary school, the nearest within the education pyramid being located to the south in Edlington.

**Retail and Leisure**

3.182 The settlement does not have a distinct retail area. It only has a small number of individual businesses within the settlement and has limited service provision that include a library and post office.

3.183 There is no leisure centre in the settlement and the nearest cinema is in Doncaster town centre. It has a total of 4 public open space areas, which include Warmsworth Park. This mainly provides for formal and informal recreation, whose main facilities are formal pitches and a children’s playground.

**Employment**

3.184 Warmsworth Halt Industrial Estate is located immediately south of the settlement (between Warmsworth and Edlington) and offers a range of employment opportunities.
which includes: Polypipe Kitchen Ware (employing 300 people); Premier Profiles Ltd (employing 400 people) and Polypipe Building Products Ltd (employing 800 people).

3.185 Of the population aged 16-74, 66% are classed as economically active, with 34% economically inactive. Unemployment levels are at 1.56%, the lowest in the study area and are below both the local authority and national average. Of the total households in the settlement, 78% have at least one car or van, with 22% having no access to a vehicle.

3.186 Over half of the settlement comprises of semi-detached housing or bungalows (56%), with 21% being detached house or bungalows. Terraced houses comprise 19% of the total housing stock. In total 85.5% of households are owner occupied (owned outright, mortgage or shared ownership) with 14.5% renting their property from a number of organisations. Of the total households, 94% have central heating and sole use of bath/shower and toilet, whilst no households were without central heating or sole use of bath/shower and toilet.

Planned Improvements

3.187 No planned improvements have been identified for the settlement.

Potential for Growth

3.188 The railway acts as the settlements northern boundary and the A1 motorway forms the eastern boundary of the settlement. Immediately north of the railway, and north west of the settlement is a site of regional / local importance as well as a SSSI and Area of High Landscape Value, slightly further north.

3.189 Beyond the railway the River Don floods into a number of washland areas and to the south is the settlement of Edlington, which Warmsworth merges with. A dismantled railway, also designated as a site of local / regional importance and cemetery constrain the settlement to the south and south-east.

3.190 To the west and north of the settlement is a safeguarded area and buffer zone to ensure the restoration of minerals or waste disposal are not restricted.

3.191 No sites are allocated for development in the UDP, 95 dwellings were however completed as part of windfall development during the UDP plan period (1986-2003).

Potential Benefits of Growth

3.192 Warmsworth currently functions as a residential extension to Doncaster, which is only physically separated by the A1 motorway. It does have very limited retail provision and does not act as a service centre. It is successful in that it is well located to Doncaster and has good links with Rotherham, Barnsley and its surrounding hinterland. Therefore, growth in Warmsworth would have little impact on its service role or public transport. Growth could benefit in terms of improving health provision, which is fairly poor and decrease the surplus capacity of its primary school, which is forecast to increase in the next 5 years.
Edlington

Role and Function

3.193 Edlington has a population of approximately 7,940 and is located on the eastern fringe of the study area, immediately south of Warmsworth. It is a settlement, which is well linked to Doncaster, but poorly linked to the rest of the study area and to the main urban areas of Rotherham, Barnsley and Sheffield. It serves as a local retail and service centre which could be improved, whilst also acting as both an employment provider at Warmsworth Halt Industrial Estate. As it has good links with Doncaster, a significant proportion of the population work within this town.

Settlement Capital

Accessibility

3.194 It is located on the bus corridor with a very good service to Doncaster (every 8-9 minutes) but has good links to other settlements, apart from Warmsworth. It has reasonable links with the strategic road network (A630(T)) which is only 5 minutes drive north.

Health and Schools Provision

3.195 It has a good range and number of medical facilities comprising of one dentist, two pharmacies and two doctors surgeries. In total 5, GPs practice in Edlington. This equates to 1 GP per 1588 people.

3.196 The settlement has a total of three infant / primary / catholic schools who all have surplus spaces up to 39%. It is recognised that with the exception of Catholic aided schools, they serve a geographically defined designated area known as the catchment area. Edlington School is an 11-18 co-educational Comprehensive County Secondary Day School which serves Edlington, Tickhill, Warmsworth and Wadworth Primary Schools, of which there are no surplus spaces.

Retail and Leisure

3.197 The settlement has two distinct retail areas, which classify it as a small town district centre. It is served by two supermarkets, Netto and Co-Op, with the remainder of its retail provision being provided by local businesses/services. This includes Kerrigans Insurance and Property Services, Newsagents, Bakers and Day & Night (7-11). The centre has a very high vacancy rate, estimated to be approximately 20%.

3.198 Edlington Sports Centre acts as its leisure centre, with Crookhill Park Golf Course fairly close to the south of the settlement. There are a total of 6 public open spaced areas. It also has two post offices, a library and a youth centre.
Employment

3.199 Warmsworth Halt Industrial Estate offers a good range of employment opportunities which includes: Polypipe Kitchen Ware (employs 300 people), Premier Profiles Ltd (employ 400 people) and Polypipe Building Products Ltd (employ 800 people).

3.200 Of the total people aged 16-74, 59% are economically active and 41% are economically inactive. The unemployment rate is 3.33%, which is below the local authority average and just below the national average of 3.4%. Of the total households 58% have at least one car or van and 42% having no access to a vehicle.

Housing

3.201 Almost half (49%) of the housing stock is either a semi-detached house or bungalow, with 35% terraced house or bungalow. In total 59% of households are owner occupied (owned outright, mortgage or shared ownership) and 41% are renting their property from a number of organisations. Of the total households 93% have central heating and sole use of bath/shower and toilet, whilst no households were without central heating or sole use of bath/shower and toilet.

Planned Improvements

3.202 The Draft School Organisation Plan 2003-08 outlines that there are no planned changes to school organisation in the secondary sector in the 2003/04 school year.

3.203 There is a planned replacement of Edlington school with a new build funded under the Government’s Public Finance Initiative (PFI). The new school will be the same size catering for an annual intake of 224 pupils plus a sixth form of 224 students.

3.204 Policy T2 (10) of the UDP identifies the M18 / B6094 – Conisbrough Link Road as a proposal to improve the existing class II road, which may have some impact on Edlington, which is located north of the proposal. Other planned improvements includes:

- Royal Estate Masterplanning and Renewal
- Granby Masterplanning and Renewal

Potential for Growth

3.205 The SSSIs of Edlington Wood and New Edlington Brickpit (Geol) lie immediately east of the settlement. There are also four sites of Regional / Local Importance for nature conservation to the east and south east of the settlement and also one immediately west of the settlement. The Scheduled Ancient Monuments of Double Dyke and Edlington Wood Roman Settlement are located within Edlington Wood.

3.206 There is a safeguarded area and buffer zone to ensure the restoration of minerals or waste disposal are not restricted to the west and north of the settlement and a preferred area for mineral extraction to the south.
3.207 During the UDP period, 550 dwellings were allocated for Edlington, with 488 (89%) completed. A further 19 dwellings have been completed as part of windfall development. Of those allocated sites, the following number of dwellings is outstanding:

- Former Site of Yorkshire Main, Edlington (PH1 2/15) has 3 dwellings
- West of Howbeck Drive (PH1 2/16) has 26 dwellings
- Howbeck Drive (PH1 2/21) has 33 dwellings

Potential Benefits of Growth

3.208 Edlington has experienced quite significant growth during the plan period with 488 dwellings being completed during the UDP plan period (1986-2003). It is considered that further growth could reduce the high number of surplus spaces in its local primary schools. It could also lead to improvement to the vitality and viability of its retail centre and strengthening of its service role. It is not considered that it would improve its health provision, which is good at present. The settlement also has strong bus links with Doncaster.
Stage 6: Qualitative Assessment

3.209 This chapter identifies the existing characteristics of the nine settlements within the study area and assesses their quality. This will determine their capacity and adaptability for sustainable change. In doing so, the appraisal will consider the Townscape (urban environment) and the Landscape (urban setting) amenity value, as well as the Visual amenity value of the settlements. The Townscape Appraisal relates to the physical fabric, character and quality of the environment and Visual Appraisal relates to the psychological, or the perceived value, placed on the environment.

3.210 The character has been assessed by observing the principle components of landform, land-use and vegetation types together with, settlement distribution, scale, form, communication routes and the prevailing visual characteristics i.e., sense of enclosure or openness. This information has then been analysed and separate Character Areas have been identified according to the quality of the environment. This has been done using the criteria listed in the separate Methodology Report. The Character Areas are illustrated on Figure 3.3.

General Character Rotherham

3.211 Widespread evidence of industrial activity including mine buildings, former spoil tips, and iron and steel plants intermingled with a complex mix of built-up areas, modern commerce, dereliction and farmed open country to create mosaic of disparate land uses and land cover with a strong cultural identity.

3.212 The majority of settlements were subject to rapid, industrial expansion in the 19th century and completely new mining villages were also built. Brick and slate quickly replaced stone as the local building material. Expansion has continued and these settlements, with the remains of the mining industry, dominate the landscape over wide areas as they are generally elevated and exposed along local ridge lines within a rolling landform.

3.213 Small, fragmented remnants of pre-industrial landscape and semi-natural vegetation, including many areas of woodland, river valley habitats, subsidence flashes and other relict habitats exist to provide some local screening of settlement and industry and to the south, broadleaved woodlands form a good quality, green backdrop to the mix of uncoordinated development. At the same time, land renewal projects are creating new landscapes within the urban fringe and particularly along the river valleys.

Brampton/West Melton

Townscape Characteristics

3.214 The townscape and urban form is almost entirely dominated by the uniform mid 20th century housing and housing estates, where a lack of scale, diversity, age and vegetation cover combines to provide an incoherent, form with little indication of local distinctiveness, boundary definition or opportunity for social interaction. The detached, isolated character of this townscape is therefore of Poor Quality.
3.215 A more diverse built form does exist within the centre of West Melton where remnant, distinctive townscape features like the church gives greater variety and density to the form, layout and use. However, these features have become separated and degraded by unsympathetic modern development and are no longer in context. Also, traffic circulation usually controls pedestrian movement and there are still few opportunities for social interaction which provides a townscape that is still only of Ordinary Quality.

Environmental Quality

3.216 There is little provision of open space and recreation within the two settlements and vegetation cover within the built form is very limited. The community rarely makes use of the open space as it exists, either as linear arbitrary un-owned space along buffer strips to roads and some housing estates or as open farmland. Whilst this farmland sits strategically between the two separate townscapes helping to contribute to the rural aspect, it is inappropriately isolated and out of context and scale with the rest of the townscape which adds to the disjointed character.

3.217 In addition, pedestrian movement within the townscape is severely constrained within local estates or along main roads through the settlement to create an unwelcoming, compartmentalised environment with low accessibility. Traffic movement dominates instead particularly along the B6096 and the B6089. Although these roads are relatively wide, they again have the character of residential streets with little vegetation and no community centre points or conveniences to bring people together.

3.218 The modern housing development adjacent to Cortonwood Retail Park has a better mix of building styles pattern and orientation, with some areas of open space and vegetation cover which creates a better quality environment. However, the development still lacks a mix of use and facilities and the intricate detail in the building form, creates a confusing environment where each house has its own identity. This serves to create a discordant form, which lacks overall unity and identity.

Townscape Setting

3.219 The settlement has a rural aspect with frequently descending views through the settlement to the surrounding countryside. The settlements elevated form provides extended views over a Good Quality designated landscape to the south and over flatter, more open, scrubby marshland to the north which is visually of lower quality but of good ecological value.

Adaptability

3.220 The townscape as a whole lacks unity and specific local identity with no designated centre for community interaction. Potential for a comprehensive restructuring exists to refocus and realign the physical form and local identity of the townscape. Utilising either the locally distinctive townscape within West Melton, or the inappropriate open farmland, to act as a new or enhanced centre for the community would achieve this.
3.221 Other enhancements should include the environmental regeneration of the uniform housing estates to provide enhanced local identity, unity, coherence and vegetation cover. Also this could increase permeability to new facilities and unify the wider settlement.
Wath upon Dearne

Townscape Characteristics

3.222 A distinctive mix of buildings with rich cultural associations and varied form, scale and age, are located within a relatively open form. Many buildings are situated within their own grounds and other combine to provide a strong unified relationship with the integrated pedestrian environment, creating a Good Quality Townscape, which is also recognised by its Conservation Area status. Vegetation cover also plays an important part within the centre of Wath assisting the integration of these feature buildings as well as providing a strong link with the urban green spaces directly to the north of the settlement boundary and to the industrial corridor beyond.

3.223 The modern housing development to the north west of this area detracts from the overall quality as it stands prominently in front of the church with the two looking incongruous together as the scale of housing conflicts with the setting of the church. Elsewhere within the centre, modern influences exist with simplified forms and low design expression. Here though, the buildings are on the whole sympathetic in scale to the Conservation Area and the essential characteristics are retained.

Environmental Quality

3.224 Although vegetation cover is generally low within the wider townscape, mature vegetation is found along some of the main road corridors into the town, which enhances the local character. The road to Swinton has a particularly strong character with a mature row of trees within a wide green buffer strip. Housing which faces onto such road corridors are generally of a higher quality than those that are located behind.

3.225 The settlement form gradually deteriorates the further you go from either the centre or the communication routes and is dominated by mid 20th century housing estates that are uniform in scale, incoherent in form, with little indication of local distinctiveness. They generally lack any structure, variety, vegetation cover or clear communication links and are of Poor Townscape Quality.

Townscape Setting

3.226 The settlement is prominently set within the Dearne valley and has a close relationship with the industrial corridor to the north where filtered views of the townscape are gained through the urban vegetation cover. To the south views of the uniform housing estate are more extensive although the physical relationship with the countryside is not as strong.

Adaptability

3.227 The recognised value of the natural and built townscape centre environment should be protected, conserved and managed to maintain the quality of the historic built form and mature vegetation cover. However, the townscape has the potential for enhancement as sensitive infill development could contribute towards the vitality of the centre and
enhanced links with the urban green spaces and industrial corridor to the north could provide extended access to the countryside.

3.228 Potential also exists for a comprehensive re-structure of the housing estates to the east and west of the centre, to replace existing poor quality building, improve accessibility and to provide local distinctiveness by introducing a better scale, distribution and variance of facilities and improving vegetation cover. This will enhance and the quality and variety of street environments and soften the monotonous built form.
Swinton/Kilnhurst

Townscapes Characteristics

3.229 Abutting the southern extent of Wath upon Dearne, the townscape of Swinton has a good range of housing styles, with a varied, often vegetated character along the main communication routes. This creates a good quality rural façade to the townscape.

3.230 The centre of Swinton, although recognised by its designation as a Conservation Area, is not instantly recognisable as it is still linear in form with no particularly prominent features, spaces or a varied built form which would make it distinct from the rest of the townscape. Many of the town’s facilities are located in Victorian style terraced housing and along the main road and with a low quality mid 20th century precinct forming the centre the Quality of the Townscape is Ordinary.

Environmental Quality

3.231 The open space within the townscape centre is fairly illegible, lacking any close relationship with the centre, but instead being heavily influenced by the surrounding residential areas with prominent low-rise blocks dominating the space. Although the quality of the space is good with undulating landform, mature vegetation cover and some footpaths connecting the wider townscape, poor boundary definition creates an arbitrary ‘un-owned’ space which is rarely used by the community.

3.232 Further away from the main communication links the townscape is again dominated by uniform mid 20th century housing and housing estates of Poor quality with low vegetation cover. Demolition of some housing is underway and modern infill housing is evident, contributing to the variety of the area.

3.233 Accessibility and connectivity within the townscape is generally poor, with particularly poor links along rundown parts of the main street, to the train station and the canal. Links to the new housing estate to the north west of the settlement are poor as access to the centre is through the older rundown and incoherent housing estates. This will only seek to isolate this development further from the rest of the townscape creating more fragmentations in the urban form and leading to its own decline even though the estate is a commuter estate where the car provides the access.

3.234 Nestled between two rail corridors and the canal the small settlement of Kilnhurst is contiguous with Swinton. The canal here provides a good focus for activity and recreational links with the countryside. A good range of buildings and recreational open space with a diversity of scale, age and form supports social interaction and pedestrian movement as well as a focus for the community and a Good Quality Townscape that is self-contained and inclusive.

Townscapes Setting

3.235 The settlement is prominently set within the Dearne Valley and has a close relationship with the industrial corridor to the north where filtered views of the townscape are gained.
through the urban vegetation cover. To the south views are afforded over a good quality landscape with a high coverage of woodland.

Adaptability

3.236 Although the centre is recognised as a Conservation Area, the general quality and legibility of that area is low. A re-structure of the centre to enhance the scale, diversity and distinctiveness of the buildings and unite them within an interactive pedestrian environment, would greatly improve the townscape identity and provide a new focus for activity.

3.237 Although the open space is a valuable resource, its present focus on the residential aspect detracts from its real potential as a community owned space. As part of a re-structure, the space should be reconfigured so that it is better integrated with the centre of Swinton.

3.238 At present the canal and the station, both to the east of the centre, are derelict. A significant opportunity exists to enhance these features and to create new links with the centre and provide a new focus and identity for the settlement, which utilises the heritage assets of the townscape.

3.239 Other enhancements should include the environmental regeneration of the uniform housing estates to provide enhanced local identity, unity, coherence and vegetation cover.
Rawmarsh/Parkgate

Townscape Characteristics

3.240 A contrastive linear settlement with a strong rural character to the north including historic buildings and features set in a large open space with extensive mature vegetation and locally characteristic stone walling. An equally strong modern industrial fringe character to the south with large warehousing and industrial units set in a fragmented landscape.

3.241 Along the main north south road, isolated buildings of historical importance exist but are now completely isolated from the rest of the townscape. This is due in part to the widening of the road but also by the modern imposition of new large-scale developments, a result of the attempt to re-structure the townscape and enhance its identity in the mid twentieth century.

Environmental Quality

3.242 The unsympathetic scale and layout of the modern townscape centre lack any real relationship with the rest of the townscape form creating a Poor Quality townscape character, which lacks structure, variety and coherence, where poor boundary definition and arbitrary ‘un-owned’ space dominate to preclude opportunities for social interaction.

3.243 Behind this poor quality façade the form is dominated by mid 20th century housing and housing estates which are uniform in scale, incoherent in form with low distinctiveness, as all historical references have been lost. The housing estates lack any structure, variety coherence or clear communication links and the degraded estate character is of Poor Townscape Quality.

3.244 To the south, the old centre of the town is based along a narrow street with residential style Victorian terraced buildings with more terraced streets behind providing some continuity and distinctive character in the area.

Townscape Setting

3.245 The settlement is set within a strong rural and heavily vegetated landscape of high quality to the north. To the south, the settlement has a strong relationship with the modern development of the industrial Dearne valley corridor.

Adaptability

3.246 The poor townscape centre of Rawmarsh with its derelict unsympathetic buildings and layout does have great potential for a comprehensive restructure to rebuild the centre of the town and refocus its identity. Any restructure, should look at the existing context, retain as much as is practical, and pay greater attention to historical features and landmarks within the townscape.
3.247 Potential also exists for a comprehensive re-structure of the housing estates to the east and west of the centre, to replace existing poor quality building, improve accessibility and to provide local distinctiveness by introducing a better scale, distribution and variance of facilities and improving vegetation cover. This will enhance and the quality and variety of street environments and soften the monotonous built form.
General Character Doncaster

3.248 A varied plateau with an open, large-scale pattern of farmland and narrow valleys and local areas of intricacy of a wooded character, provide extensive descending views to lowland in the west. Settlements with a built form of uniform estates of housing are located on many hillsides and along ridgelines forming the horizon line in many cases with more modern industrial and communication developments located along valley corridors.

3.249 The Magnesian Limestone, which creates this landscape is common in local buildings and walls as well as in famous buildings further a field, notably York Minster. As a result of this, small limestone quarries occur throughout the area.

3.250 Isolated trees within fields and extensive shelterbelts together with varied topography screen and enclose a lot of the settlements and other developments to provide a good quality urban fringe with variety in landform and vegetation cover assisting the integration of the settlements and other development.

Mexborough

Townscape Characteristics

3.251 A locally distinctive townscape with rich industrial influences and cultural associations provides a varied urban form with good communication links. A strong relationship exists with the industrial valley bottom as the town’s focus, orientation and urban form is contiguous with the valley bottom ascending up the valley side from the bottom with a good provision of open space and some diversity in the scale, density and age of the housing.

Environmental Quality

3.252 The recent development of the communication corridor has provided a large scale, modern façade for the town with the widespread use of modern materials and construction techniques associated with the large commercial buildings and dual carriageway. Although this corridor enhances modern activity and use with good traffic movement, it does partially detach the older industrial influences of the valley bottom, from the rest of the town. This has left behind widespread dereliction and a fragmented, remote frontage to the town, which is of Ordinary Quality.

3.253 Behind this modern façade to the north, lies the distinctive urban form of the historic centre where a good mix of building styles with rich cultural associations and high ornamentation exist within a highly permeable, interactive pedestrian environment. Although influences of modern infill development exist with simplified forms and low design expression the buildings are on the whole sympathetic in scale and the essential characteristics of the centre are retained to afford a unified and Attractive Townscape.

3.254 To the north of the historic centre, the residential development is generally uniform in scale with large incoherent areas or poor housing layout and form with low vegetation.
cover. This creates an austere Poor Townscape, which lacks accessibility diversity and scale and is therefore isolated, unwelcoming and disconnected from the town centre. These areas largely exist to the far north east and north west of the centre.

3.255 A better scale of urban form sporadically influences the residential areas where larger amenities and open space exist to provide separate centre points for community activity, such as that surrounding the hospital. However, the access between these spaces is generally low. The varied open space network within the townscape also provides a good focus for local activity and variance in scale and character within the settlement. However, large areas are still evident where un-owned vacant space has no real focus for the community and the arbitrary use creates a derelict and threatening character.

Townscape Setting

3.256 The setting of this settlement is contained by the Dearne Valley corridor. This is to the south and there is a much closer link with the valley bottom and the river in this case. The ascending landform of the settlement provides extensive views from the northern boundaries over varied industrial landscapes to the west along the Dearne Valley and to a better quality landscape to the north.

Adaptability

3.257 The historic townscape of Mexborough has a beautiful and unrealised waterfront, which is presently disconnected from the centre of town. The town therefore has great potential to use this under utilised space, its environmental capital and historic built form, as a centre point for major redevelopment, restructure and reconnection with the rest of the town which would enhance links with the river, the train station and improve the modern façade of the town.

3.258 Elsewhere, potential exists to maximise utilisation of open space and enhance routes and links between them to provide greater permeability and to allow greater access to services and transport. Also small-scale physical change, particularly the demolition of poor quality housing stock would benefit the wider residential areas of the town to create and enhance regional community centres which would reduce the uniformity and disconnection of the areas.
Denaby Main

Townscape Characteristics

3.259 Contiguous to Conisbrough with only steep vegetated escarpments lying between the two, the focus of Denaby Main is towards the Dearne Valley. Although historic, most parts of the settlement were demolished and rebuilt in the 1960s and those historic features which remain are isolated at the northern edge of the settlement. These features also face north so there is little relationship and connection with the rest of the townscape. However, this fragmented urban form is a result of modern, unsympathetic redevelopment, which is incoherent in layout form and scale and of Poor Townscape Quality.

3.260 The rest of the settlement is primarily functional, uniform in scale, incoherent in form with no indication of local distinctiveness, as all historical references have now been lost. The large housing estates lack any structure, variety, coherence or clear communication links and the degraded estate character is of Poor Townscape Quality.

3.261 To the west of the settlement lies a new industrial business park which has an even more open form with large scale warehousing, palisade fencing and wide roads for use by heavy vehicular traffic. Although this is not particularly attractive, it is typical of new urban fringe activity. However, the area is well contained by the escarpment landform and vegetation screening and therefore does not impact on the other character areas of the townscape.

Environmental Quality

3.262 Although the open form of the housing estates provides a network of green areas, which soften the environment, they are of poor quality lacking boundary definition, vegetation or accessibility. Instead, a sequence of arbitrary 'un-owned' space is created. This is barren, often vandalised and rarely used by either the community or the local residents. The housing has also become isolated and dispossessed of the adjacent space and whole streets have become vacant as a result. The environment is therefore unwelcoming lacking any vitality and opportunity of social interaction.

Townscape Setting

3.263 The setting for the settlement is again contained to the north by the Dearne Valley corridor and by the ascending escarpments to the south towards Conisbrough which help to create an isolated rundown settlement with few facilities and which is in need of a major refocus and reconstruction to enhance the quality of the social and environmental quality.

Adaptability

3.264 The poor quality townscape has great potential to accept a comprehensive re-structure in which the natural and built environment of the townscape centre could be realigned
and extended to the north, to create a more distinctive centre which relates to the historical references and the Dearne valley corridor.

3.265 Potential also exists for a comprehensive re-structure of the housing estates to the south of the centre, to replace existing poor quality building, improve accessibility and boundary definition and provide a better scale, distribution and variance of facilities and a better vegetation cover. This will enhance and the quality and variety of street environments and soften the built form.
Conisbrough

Townscape Characteristics

3.266 A prominently elevated historic settlement set on rolling topography to the east and north and an elevated plateau to the west with a number of distinctive character areas relating to successive expansions of the settlement. From the settlement extensive descending views westwards along and across the Dearne Valley enhance the settlement’s prominence. The variety of housing and general layers of historical influence and features provide distinct character areas within the townscape.

Environmental Quality

3.267 The historic centre is elevated above the rest of the settlement and is locally distinctive in form with rich cultural associations using high quality vernacular materials with Yorkstone prominent in buildings and structures. A good mix of open space and a narrow, intimate and historic street pattern provide a good, interactive pedestrian environment and a reasonable coverage of semi natural scrub and woodland vegetation provide ecological biodiversity. The Very Attractive Townscape of the Historic centre is recognised by its designation as a Conservation Area and whilst modern infill development is evident, a balanced and unified relationship exists where social interaction is promoted.

3.268 Surrounding the historic centre at a lower elevation, a mix of building styles and features provide a diverse residential townscape. Whilst some housing estates are detached from the centre by the topography and traffic circulation, the character is pleasant with a good quality of building style, material use and provision of private open space. Also, vegetation cover is always evident and their is a close connection with the countryside.

3.269 To the west of the historic core, the large open form of the mid twentieth century housing expansion, extends across flatter but elevated landform at Conanby. Whilst the development is typically uniform in scale, and there are no other cultural references, the provision of a good quality and coherent layout. New commercial centres, intuitional facilities and open spaces provide a regional centre for activity. Although there are some roads where the quality of housing and layout has not been maintained and the poor quality degraded estate character is evolving the area, as a whole, is of Good Quality.

Townscape Setting

3.270 The setting of the settlement to the south is one of an intricate high quality landscape with varied scale in landform and vegetation cover. The countryside is accessible from both sides. However, the centre of the town is poorly connected to the train station, which lies to the north of the settlement boundary. The settlement has developed in parallel with the industrial Dearne Valley corridor to the north, which is quite intimate with lots of influences from past industrial use. However, successive restoration schemes provide a rural character where recreation and leisure feature.
Adaptability

3.271 The narrow historic street pattern of the townscape centre suggests there is little potential for physical change. However, there is some potential for enhancement, but it should be guided by the protection, conservation and management of the existing, natural and built environment, to consolidate and protect the historic centre. In addition minor enhancements could provide enhance connections to the train station to the north.

3.272 Potential for physical change and re-structure exists within the uniform housing estates to the west of the centre, where the enhancement of scale, distribution and variance of facilities within the regional centre could be considered along with the improvement of vegetation cover, quality building and accessibility to enhance local distinctiveness quality and variety.
Edlington

**Townscape Characteristics**

3.273 A predominantly linear townscape set on a varied landform with some diversity and scale in the built form, although local distinctiveness is low with few features of cultural value predating the twentieth century. The distinctive buildings that do exist are located along the main road but are generally isolated and disjointed by modern developments. The townscape is now focused on the modern supermarket, which has no physical relationship with the street environment and is out of scale. This has reduced the unity of the townscape centre creating a fragmented urban form which is of Ordinary Quality.

3.274 Away from the centre of town, a low-density, uniform scale and distribution of housing exists where most of the buildings use low quality materials and lack diversity, scale and choice. Poor urban design and layout exists here with a poor quality boundary definition and incoherent form. This has created secluded and isolated estates that are of Poor Townscape Quality and which are detached from the rest of the townscape. Demolition of existing stock is underway though, with good quality and distinctive modern infill development replacing it, using sympathetic materials and a better form and layout.

**Environmental Quality**

3.275 Open space and recreational provision within the townscape is low and limited to either the edge of the settlement or the arbitrary use of 'un-owned' vacant space which has no real focus for the community. Vegetation cover is also very low and limited again to the edges of the settlement. Within many housing estates, there is little or no street vegetation with properties instead bounded by brick walls which creates an austere hard environment. Pedestrian movement and permeability is also poor and probably inhibited by lack of opportunity for social interaction.

**Townscape Setting**

3.276 The settlement is well screened to the north by adjacent settlement, to the east by extensive vegetation and to the south by the varied landform and vegetation pattern. However, to the west the settlement is exposed with numerous views of the exposed housing estates from the edges of other settlements and from highways. There are also occasional views through the settlement towards the surrounding landscape.

**Adaptability**

3.277 The townscape centre and the prominent high street does have the capacity to accept physical change. However, the planning and design of change should aim to consolidate the centre of town and improve unity, form and coherence through the enhancement of distinctive building features and layout along the high street, to cater for the pedestrian.
3.278 Potential also exists for a re-structure of the housing estates to the east and west of the high street building upon recent infill developments, to replace existing poor quality building, improve accessibility and to provide local distinctiveness by introducing a better scale, distribution and variance of facilities and vegetation cover. This will enhance and the quality and variety of street environments and soften the built form.
Warmsworth

Townscape Characteristics

3.279 Although intrinsically linked to the urban sprawl of Doncaster and separated only by the road corridor of the A1, Warmsworth is a distinct contained and inclusive settlement with a good mix of locally distinctive development forms. These provide some historical and cultural associations with a variety in building styles and forms using locally characteristic materials of Yorkstone walls, pantile roofs, red brick and whitewashed walls to define distinctive areas within in the settlement form. Whilst there are no significant landmark features, the settlements value is recognised by its status as a Conservation Area.

Environmental Quality

3.280 A good network of well maintained, publicly accessible and well utilised open spaces exists, with a good variance in vegetation cover. There are also good links with the surrounding countryside helping to create a townscape which, on the whole, is of good quality with small areas of Very Attractive townscape. The area to the south of the main road is particularly distinctive and attractive with a more dense form and scale where narrow lanes bounded by traditional Yorkstone buildings, walls and isolated fields also with Yorkstone walls, to provide a traditional Yorkshire village character. Elsewhere, the modern housing estates sit well within the general makeup.

3.281 Whilst the duelled Sheffield road integrates well with the settlement with wide buffer strips, and occasional small fields bounded by low Yorkstone walls providing a rural road character, in places it still physically segregates the townscape. This detracts from the perceived quality of the townscape and quality of life.

3.282 Although the settlement lacks a distinctive centre as local facilities are located along the duelled road and around the main junction, there are sufficient services, conveniences and recreational facilities to maintain the vitality and sustainability afforded by mixed use.

Townscape Setting

3.283 The townscape is quite contained by landform and significant vegetation screening to the north partially a result of the disused quarry and by the intricate enclosed landscape combined with the concealed industrial edge of New Edlington to the south.

Adaptability

3.284 The townscape does have the capacity to accommodate small scale physical change. Change though, should be guided by the enhancement and protection of the inherent cultural qualities that already exist, whilst the creation of a more distinctive centre, which promotes social interaction and better pedestrian movement over traffic circulation, would be of benefit to the townscape character.
Common Indicators and Themes

3.285 All settlements have strong physical and visual links with the strategic corridor for redevelopment which is primarily industrial in Rotherham and less obvious in character in Doncaster with a greater degree of landscape restoration and recreation. Opportunities do exist for the enhancement of links with the Dearne valley corridor for industry and recreation.

3.286 The townscape and urban form within the area is dominated by the uniform mid 20th century housing and housing estates, where a lack of scale, diversity, age and vegetation cover combines to provide an incoherent form with little indication of local distinctiveness, boundary definition or opportunity for social interaction.

3.287 The quality of the housing estates generally relate to their relative position within the urban setting. Housing located along good communication /road corridors or adjacent to townscape centres, are generally of higher quality than those located within the housing estates to the rear. The further away from these centres the poorer the quality. Large sprawling labyrinth style housing estates with bad communication links are therefore the worst affected.

3.288 Improvement in physical form, layout and scale will enhance distinctiveness and local identity. Improvements should consider the scale, diversity, distribution, communication and accessibility, enhancement of cultural features, centre points, open spaces and vegetation cover. This will assist the environmental, social and economic regeneration of the townscape and create a beneficial environment where vitality and diversity are gained.

3.289 Although some townscapes will accept a comprehensive re-structure, the management of physical change should not consider a wholesale change using a uniform building type nor should it be to create such a diverse mix of materials building forms and layout that it becomes confusing.

3.290 Each area should be considered separately to provide distinctive and diverse neighbourhood areas which have their own identity and unity and then relate seamlessly to the surrounding areas. Diversity of built forms should consider using a selective pallet of good quality materials and styles rather than using a uniform material or conversely overly decorative.

3.291 The selective reconstruction of areas within the existing settlement pattern would provide many more benefits than would be afforded by the physical extension of the settlement. This is because the existing natural and built environment, no matter how degraded and uniform it is in its present form, provides the starting point for the increased diversity of scale age and form that is essential for the vitality and sustainability of an area and is such that it cannot be recreated within another uniform extension to the settlement as the existing historical reference is absent.
4.0 Dearne Pathfinder and Other Settlement Overview

4.1 Each settlement has been individually assessed to determine the existing settlement capital and potential for growth. However, settlements cannot be viewed in isolation as the physical development of the Dearne Valley has resulted in a close grouping of towns and villages, which are inter-related.

4.2 The purpose of this section is to overview the functions and role of each settlement and the links between them. It also provides an overall functional hierarchy and assesses links to the strategic areas within the Dearne, to the higher order settlements of Barnsley, Doncaster, Rotherham and Sheffield and to the sub regional shopping and leisure centre of Meadowhall.

4.3 The tables, provided at Annex 1 to this section, compares each of the settlements in terms of the information gathered in the settlement profiles and townscape assessment. This is a useful tool for providing a comprehensive overview of the Dearne Valley settlements but should not be read in isolation from the settlement profiles.

4.4 The scoring exercise, undertaken at stage 5.0, has also identified the existing services and functions of each settlement. The score given in terms of settlement capital indicates the order of the settlement in terms of its service role. Generally, the higher the score the greater the function/service role/catchment of the settlement.

Function of Each Settlement

4.5 Set out below is a brief description of the functions and role of each settlement. The settlements have been grouped under common functions and characteristics and within each group there is a simple hierarchy. The groups are:

- **High Order Dearne Settlements**: Settlements with a high order role and which serve a wider catchment;
- **High to Middle Order Dearne Settlements**: Settlements with a high order role but have a limited catchment area;
- **Middle to Low Order Dearne Settlements**: Settlements which support some services. They may have a limited wider role (e.g. employment) but are generally supported by other settlements above them in the hierarchy;
- **Low Order Dearne Settlements**: Settlements with a very limited or no service role. They do not have a wider service role or function and mostly rely on settlements above them in the hierarchy for services;
- **Middle to Low Order Pathfinder Settlements**: Settlements within the Pathfinder area which are supported by some services. They may have a limited wider role (e.g. employment) but are generally supported by higher order settlements. They do not have strong links with the Dearne settlements.
- **Other settlements**: Settlements outside the Dearne and the Pathfinder Area.

4.6 The settlements at the top of each group are considered to perform slightly better or have a wider role than the settlements at the lower end of each group.
4.7 The existing settlement capital score (from Stage 5.0) has been used together with the descriptive assessment of each settlement to influence the hierarchy.

4.8 The arrow below indicates the groups and functional hierarchy of the settlements within the study area. Highest order settlements are at the top and the lowest order at the bottom:

**Figure 4.1: Functional Hierarchy**

<table>
<thead>
<tr>
<th>High Order Dearne Settlements</th>
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<tbody>
<tr>
<td>Mexborough</td>
<td>Wombwell</td>
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<td>Bolton-on-Dearne / Goldthorpe</td>
<td>Bolton-on-Dearne / Goldthorpe</td>
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<tbody>
<tr>
<td>Conisbrough</td>
<td>Swinton / Kilnhurst</td>
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<td>Wath-Upon-Dearne</td>
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<th>Middle to Low Order Dearne Settlements</th>
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<tbody>
<tr>
<td>Thurnscoe</td>
<td>Rawmarsh / Parkgate</td>
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<td>Denaby Main</td>
<td>Edlington</td>
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<td>Rawmarsh / Parkgate</td>
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<td>Rawmarsh / Parkgate</td>
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<table>
<thead>
<tr>
<th>Low Order Dearne Settlements</th>
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<td>Brampton / West Melton</td>
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<td>Little Houghton / Middlecliffe</td>
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4.9 The spatial distribution of the functional hierarchy is shown as figure 4.2. The reasons for the ranking are summarised below:

**High Order Dearne Settlements**

4.10 **Mexborough (population 13,391)** has the largest and most diverse town centre of all the Dearne towns offering a range of services and retail provision. The settlement also has a good accessibility profile, bringing people into the town and also ensuring its residents can reach a number of the surrounding and higher order settlements in South Yorkshire. Overall, Mexborough is self-sufficient and also performs a wider role by supporting the neighbouring settlements of Swinton, Denaby Main and Conisbrough. The settlement capital score of 41 makes it the highest scoring settlement within the Dearne Valley.

4.11 **Wombwell (population 12,830)** has the largest town centre in Barnsley Metropolitan Borough outside of Barnsley town centre and offers a range of services and retail provision. The settlement has a good accessibility profile, bringing people into the town and also ensuring its residents can reach a number of the surrounding and higher order settlements in South Yorkshire. Wombwell is self-sufficient and also performs a wider
role by supporting the neighbouring settlements of Darfield and Brampton/West Melton. The settlement capital score of 39 indicates that it is a high order service centre within the Dearne.

4.12 **Bolton-on-Dearne/Goldthorpe (population 13,470)** considered together have a large population. The majority of the services and facilities are focused in Goldthorpe and there is a good range of leisure and retail provision, which also support the neighbouring settlements of Thurnscoe, Great Houghton and to a lesser extent Little Houghton. Bolton-on-Dearne/Goldthorpe also has a good accessibility profile, bringing people into the town and also ensuring its residents can reach a number of the surrounding and higher order settlements in South Yorkshire. As Bolton-on-Dearne and Goldthorpe physically adjoin each other they are considered to act as a single settlement. The settlement capital scores of 35 and 27 respectively indicate that, combined, they are high order settlements.

**High to Middle Order Dearne Settlements**

4.13 **Conisbrough (population 13,350)** is a fairly self-sufficient settlement with a small town centre which offers a good range of services for its size. Conisbrough also potentially supports Denaby Main. In its favour, the settlement has a good accessibility profile, bringing people into the town and ensuring its residents can reach a number of the surrounding and higher order settlements in South Yorkshire. However, employment opportunities within and surrounding the settlement are limited. The settlement capital score of 39 indicates that it is a high order settlement, which provides more than local service provision.

4.14 **Swinton/Kilnhurst (population 15,972)** has a large population, but a small town centre in comparison. It offers a reasonable range of facilities to support the settlement although it may not necessarily support a wider catchment. The settlement has a good accessibility profile, bringing people into the town and ensuring its residents can reach a number of the surrounding and higher order settlements in South Yorkshire. There are also good employment opportunities immediately adjoining the settlement. The settlement capital score of 36 indicates that it is a high order settlement. It has been ranked higher than Wath-upon-Dearne as it is accessible by rail.

4.15 **Wath-upon-Dearne (population 8,456)** although a small town, offers a good range of service and facilities, which supports its population and the neighbouring settlement of Brampton/West Melton. There are also good employment opportunities immediately adjoining the settlement. The settlement is not within the rail corridor, but still has a good accessibility profile. This ensures that its residents can reach neighbouring settlements, the surrounding employment opportunities, further education facilities and the higher order settlements of Barnsley, Rotherham and Doncaster. The consolidation of leisure provision to provide a single new centre in Wath, may increase the people who travel from to the town from Brampton/West Melton and Swinton. The settlement capital score of 37 indicates that it is a high order settlement in terms of the services it provides but is considered to have a narrower catchment area than the settlements at the top of the hierarchy.
Middle to Low Order Dearne Settlements

4.16 **Thurnscoe (population 10,850)** does not provide any significant services and retail provision is limited. It does, however, have several business parks, which mean that it has a wider employment role which is set to expand if Barnsley UDP allocations are taken up. The settlement has a good accessibility profile, which may bring the residents of Great Houghton into the town. This also ensures its residents can reach a number of the surrounding and higher order settlements in South Yorkshire. The availability of a railway station is a considerable advantage for this settlement. An overall settlement capital score of 31 indicates it has a reasonable service role, which may support a limited local catchment.

4.17 **Denaby Main (population 3,991)** is a small settlement located between Mexborough and Conisbrough. It supports some services but crucially lacks a retail centre. It is reliant on Mexborough and Conisbrough for higher order service provision and facilities. The settlement has a good accessibility profile, ensuring its residents can reach a number of the surrounding and higher order settlements in South Yorkshire. It also provides a reasonable level of employment opportunities. A settlement capital score of 33 indicates that is has some service provision but the physical quality and size of the settlement means that it is unlikely to have a wider catchment.

Low Order Dearne Settlements

4.18 **Brampton/West Melton (population 6,795)** is a former mining village and does not provide any significant services or support a wider catchment. However, the settlement is not isolated from services and facilities as there is a reasonable bus service to the neighbouring settlements of Wombwell and Wath-upon Dearne and also to Manvers and Barnsley. Brampton is reliant on Wath-upon-Dearne for secondary school provision. An overall settlement capital score of 29 indicates that it has a limited service role which relies on higher order settlements.

4.19 **Darfield (population 8,290)** although a reasonably sized settlement, it does not have a particularly strong retail service role. It also has limited employment opportunities and therefore this settlement mainly looks towards Wombwell as a higher order centre. The Barnsley UDP has identified a need for a new retail centre within this settlement but this is unlikely to be implemented. It does, however, have a reasonable range of leisure, health and educational provision, which serves the neighbouring settlement of Great Houghton. Despite this, the settlement score of 26 indicates this settlement relies on higher order settlements.

4.20 **Great Houghton (population 2,300)** is a small settlement with few services and limited employment opportunities either within or close to the village. Great Houghton is reliant on Bolton-on-Dearne/Goldthorpe or Wombwell for secondary school provision, services and facilities. A settlement capital score of 24 indicates that it has a very limited service role and is reliant on higher order settlements.
4.21 **Little Houghton/Middlecliffe (combined population 660)** are two small former mining villages with no service role, no facilities and a poor public transport service. They entirely rely on neighbouring settlements (the nearest being Darfield and Great Houghton) for shopping, leisure, education and employment provision. A settlement capital score of 18 indicates an extremely limited service role which is wholly reliant on higher order settlements for services.

### Middle to Low Order Pathfinder Settlements

4.22 **Rawmarsh/Parkgate (population 18,521)** has the largest population of all the settlements assessed in the study area. It has a strong physical link in terms of accessibility, employment opportunities and service provision with the Rotherham Urban Area. Rawmarsh/Parkgate is located outside the Dearne Valley and does not have a strong functional relationship with the Dearne Towns. The settlement is self sufficient with a range of healthcare, leisure and educational facilities, although it has a fragmented ‘two centre’ retail centre, which has a limited range of provision. A settlement capital score of 31 indicates that it has a reasonable service role.

4.23 **Edlington (population 7,940)** has a number of local services and facilities, which are in need of improvement, but also has a strong physical link in terms of accessibility, employment opportunities and service provision with the Doncaster Urban Area. Edlington is located outside the Dearne Valley and does not really have a strong functional relationship with the Dearne Towns. A settlement capital score of 31 indicates that it has a reasonable service role, particularly in the context of the population, which it supports.

### Other Settlements

4.24 **Warmsworth (population 3,273)** is effectively a suburb of Doncaster Urban Area and has limited services and facilities. Warmsworth is outside of the Dearne Valley and is also outside of the South Yorkshire HMR Pathfinder area. It looks to Edlington for secondary school provision and Doncaster Urban Area to the east for services, employment and facilities. The settlement score of 27 indicates that it has a limited service role.

4.25 **Cortonwood (population 912)** is a new settlement of approximately 500 dwellings located south west of Brampton/West Melton. Cortonwood does not have any facilities and no service role. It is reliant on Brampton/West Melton for primary school provision but does not appear to have any other links with Brampton/ West Melton.

### Relationship and Links Between the Dearne Settlements

4.26 Figure 4.3 illustrates the potential relationship and links between the Dearne Settlements based on judgements from the settlement appraisal work. This plan is, however, for illustrative purposes only, and is not supported by further technical assessments such as household surveys.

4.27 As already stated, the settlements of Mexborough, Wombwell and Goldthorpe/Bolton-Upon Dearne are considered to provide the highest order service role within the
Dearne. The following observations are made regarding the relationships between the Dearne settlements:

Settlements within the Goldthorpe/Bolton Upon Dearne Zone of Influence (Yellow)

4.28 Goldthorpe/Bolton-Upon Dearne. As the settlements of Goldthorpe and Bolton on Dearne adjoin each other, they can be considered as a single settlement. Together, they provide a comprehensive range of services including a secondary school, town centre, two railway stations and a leisure centre. Goldthorpe also has two sizeable employment parks which may attract people from throughout the Dearne. Goldthorpe is therefore considered to serve a wider catchment area with the surrounding settlements of Thurnscoe and Great Houghton looking to it for higher order services. People from Swinton and Wath-upon-Dearne may also look to Goldthorpe for some services.

4.29 Thurnscoe: The settlement has a district shopping centre and is served by a railway station. It also provides some employment opportunities which may bring people into the settlement. However, it probably looks towards Goldthorpe for much of its main service provision, particularly secondary schools.

4.30 Great Houghton: The settlement has a very limited service role and does not have a shopping centre, foodstore provision, secondary school or a railway station/bus interchange. Therefore, the settlement probably relies heavily on Goldthorpe for its main service provision although Darfield may provide its secondary schools provision.

Settlements Within the Wombwell Zone of Influence (Orange)

4.31 Wombwell: This is a town centre and provides the second largest retail centre in Barnsley Borough. It has a railway station, a leisure centre, secondary school and also provides a number of employment opportunities. The settlement is therefore considered to serve a wider catchment area, which within the Dearne probably encompasses Brampton/West Melton, Darfield, Great Houghton, Little Houghton and to a lesser extent Wath-upon-Dearne.

4.32 Wath-upon-Dearne: Wath-upon-Dearne also has a high service role, which includes two secondary schools, a town centre, a library and a leisure centre. The services provided include national banks, estate agents and a 24-hour Tesco and other regional chains. It is considered that the town is reasonably self-sufficient and attracts people from other settlements where these services are not available, particularly Brampton West Melton and also Swinton. However, the nearest train station is located in either Wath-upon-Dearne or Wombwell (dependent on where you want to travel) and therefore its residents may travel to other settlements in order to access train services.

4.33 Brampton/West Melton: The settlement has limited healthcare and retail provision and does not have a secondary school or other facilities such as a train station. Therefore, it relies entirely on other settlements for its services and particularly Wath-upon-Dearne and Wombwell. The retail provision at Cortonwood is also a major influence on this settlement.
Mexborough Zone of Influence (Brown)

4.34 Mexborough: Mexborough provides higher order services, such as the hospital, markets, sixth form college and several national retailers which are not available in other settlements within the Dearne. The retail centre also provides a number of other services, such as banks and travel agents, which people may make a special trip to use. Therefore, Mexborough not only provides a high level of services which reduces the need for its residents to travel to other towns, it provides some higher services which are not available in the medium order settlements of Swinton/Kilnhurst and Conisbrough. Although some employment opportunities are available in Mexborough, it is still reliant on other areas for employment.

4.35 Swinton/Kilnhurst: Swinton provides some high order services, such as a secondary school, library and leisure centre. It also has a train station and bus interchange and a retail centre. Therefore, the overall range of services it provides mean that is reasonably self-sufficient and that the residents of the town do not need to travel to other towns to meet many of their needs. However, some higher order services, such as the lack of a national food retailer and banks, may mean that people from Swinton travel to Mexborough for these services although they may also look to Goldthorpe or Wombwell. Wath-upon-Dearne may also provide some services, such as the new Tesco. Swinton does not support a wider catchment area. Kilnhurst has a very limited service role and looks to higher order settlements such as Swinton, Rawmarsh and Mexborough for its services.

4.36 Conisbrough: Conisbrough provides a similar role to Swinton and may look to Mexborough for some services. However, as the town has very strong links with Doncaster, the service support provided in Mexborough may not have as great an influence on Conisbrough as it does for Swinton. Conisbrough acts as a main support centre for Denaby Main and has a bus and train interchange.

4.37 Denaby Main: Denaby has a very limited service role and is reliant on both Conisbrough and Mexborough for services. However, it is close to Conisbrough railway station and therefore this does mean that other main centres can be reached from the settlement.

Rawmarsh/Parkgate

4.38 Rawmarsh/Parkgate has two retail centres, a leisure centre, library and secondary school provision. However, as the surrounding settlements of Wath-upon-Dearne and Swinton also have a good range of service provision it is not considered to support other settlements within the Dearne (although it may support other settlements in Rotherham which are not in the Dearne). Its proximity and well developed access links with Rotherham mean that it has a stronger relationship with this settlement than it does with the Dearne towns.
Edlington

4.39 Edlington provides local retail provision, a leisure centre and a secondary school. Although its proximity and strong links with Doncaster, mean that this settlement is served by this higher order centre, its local service role also means that it may have a limited influence on the nearby settlement of Warmworth.

Warmsworth

4.40 Warmsworth has a very limited service role and relies on higher order settlements to provide its services. Its proximity to Doncaster mean that it is reliant on this high order centre.

Wath Manvers Zone of Influence (green):

4.41 Manvers is located at the centre of the Dearne Valley and offers employment, educational and, in the near future, potential leisure opportunities for many of the Dearne Towns. It is therefore considered to have a wide zone of influence and significant strategic importance for this area. Manvers has strong links with Wath-upon-Dearne, Swinton, Mexborough, Bolton-on-Dearne/Goldthorpe and Brampton/West Melton. It also has good links with Wombwell, Darfield and Great Houghton.

Other Strategic Areas:

4.42 Other strategic areas, which facilitate links between settlements and have the potential to exert an influence over the wider area, are:

- **Cortonwood Retail Park and Enterprise Zone**: This area has a fairly wide zone of influence. It is located adjacent to Wombwell and Brampton/West Melton, but public transport and pedestrian links from these settlements to Cortonwood Retail Park and Enterprise Zone are poor. Accessibility to this area is better from Wath-upon-Dearne, Swinton and Bolton-on-Dearne/Goldthorpe even though in terms of distance these settlements are located further away.

- **Swinton Meadows/Swinton Bridge**: This area facilitates a link between Swinton and Mexborough through providing employment opportunities for both settlements. This area has the future potential to accommodate residential development which could look to both settlements for services.

- **Denaby Industrial Estate**: This facilitates links between Conisbrough, Denaby Main and Mexborough by providing employment opportunities for all three settlements.

- **Don and Dearne Valley Area**: This area facilitates links between Conisbrough, Denaby Main and Mexborough by providing existing leisure and potential future residential, commercial and mixed use development.

- **Warmsworth Halt Industrial Estate**: This estate facilitates a link between Warmsworth and Edlington through providing employment opportunities for both settlements.
Links to Barnsley, Doncaster, Rotherham, Meadowhall and Sheffield

4.43 Links to these higher order settlements are predominantly influenced by ease of accessibility (particularly by rail), physical proximity and comparative employment opportunities. The administrative boundaries of Barnsley MBC, Doncaster MBC and Rotherham MBC do not necessarily have a bearing on the relationship of a Dearne settlement to a higher order settlement. For example although Bolton-on-Dearne is located within Barnsley MBC it appears to have better links with the Rotherham Urban Area.

4.44 Barnsley, Doncaster and Rotherham all serve the Dearne Towns, but to varying degrees and patterns. Figure 4.4 suggests a pattern of this influence although this is for discussion purposes only and is not based on factual survey data. Overall it shows that the collective influence of Barnsley, Doncaster and Rotherham does converge within the Dearne, but that the pull towards these higher order settlements is weaker at the core of the Dearne Valley and stronger at the periphery. The relationships with the higher order settlements/service areas are:

- **Barnsley:** Both Wombwell and Darfield have a good relationship with Barnsley, but the influence of this town extends towards Brampton/West Melton and to a lesser extent Wath-upon-Dearne. Overall, Barnsley has a horizontal zone of influence stretching south-eastwards from Barnsley to the Dearne Towns.

- **Doncaster:** Both Edlington and particularly Warmsworth have a strong relationship with Doncaster, but the influence of this town stretches to Conisbrough, Denaby Main, Mexbrough and as far as Swinton. The zone of influence may also stretch to Goldthorpe/Bolton-on-Dearne. Overall, Doncaster has a horizontal zone of influence extending westwards from Doncaster to the Dearne Towns.

- **Rotherham:** Rawmarsh/Parkgate has a good relationship with Rotherham and the influence of this town extends to Swinton, Mexborough and as far as Conisbrough in a north eastwards direction and towards Wath-upon-Dearne, Bolton-on Dearne and Thornscoe in a northwards direction. Overall, Rotherham has a vertical zone of influence stretching both northwards and north-eastwards from Rotherham to the Dearne Towns. It overlaps with the zone of influence of Barnsley and Doncaster.

- **Meadowhall and Sheffield:** These higher order sub-regional service areas have links with all the Dearne Towns but to varying degrees. Primarily, it is considered that the Dearne Towns with good rail accessibility are most likely to have the strongest links with Meadowhall and Sheffield. This means that the settlements with a rail station have better access to a wider choice of employment and educational opportunities afforded by these higher order centres. Generally, direct bus services to Sheffield are poor and only Warmsworth, Conisbrough and to a limited extent, Wombwell, are served in this study area. All of the settlements in the study area apart from Darfield, Great Houghton and Little Houghton have direct access by rail or bus service to Meadowhall, although the frequency of service and journey time varies between settlements.
### Table 4.3: Access to Meadowhall and Sheffield From the Dearne Settlements.

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<thead>
<tr>
<th>Access to Sheffield by direct rail service:</th>
<th>Access to Sheffield by direct bus service:</th>
<th>Access to Meadowhall by direct rail service</th>
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<tr>
<td>Wombwell</td>
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<td>Thurnscoe</td>
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### The Need to Restructure, Physically Change or Protect Settlements

4.45 This section assesses the settlements within the study area in terms of the extent to which there is a need to protect, change or restructure the settlement. It is based on the qualitative information already presented. It should be noted that the proposals put forward in this section are to provide a basis for future discussion and have not been ‘market tested’ in terms of whether they are supported financially.

4.46 The settlements have been divided into broad categories to provide a basic distinction between the level and type of intervention required for each settlement. As demonstrated by table 4.2, some settlements require a combination of actions. Therefore, it is not possible to provide blanket recommendations or to provide a hierarchy within these broad groupings in terms of which settlements are most in need of change. The types of interventions are:

- Where it would benefit from comprehensive re-structuring as well as physical change;
- Where physical change would enhance the settlement or where smaller scale enhancements would benefit the town centre;
- Where the townscape of existing settlements also require protection, conservation and management;
- Only minor enhancements are required.

The level of intervention for each settlement is illustrated on figure 4.2.

### Settlements Which Would Benefit From Comprehensive Re-structuring and Physical Change

4.47 The settlements which would benefit most from comprehensive re-structuring and physical change are Denaby Main, Edlington, Rawmarsh/Parkgate and West Melton/Brampton.
Denaby Main

4.48 Denaby Main would benefit because of its fragmented urban form, which is a result of modern, unsympathetic redevelopment. Most of the historic core was demolished and rebuilt in the 1960s. The remaining historic features are isolated at the northern edge of the settlement. Over three quarters of households are within the rented sector and it has experienced a population decline of approximately 15% in the last 10 years. The large housing estates lack structure and variety and as a result the housing has become isolated and whole streets have become vacant.

4.49 The main focus for intervention in this settlement could therefore focus on:

- The poor quality townscape, which has great potential to accept comprehensive restructuring where the natural and built environment of the townscape centre could be realigned and extended to the north to create a more distinctive centre;
- Potential for a comprehensive re-structure of the housing estates to the south of the centre to replace existing poor quality building, improve accessibility and boundary definition. This would provide increased distinction between the housing areas;
- The overall environment which is unwelcoming, lacking in vitality and opportunity for social interaction; and
- Link regeneration initiatives with other improvements in the Dearne Valley Corridor and perhaps build on its existing employment role.

Edlington,

4.50 The townscape assessment highlights a fragmented urban form and isolated estates which are of poor townscape quality. The majority of the housing is semi-detached or terraced. The qualitative assessment also identified that future change should aim to consolidate and enhance the centre.

4.51 Specific intervention could focus on:

- Potential exists for the continued re-structuring and enhancement of the housing estates to the east and west of the high street. This would replace the existing poor quality building, improve accessibility and provide local distinctiveness. It would also enhance the quality and variety of street environments and soften the built form.
- The service centre would significantly benefit from qualitative improvement to increase the coherance of the centre with a focus for improvements along the high street particularly for pedestrians.

Brampton/West Melton

4.52 Brampton/West Melton has been identified as having a detached and isolated character and with a poor quality townscape. Interventions could include:

- A comprehensive restructuring to refocus the physical form and local identity of the townscape;
- Create better linkages within the settlement;
- Improve pedestrian, cycle and bus linkages to the key service area of Cortonwood;
- Create a small service centre offering local and community facilities potentially to include a health facility. This would provide better interaction and an increased focus.

**Rawmarsh/Parkgate**

4.40 The qualitative assessment highlights that the modern townscape lacks structure, coherence or links. The majority of the housing stock is semi-detached or terraced. Intervention could focus on:

- The potential for a comprehensive re-structure of the housing estates to the east and west of the centre. This would replace the existing poor quality building, improve accessibility and to provide local distinctiveness by introducing a better scale, distribution and variance of facilities and improving vegetation cover. It would also enhance the quality and variety of street environments and soften the monotonous built form; and
- The retail centre and service role of the settlement would benefit from comprehensive improvement and a refocus of its identity to pay more attention to the surrounding townscape context and historical features.

**Settlements Which Would Benefit From Physical Change**

4.53 Comprehensive physical change is not required within these settlements but they would benefit from smaller scale physical changes based around enhancing the existing natural and built environment. These settlements range in character and quality and have been influenced by varying forms scale, type and age, which are evident to a varying degree within each settlement. Owner occupation ranges between 56% for Wath Upon Dearne rising to 71% for Conisbrough. All of the settlements have a similar range of housing type and all were ranked as medium, in terms of the potential for diversification of the housing stock.

**Mexborough**

4.54 To the north-east and north west of the centre exists a poor townscape, which lacks accessibility and diversity. It is isolated, unwelcoming and disconnected from the town centre. Within the settlement large areas of vacant space does not have a real focus for the community and create a derelict and threatening character. The town centre itself is of a fairly good quality but would benefit from improved linkages to the train station and to the riverside where significant areas remain vacant and derelict.

**Wath-upon-Deearne**

4.55 Potential exists for a comprehensive re-structure of the housing estates to the east and west of the centre. This would replace the existing poor quality building, improve accessibility and provide local distinctiveness to enhance the quality and variety of street environments. Sensitive development would contribute towards the viability of the existing centre and enhanced links to green spaces and the countryside would improve the settlement character.
Swinton/Kilnhurst

4.56 Links to the new housing estate in the north west are poor as access to the centre is through the older rundown and incoherent housing estates. This could lead to further isolation from the town leading to the fragmentation of urban form. The use of the canal also provides a potential recreational space.

Conisbrough

4.57 There is the potential for physical change within the uniform housing estates to the west of the centre. It would also benefit from enhancements between the centre and the railway station.

Settlements Which Also Require Protection, Conservation and Management

4.58 Conisbrough, Mexbrough, Swinton/Kilnhurst and Warmsworth all require protection, conservation and management in order to ensure that where there are good quality townscapes, these are maintained and, where possible, enhanced.

Settlements Which Only Require Minor Enhancements

4.59 Warmsworth only requires minor enhancements which build on its existing high quality built environment.

Planned improvements

4.60 There are several planned improvements under investigation within the study area which could influence the service role, function and future land use of the Dearne Valley. The schemes and their potential impacts are briefly outlined within this section. It is important to note that the impacts and benefits have not been technically assessed as part of this study. Their potential implications for the study area are therefore only based on subjective judgements.

M18/B6094 Conisbrough Link Road

4.61 The Doncaster UDP safeguards land for a direct link road from Conisbrough to the M18 including creating a new junction. The scheme does not feature in the South Yorkshire Local Transport Plan and is not subject to a funding bid. If eventually implemented, the potential land use and development implications for the study area could be:

- The opening up of new development land in the south eastern part of the Dearne Valley, particularly Swinton, Mexborough, Denaby Main and Conisbrough;
- Provide a strategic road link to Doncaster, high level access to the motorway network and good quality strategic links to new development at Finningley Airport (A633/A6023, M18, A1M);
- For those with access to a private car, it may facilitate out commuting from the Dearne Settlements to a much wider catchment area;
• Potential to attract investment and employment opportunities into the Dearne Valley due to the high quality links. In particular, the logistics industry may have a strong preference for this area due to its proximity to the motorway network, a large international airport, the Humber Ports and a number of large cities and towns; and
• Potential to facilitate an increased demand for additional housing in the south eastern part of the Dearne, particularly in Swinton, Mexbrough, Denaby Main and Conisbrough.

Potential bus link from Swinton, Mexborough and Conisbrough to Finningley Airport

4.62 This scheme is not identified in the Rotherham UDP, Doncaster UDP or the South Yorkshire LTP and does not have funding. If implemented this scheme has the potential to improve public transport links from the Dearne Valley settlements to the new Finningley Airport. This would mean that the residents of the Dearne Valley, who do not have access to a car would have better access to new employment opportunities created at Finningley Airport.

Don and Dearne Valley Area (north of Denaby Main and Conisbrough)

4.63 This area is allocated for mixed use including housing, employment, recreation/ and tourism in the Doncaster UDP. The Dearne Valley Leisure Centre and The Earth Centre have already been built at each end of this site. If the M18/B6094 Conisbrough Link Road is progressed, the potential interest and development of this site may be accelerated. If implemented, the scheme has the potential to:

• Provide employment, leisure and residential opportunities for Mexborough, Denaby Main and Conisbrough provided that good links to these settlements are incorporated into the development.

• Balance the opportunities of the Dearne Valley and create a stronger horizontal corridor from Manvers through to Mexborough, Denaby Main and Conisbrough.

Dearne and Dove Canal Restoration and the potential of the Sheffield and South Yorkshire Canal

4.64 The Barnsley, Dove and Dearne Canal Trust advocate re-establishing a link between the Dove and Dearne Canal and the Barnsley Canal, which was lost when Manvers was developed. This could also be linked to the Sheffield and South Yorkshire Canal and enable a Yorkshire navigational circuit. This scheme does not have funding and is thought to be a longer-term project term which may only be realised within a 10 to 15 year time frame. If implemented this scheme has the potential to:

• Offer a wider range of recreational opportunities to the Dearne Valley;
• Bring tourism to the Dearne Valley;
• Bring the wider regeneration benefits associated with canal restoration to the Dearne Valley; and
• Increase the attractiveness of the canal side for development.
The Sheffield and South Yorkshire Canal is navigable and runs east of Swinton and through Mexborough. There is the potential to enhance the canal corridor and create a quality environment. Doncaster MBC is seeking to secure the funds for a Town Centre/Canal Masterplanning and Development study. As the benefits of this could also extend to Swinton and other parts of Rotherham MBC this may represent a joint opportunity.

**Townscape, Centre and Service improvements**

Improvements to the townscape and service centres are either planned or under investigation for a number of settlements within the study area. These will bring localised benefits to the quality and role of the settlements, although some have wider implications in terms of their role and function. Although identified within each settlement assessment, they are summarised in the table below.
### Table 4.4: Summary of Planned Improvements

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<th>Settlement</th>
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<tr>
<td>Mexborough</td>
<td>• Potential study for Wath Road Masterplanning and Renewal</td>
</tr>
<tr>
<td></td>
<td>• Potential Mexborough Town Centre and Canal Masterplanning and Development Study</td>
</tr>
<tr>
<td></td>
<td>• Replacement/renewal of Mexborough Comprehensive School under PFI</td>
</tr>
<tr>
<td>Conisbrough</td>
<td>• Heritage Regeneration Project</td>
</tr>
<tr>
<td></td>
<td>• Castle Street Strategic acquisitions</td>
</tr>
<tr>
<td></td>
<td>• Daylands Facelift and Environmental Remodelling</td>
</tr>
<tr>
<td>Denaby Main</td>
<td>• Woodland Way Masterplanning and Renewal</td>
</tr>
<tr>
<td>Edlington</td>
<td>• Royal Estate Masterplanning and Renewal</td>
</tr>
<tr>
<td></td>
<td>• Granby Masterplanning and Renewal</td>
</tr>
<tr>
<td></td>
<td>• Replacement/renewal of Edlington School under PFI</td>
</tr>
<tr>
<td>Wath-upon-Deanne</td>
<td>• Wath Regeneration Area</td>
</tr>
<tr>
<td></td>
<td>• Replacement/renewal of Wath Comprehensive School under PFI</td>
</tr>
<tr>
<td></td>
<td>• Amalgamation of Wath Park infant School and Wath Central Junior School and construction of new school building under PFI</td>
</tr>
<tr>
<td></td>
<td>• New/replacement swimming pool and leisure centre</td>
</tr>
<tr>
<td>Rawmarsh/Parkgate</td>
<td>• Town Centre Framework Study</td>
</tr>
</tbody>
</table>

### Environmental Constraints

4.67 With the exception of Conisbrough there are no nature conservation, archaeological or flood risk constraints located within the built up areas of the 9 Rotherham and Doncaster Dearne Settlements examined.

4.68 The indicative floodplain is most likely to limit the physical capacity of the following settlements to extend beyond their current limits:

- Wath (partly) to the North;
- Swinton Meadows to the East;
- Mexborough to the South and North;
- Denaby Main to the North; and
- Conisbrough to the North.

4.69 There are several nature conservation and archaeological constraints of national importance in the study area which would limit localised physical capacity to expand for:

- Edlington to the South East
- Conisbrough to the East
- Swinton to the North and West

4.56 Overall the combined Environmental Constraints would not prevent any of the 9 settlements from physically expanding, but they do limit the extent to which certain settlements could expand.
Annex 1:
Settlement Characteristic Summary Tables
<table>
<thead>
<tr>
<th>SETTLEMENT COMPARISON</th>
<th>Conisbrough</th>
<th>Mexborough</th>
<th>Denaby Main</th>
<th>Edlington</th>
<th>Warmsworth</th>
<th>Swinton / Kilnhurst</th>
<th>Rawmarsh &amp; Parkgate</th>
<th>Wath upon Dearne</th>
<th>Brampton/ West Melton</th>
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<tbody>
<tr>
<td>Local Profile</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Ward</td>
<td>Conisbrough</td>
<td>Mexborough</td>
<td>Conisbrough</td>
<td>Warmsworth and Edlington</td>
<td>Warmsworth and Edlington</td>
<td>Wath Ward, Swinton Ward and Rawmarsh East</td>
<td>Rawmarsh East Ramarsh West</td>
<td>Wath</td>
<td>Brampton, Melton and Wentworth</td>
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<tr>
<td>Population (2001)</td>
<td>13350</td>
<td>13391</td>
<td>3991</td>
<td>7940</td>
<td>3273</td>
<td>15972</td>
<td>18521</td>
<td>8456</td>
<td>6795</td>
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<tr>
<td>Population (1991)</td>
<td>11108</td>
<td>13519</td>
<td>4646</td>
<td>8286</td>
<td>3291</td>
<td>16412</td>
<td>18085</td>
<td>8890</td>
<td>7357</td>
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<tr>
<td>Unemployment (2001)</td>
<td>2.5%</td>
<td>3.7%</td>
<td>4.4%</td>
<td>3.3%</td>
<td>1.6%</td>
<td>6.6%</td>
<td>8.1%</td>
<td>8.1%</td>
<td>7.4%</td>
</tr>
<tr>
<td>Economically Active Population (2001)</td>
<td>60%</td>
<td>69%</td>
<td>62%</td>
<td>59%</td>
<td>65%</td>
<td>63%</td>
<td>64%</td>
<td>58%</td>
<td>64%</td>
</tr>
<tr>
<td>Deprivation Score (IMD 2000)</td>
<td>59.7</td>
<td>49.7</td>
<td>59.7</td>
<td>37.1</td>
<td>37.1</td>
<td>38.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car Ownership (2001)</td>
<td>69%</td>
<td>60.5%</td>
<td>42%</td>
<td>58%</td>
<td>78%</td>
<td>72%</td>
<td>63%</td>
<td>64%</td>
<td>68%</td>
</tr>
<tr>
<td>Shopping and Other Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Centre Hierarchy</td>
<td>Small Town District Centres</td>
<td>Small Town District Centres</td>
<td>Not in hierarchy</td>
<td>Small Town District Centre</td>
<td>Not in hierarchy</td>
<td>Town centre</td>
<td>Town Centre</td>
<td>Town Centre</td>
<td>local centres only</td>
</tr>
<tr>
<td>Main Food Stores</td>
<td>Kwik Save, CO-Op Welcome</td>
<td>Tesco, Somerfield</td>
<td>Kwik Save</td>
<td>CO-Op, Netto</td>
<td>None</td>
<td>CO-Op</td>
<td>Kwik Save, Netto Morrisons just south</td>
<td>Tesco (adjoining settlement), Netto, Kwick Save</td>
<td>None in settlement (Morrison at Cortonwood)</td>
</tr>
<tr>
<td>Summary of Non-Food Stores</td>
<td>Local Businesses</td>
<td>National / Local Business</td>
<td>Denaby Market</td>
<td>Local businesses</td>
<td>1 newsagent</td>
<td>Local/regional chains</td>
<td>Local / independent</td>
<td>Regional Local</td>
<td>None in settlement (National at Cortonwood)</td>
</tr>
<tr>
<td>Evidence of</td>
<td>1 Bank, 1 Building</td>
<td>5 Banks,</td>
<td>None</td>
<td>1 Building Society</td>
<td>1 financial adviser</td>
<td>None</td>
<td>None in Bellows Centre</td>
<td>2 Banks</td>
<td>None</td>
</tr>
<tr>
<td>SETTLEMENT COMPARISON</td>
<td>Conisbrough</td>
<td>Mexborough</td>
<td>Denaby Main</td>
<td>Edlington</td>
<td>Warmsworth</td>
<td>Swinton / Kilnhurst</td>
<td>Rawmarsh &amp; Parkgate</td>
<td>Wath upon Dearne</td>
<td>Brampton/ West Melton</td>
</tr>
<tr>
<td>-----------------------</td>
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<td>---------------------</td>
<td>---------------------</td>
<td>----------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Financial Services</td>
<td>Society</td>
<td></td>
<td>1 chartered accountant</td>
<td>1 bank at Rawmarsh Hill</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evidence of Other Services.</td>
<td>3 Post Offices, Library, 2 Travel Agents, Job Centre</td>
<td>2 Post Office, Library</td>
<td>1 Post Office Youth Centre</td>
<td>1 Post Office</td>
<td>1 Post Office Library Police Station</td>
<td>1 Post Office Mobile Library Rawmarsh Community Library</td>
<td>Estate Agent Library Post Office</td>
<td>1 Post Office Mobile Library Fire station</td>
<td></td>
</tr>
<tr>
<td>Evidence of Centre Vitality</td>
<td>1 vacancy</td>
<td>4 charity shops</td>
<td>20-25% vacancy</td>
<td>No vacancies</td>
<td>4% of TC units vacant</td>
<td>Vacancies in both.</td>
<td>13% vacancy</td>
<td>No town centre</td>
<td></td>
</tr>
<tr>
<td>Leisure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Leisure Centre Provision</td>
<td>Dearne Valley Leisure Centre 8 playgrounds</td>
<td>Dearne Valley Leisure Centre</td>
<td>Dearne Valley Leisure Centre</td>
<td>Edlington Sports Centre</td>
<td>None in settlement</td>
<td>4 football pitches 1 cricket pitch 2 squash courts</td>
<td>Rawmarsh Leisure Centre 5 football pitches</td>
<td>Wath Sports Centre -3 rugby -4 football -2 cricket</td>
<td>Brampton Leisure Centre. 4 football pitches 1 cricket ground</td>
</tr>
<tr>
<td>Swimming Pool</td>
<td>At DVLC</td>
<td>At DVLC</td>
<td>Denaby Swimming Pool</td>
<td>None</td>
<td>None</td>
<td>Swinton Pool None – nearest in Rotherham Wath Swimming Pool</td>
<td>None – nearest at Wath</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Leisure Centre Provision</td>
<td>None found</td>
<td>Miners Welfare</td>
<td>Miners Welfare</td>
<td>None</td>
<td>None</td>
<td>1 football pitch Fitness First</td>
<td>None</td>
<td>1 privately owned football pitch</td>
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<tr>
<td>Public Golf Course</td>
<td>Crookhill Park Golf Course – just outside</td>
<td>None</td>
<td>None</td>
<td>Crookhill Park Golf Course – just outside</td>
<td>None</td>
<td>Wath Golf Club Roundwood Golf Club Wath Golf Club</td>
<td>None – nearest is Wath Golf Club</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cinema</td>
<td>None found</td>
<td>None found</td>
<td>None found</td>
<td>None found</td>
<td>None found</td>
<td>None found</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Parks</td>
<td>1 allotment, 18 open space areas</td>
<td>6 allotment garden areas 15 Public open space areas</td>
<td>Denaby Memorial Park 1 allotment 4 Public Open space areas</td>
<td>2 allotments 6 open space areas</td>
<td>Warmsworth Park 1allotment 4 Public Open Spaces</td>
<td>Highfield Park Rosehill Victoria Park</td>
<td>Newhill Park</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>
### Settlement Comparison

<table>
<thead>
<tr>
<th>SETTLEMENT</th>
<th>Conisbrough</th>
<th>Mexborough</th>
<th>Denaby Main</th>
<th>Edlington</th>
<th>Warmsworth</th>
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<th>Wath upon Dearne</th>
<th>Brampton/ West Melton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary of Other Leisure</td>
<td>2 restaurants</td>
<td>Empire Bingo 2 Restaurants</td>
<td>Denaby United Football Club</td>
<td>Legion Club</td>
<td>None</td>
<td>Swinton Lock Adventure Centre</td>
<td>At least 3 restaurants</td>
<td>None</td>
<td>Miners Welfare Brampton Hall Pub/Restaurant</td>
</tr>
<tr>
<td>Medical Facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospitals</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Dentists</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Doctors Surgery/Health Centres</td>
<td>1 – 5 GPs 1 per 2670</td>
<td>2 – 9 GPs 1 per 1483</td>
<td>1 – 3 GPs 1 per 1330</td>
<td>2 – 5 GPs 1 per 1588</td>
<td>2 – 6 GPs 1 per 2662</td>
<td>4 – 8 GPs 1 per 2315</td>
<td>4 – 12 GPs 1 per 705</td>
<td>1 – 1 GP 1 per 6795</td>
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</tr>
<tr>
<td>Pharmacy</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Movement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Railway Station/Railway Corridor</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes – served by Conisbrough</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Bus Station/Bus Corridors</td>
<td>Conisbrough Interchange - Good to Rotherham, Barnsley, Doncaster</td>
<td>Mexborough Interchange - Good to Rotherham, Barnsley, Doncaster</td>
<td>Good to Rotherham, Barnsley, Doncaster</td>
<td>Very good to Doncaster Poor elsewhere</td>
<td>Very good to Mexborough Good to Rotherham, Barnsley, Doncaster</td>
<td>Very good to Rotherham, Swinton, Mexborough. Poor to Barnsley, Doncaster</td>
<td>Wath Interchange – fairly good to all settlements</td>
<td>God to Wath and Barnsley, Swinton and Wombwell Poor to Doncaster, Mexborough and Meadowhall No access to Cortonwood Retail Park</td>
<td></td>
</tr>
<tr>
<td>Cycle/Environmental Corridors</td>
<td>NE of settlement</td>
<td>along canal</td>
<td>None</td>
<td>2 along dismantled railway</td>
<td>1 through Tenter Road (west to east)</td>
<td>Sheffield &amp; South Yorkshire Canal</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>
**SETTLEMENT COMPARISON**

<table>
<thead>
<tr>
<th>Conisbrough</th>
<th>Mexborough</th>
<th>Denaby Main</th>
<th>Edlington</th>
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<th>Rawmarsh &amp; Parkgate</th>
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<th>Brampton/ West Melton</th>
</tr>
</thead>
<tbody>
<tr>
<td>A630 (T)</td>
<td>A6023</td>
<td>Hill Top Road</td>
<td>A1(M)</td>
<td></td>
<td></td>
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</tbody>
</table>

### Employment

**Existing Employment Opportunities**

<table>
<thead>
<tr>
<th>Earth Centre?</th>
<th>5 companies employing 100+</th>
<th>3 organisations employing 100+</th>
<th>Warmsworth Halt Industrial Estate – 5 with 100+</th>
<th>Warmsworth Industrial Estate adjoining the south boundary</th>
<th>3 companies with 100+ employees</th>
<th>2 companies with 100+ employees</th>
<th>3 companies with 100+ employees</th>
<th>0 with 100+ in settlement 5 with 25+ in settlement 1 with 100+ at Cortonwood Business Park</th>
</tr>
</thead>
</table>

**UDP Employment Proposal Sites**

<table>
<thead>
<tr>
<th>None proposed</th>
<th>3 Sites – 22.3ha</th>
<th>1 site – 7.6ha</th>
<th>2 sites – 18.7ha Priority Emplyt Policy Area</th>
<th>None</th>
<th>3 in settlement – 3 ha 18 outside – 123ha</th>
<th>5 sites outside – 48.28ha</th>
<th>9 outside – 117ha</th>
<th>2 sites outside – 3.4ha</th>
</tr>
</thead>
</table>

**Serviced Employment Land Immediately Available for Development or Funding Programmed**

<table>
<thead>
<tr>
<th>None</th>
<th>2 sites – 17.69ha</th>
<th>2 sites – 8.1ha</th>
<th>0</th>
<th>None</th>
<th>1 site – 1.64ha 7 outside – 37.3ha</th>
<th>None</th>
<th>4 outside – 33.5ha</th>
<th>2 sites outside – 3.4ha</th>
</tr>
</thead>
</table>

**Employment Land Available but Constrained**

<table>
<thead>
<tr>
<th>None</th>
<th>1 site – 6.78ha</th>
<th>None</th>
<th>2 sites - 18.7ha</th>
<th>None</th>
<th>1 site – 0.49ha 4 sites outside – 62.7ha</th>
<th>5 sites outside – 48.28ha</th>
<th>2 sites outside – 62.5ha</th>
<th>None</th>
</tr>
</thead>
</table>

### Housing - Existing Housing Stock (%)

<table>
<thead>
<tr>
<th>Detached</th>
<th>12</th>
<th>13</th>
<th>8</th>
<th>8</th>
<th>21</th>
<th>25</th>
<th>13</th>
<th>18</th>
<th>16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Semi Detached</td>
<td>57</td>
<td>35</td>
<td>41</td>
<td>49</td>
<td>56</td>
<td>51</td>
<td>55</td>
<td>45</td>
<td>53</td>
</tr>
<tr>
<td>SETTLEMENT COMPARISON</td>
<td>Conisbrough</td>
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<td>--------------------</td>
</tr>
<tr>
<td>Terraced</td>
<td>25</td>
<td>41</td>
<td>39</td>
<td>35</td>
<td>19</td>
<td>18</td>
<td>23</td>
<td>30</td>
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<td>Flats</td>
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<td>10</td>
<td>5</td>
<td>3</td>
<td>10</td>
<td>12</td>
<td>14</td>
<td>6</td>
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<tr>
<td>Owner Occupied</td>
<td>71</td>
<td>59</td>
<td>23</td>
<td>59</td>
<td>86</td>
<td>67</td>
<td>58</td>
<td>56</td>
<td>63</td>
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<tr>
<td>Renting</td>
<td>29</td>
<td>41</td>
<td>77</td>
<td>41</td>
<td>14</td>
<td>33</td>
<td>42</td>
<td>44</td>
<td>37</td>
</tr>
<tr>
<td>No central heating</td>
<td>Yes – 0.07%</td>
<td>Yes – 0.1%</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>2.3%</td>
<td>4%</td>
<td>3.4%</td>
<td>3.1%</td>
</tr>
<tr>
<td>Growth During the UDP Period</td>
<td>212 (75%) of 288</td>
<td>79 (20%) of 403</td>
<td>193 (83%) of 232</td>
<td>488 (89%) of 550</td>
<td>None allocated</td>
<td>235 (87%) of 270</td>
<td>356 (53%) of 667</td>
<td>101 (43%) of 237</td>
<td>100 (37%) of 269</td>
</tr>
<tr>
<td>Outstanding Commitments</td>
<td>76 (25%) of 288</td>
<td>324 (80%) of 403</td>
<td>39 (17%) of 232</td>
<td>62 (11%) of 550</td>
<td>None allocated</td>
<td>35 (13%) of 235</td>
<td>311 (47%) of 667</td>
<td>136 (57%) of 237</td>
<td>169 (63%) of 269</td>
</tr>
<tr>
<td>Urban Capacity Study</td>
<td>Not available</td>
<td>Not available</td>
<td>Not available</td>
<td>Not available</td>
<td>Not available</td>
<td>Potential for 306 dwellings</td>
<td>Potential for 317 dwellings</td>
<td>Potential for 144 dwellings</td>
<td>Potential for 113 dwellings</td>
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**Education**

<table>
<thead>
<tr>
<th>Primary School</th>
<th>4</th>
<th>7</th>
<th>2</th>
<th>3</th>
<th>1</th>
<th>6</th>
<th>9</th>
<th>5</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surplus – None/over subscribed, Some (upto 10%), Significant (above 10%)</td>
<td>3 – Some 1 - Significant</td>
<td>Significant – 2 Some – 2 None/OS – 3</td>
<td>None/OS – 2</td>
<td>2 – Significant 1 – Some</td>
<td>1 – some</td>
<td>1 – None/OS</td>
<td>2 -Significant 5 – Some 2 – None/OS</td>
<td>1 – Significant 3 – Some 1 – None/OS</td>
<td>1 – Significant 3 – Some</td>
</tr>
<tr>
<td>Secondary School</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>None</td>
</tr>
<tr>
<td>Surplus – None/over subscribed, Some (upto 10%), Significant (above 10%)</td>
<td>1 - Significant</td>
<td>1 - Significant</td>
<td>N/A</td>
<td>1- None</td>
<td>N/A</td>
<td>1 - Significant</td>
<td>1 – None/ OS</td>
<td>2 – None/OS</td>
<td>N/A</td>
</tr>
<tr>
<td>Higher Education College</td>
<td>None in settlement</td>
<td>Part of secondary school</td>
<td>None in settlement</td>
<td>Part of secondary school</td>
<td>None in settlement</td>
<td>Part of secondary school</td>
<td>None in settlement</td>
<td>Part of Wath Comprehensive School</td>
<td>None in settlement. Nearest would</td>
</tr>
<tr>
<td>SETTLEMENT COMPARISON</td>
<td>Conisbrough</td>
<td>Mexborough</td>
<td>Denaby Main</td>
<td>Edlington</td>
<td>Warmsworth</td>
<td>Swinton / Kilnhurst</td>
<td>Rawmarsh &amp; Parkgate</td>
<td>Wath upon Dearne</td>
<td>Brampton/ West Melton</td>
</tr>
<tr>
<td>-----------------------</td>
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<td>------------</td>
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<td>--------------------</td>
<td>-----------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Environment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nature Conservation Designations</td>
<td>1 SSSI 1 Site R/L</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>1 SSSI to east 4 sites of R/L</td>
<td>3 areas of natural history interest</td>
<td>1 local nature reserve / area of ancient woodland</td>
<td>1 site of Natural History Interest 1 ancient woodland to south 3 areas of known interest</td>
<td>None</td>
</tr>
<tr>
<td>Landscape Designations</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>ASLV north</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Flood Plain</td>
<td>NE of settlement</td>
<td>To south, north and east</td>
<td>To north</td>
<td>None</td>
<td>To north</td>
<td>East of settlement</td>
<td>east and south of settlement</td>
<td>North of Town centre</td>
<td>NW of settlement</td>
</tr>
<tr>
<td>Any Other Constraints</td>
<td>SAM Railway to north River Don to NE</td>
<td>SAM River Don, railway and A630 to south</td>
<td>Railway to north Site of R/L to west</td>
<td>2 SAMs Buffer Zone - to west / north west Preferred Areas for mineral extraction –to south</td>
<td>Railway to north A1 to east Mineral Buffer Zone to west and north cemetery to south</td>
<td>SAM</td>
<td>None</td>
<td>None</td>
<td>AQMZ – Brampton Bierlow</td>
</tr>
<tr>
<td>Planned Improvements</td>
<td>Economic</td>
<td>In HMRA</td>
<td>In HMRA</td>
<td>In HMRA Denaby Lane Enterprise Zone has EZ status</td>
<td>In HMRA</td>
<td>Not in HMRA</td>
<td>In HMRA</td>
<td>In HMRA</td>
<td>In HMRA</td>
</tr>
<tr>
<td>Transport</td>
<td>M18 / B6094 – Conisbrough</td>
<td>Nothing planned</td>
<td>T2 (10) – M18/B6094</td>
<td>T2 (10) – M18/B6094</td>
<td>Nothing known planned</td>
<td>Nothing known potential for a new bridge</td>
<td>Nothing known</td>
<td>Nothing known planned</td>
<td></td>
</tr>
</tbody>
</table>
### Settlement Comparison

<table>
<thead>
<tr>
<th>SETTLEMENT COMPARISON</th>
<th>Conisbrough</th>
<th>Mexborough</th>
<th>Denaby Main</th>
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<th>Wath upon Dearne</th>
<th>Brampton/ West Melton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link Road</td>
<td>Conisbrough</td>
<td>Conisbrough</td>
<td>Conisbrough</td>
<td>planned</td>
<td>over the railway line from Beals Way</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Urban Regeneration**

- Daylands Facelift and Environmental Remodelling
- Castle Street strategic acquisitions
- Conisbrough Central Facelift
- Potential Wath Road Masterplanning and Renewal
- Mexborough Town Centre / Canal Masterplanning and Development Study
- Woodland Way Masterplanning and Renewal
- Royal Estate Masterplanning and Renewal
- Granby Masterplanning and Renewal
- Nothing known planned
- The Dearne and Dove Canal
- Town Centre Framework Study to examine future options for the Bellows Shopping Centre and Rawmarsh Hill
- Wath Regeneration Area

**Townscape**

- Heritage / Regeneration Project
- Nothing planned
- Nothing known planned
- Nothing known planned
- Street pride
- Street pride
- Street pride
- Street pride

**Financial Assistance**

- Nothing known
- Nothing planned
- Denaby Lane Enterprise Zone
- Nothing known planned
- The Dearne Valley Enterprise Zone
- The Sobriety Project has secured SRB Objective 1 funds for Swinton Environment Regeneration Scheme.
- Rawmarsh Parkgate and Kilnhurst have SRB finding secured for the Neighbourhood Warden Scheme. Objective 1 funding for Community Stewardship Project.
- The Dearne Valley Enterprise Zone
- The Dearne Valley Enterprise Zone

**Other**

- Nothing known
- Nothing planned
- Nothing known planned
- Nothing known planned
- Leisure: Swinton
- Rawmarsh Leisure Centre
- Wath Swimming Pool
- Brampton Leisure Centre
## Settlement Comparison

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Conisbrough</th>
<th>Mexborough</th>
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<th>Wath upon Dearne</th>
<th>Brampton/ West Melton</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Swimming Pool is identified for closure</td>
<td>may close</td>
<td>is identified for improvement between 2005 and 2007</td>
<td>Will become Wath Pool and Sports Centre.</td>
</tr>
</tbody>
</table>
### Table 4.2 Qualitative Comparison

Comments relate to and consider the townscape as a whole—where distinctions in the townscape occur they have been highlighted.

<table>
<thead>
<tr>
<th>SETTLEMENT COMPARISON</th>
<th>Conisborough</th>
<th>Mexborough Main</th>
<th>Denaby Main</th>
<th>Edlington</th>
<th>Warmsworth</th>
<th>Swinton / Kilnhurst</th>
<th>Rawmarsh &amp; Parkgate</th>
<th>Wath upon Dearne</th>
<th>Brampton</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Townscape Quality</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban Form / Settlement Pattern</td>
<td>Distinctive, diverse and Good</td>
<td>Diverse Ordinary</td>
<td>Degraded Ordinary / Poor</td>
<td>Distinctive, diverse and Good</td>
<td>Degraded Ordinary / Poor</td>
<td>Uniform, degraded and poor</td>
<td>Diverse Good / Poor</td>
<td>Uniform and poor</td>
<td></td>
</tr>
<tr>
<td>Town centre</td>
<td>Distinctive Historic Town Centre with Conservation area</td>
<td>Distinctive Historic Town Centre</td>
<td>Poor, fragmented Town Centre</td>
<td>Fragmented Linear Town Centre</td>
<td>No Centre but Conservation area</td>
<td>Ordinary Town Centre with Conservation Area</td>
<td>Poor Town Centre</td>
<td>Good Town Centre</td>
<td>No Centre</td>
</tr>
<tr>
<td>Satellite centre</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Vitality</td>
<td>Good</td>
<td>Good</td>
<td>Poor</td>
<td>Ordinary</td>
<td>Good</td>
<td>Ordinary</td>
<td>Poor</td>
<td>Good</td>
<td>Poor</td>
</tr>
<tr>
<td><strong>Environment Quality</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Space Provision</td>
<td>Good</td>
<td>Good, but occasionally vacant</td>
<td>Poor - vacant</td>
<td>Poor - vacant</td>
<td>Good – well utilised</td>
<td>Good</td>
<td>Poor - vacant</td>
<td>Good</td>
<td>Poor</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Good</td>
<td>Ordinary</td>
<td>Poor</td>
<td>Poor</td>
<td>Ordinary</td>
<td>Poor</td>
<td>Poor</td>
<td>Ordinary</td>
<td>Poor</td>
</tr>
<tr>
<td>Vegetation Cover</td>
<td>Good</td>
<td>Ordinary</td>
<td>Poor</td>
<td>Poor</td>
<td>Good</td>
<td>Ordinary</td>
<td>Poor</td>
<td>Good</td>
<td>Ordinary</td>
</tr>
<tr>
<td><strong>Townscape Setting</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Good semi-natural</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Restored Landscape</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Degraded Landscape</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>ASLV north</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Adaptability Potential</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Protection</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Physical Change</td>
<td>Minor</td>
<td>Major</td>
<td>Major</td>
<td>Major</td>
<td>Minor</td>
<td>Medium</td>
<td>Major</td>
<td>Medium</td>
<td>Major</td>
</tr>
<tr>
<td>Comprehensive Re-structure</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>
5.0 Categorisation of Settlements

5.1 The next stage is to use the information from the scoring, quantitative and qualitative analyse and overview sections of the study to provide an overall category for each settlement based on the combined impacts of:

- The potential for new housing or employment growth to maintain or improve the functions of the settlement, strengthen its service role and increase self sufficiency;
- Its physical capacity and adaptability to accommodate plan led growth and change and;
- The potential for qualitative change to benefit the settlement in term of maintaining or improving its function and attractiveness as a place to live or work; and

**Potential for Settlements to Absorb and Benefit From Plan-Led Growth**

5.2 A set of categories were developed, as part of the Barnsley MBC study, to indicate the level of intervention which may be required through plan led growth to improve the sustainability and quality of the settlement as a place to live. The brief requires the settlements within this study to be categorised and ranked in accordance with the same definitions used for the Barnsley MBC study. Each settlement assessed within this study area has been categorised in accordance with the definitions provided in the table below:
Table 5.1: Categories of Growth

5.3 It must be pointed out that an element of caution should be used when interpreting the word ‘growth’ in this assessment. ‘Growth’ does not indicate the actual level of additional development in terms of housing, employment, retail, leisure etc. It simply indicates the extent to which a settlement could benefit from additional development or functional change in the context of its existing characteristics. Strict regard is therefore required to the definitions of the different categories of growth in the above tables when considering the settlement categorisation.

5.4 The categorisation of each settlement assessed in this study is set out below.

Key Focus For Growth

5.5 **Denaby Main:** Scoring of the settlement identified that there is high potential improved retail centre, diversify the existing housing stock, improve the vitality of the settlement and contribute towards reversing social problems such as high deprivation and unemployment.

5.6 **Edlington:** The scoring exercise identified that there is high potential for growth/change to contribute towards enhancing the vitality of the retail centre and strengthen the service role. Through its close links with Doncaster, focusing new growth could also make a positive contribution towards supporting the vitality of Doncaster itself, particularly if high quality housing was available.

Potential for Growth

5.7 **Rawmarsh/Parkgate:** Scoring identified that there is medium potential for growth to contribute towards improving and enhancing retail provision and the service role of the settlement. There is high potential for growth to contribute towards reversing population decline.

5.8 **Mexborough:** There is medium potential for growth to enhance the service role, improve the vitality of the retail centre and stabilise population decline. Additional housing growth could contribute towards increasing the viability of both the primary and secondary schools.

5.9 **Wath-upon-Dearne:** The scoring exercise identified that there is medium potential for growth to contribute towards the viability of both primary and secondary schools, the retail centre and increasing the service role of the settlement. There is already a range of employment opportunities and education resources accessible to residents of Wath, but unemployment remains high. Therefore, the range of employment opportunities and skills may need further attention.

5.10 **Swinton/Kilnhurst:** There is high potential for growth/change to contribute towards the viability of both primary and secondary schools and the settlement experiences above average levels of deprivation and unemployment which growth/change could help to
address. There is a medium potential to improve the retail centre and the service role of the settlement.

**Limited Growth**

5.11 **Brampton/West Melton:** The scoring identified that there is medium potential to increase the service role and public transport provision. There is high potential to improve the range of health provision and support the primary school provision.

5.12 **Conisbrough:** Overall, there is medium potential to improve the service role of the town and enhance its retail provision. Despite experiencing a population increase in the last decade, additional limited housing growth could contribute towards reducing the surplus of school place provision.

**No Growth**

5.13 **Warmsworth:** The existing limited service role of this settlement means that it would not benefit from functional change.

**Additional Growth and Qualitative Change**

5.14 Some settlements may benefit more from qualitative change, rather than functional change or physical growth through new development. Examples of where qualitative improvement may occur are through the redevelopment or improvement of existing housing or the consolidation or redevelopment of existing services, such as retail centres or schools. The qualitative assessment has identified the adaptability for settlements to accept change and potential interventions were described in the overview chapter.

5.15 The table below indicates the potential for each settlement to benefit from plan led growth and qualitative change in terms of the combined benefits of physical intervention and additional development. Within these groupings, the settlements at the top would experience the greatest benefit. The text distinguishes between whether they would benefit from additional growth or physical change.
<table>
<thead>
<tr>
<th>Settlement</th>
<th>Role and Function/Need For Restructuring</th>
<th>Reason for Categorisation</th>
</tr>
</thead>
</table>
| Edlington        | This study has defined the role and function of the settlement as middle to low order. Growth could maintain or improve the service role and range of facilities within the settlement. It may also support improvements to the quality of the centre and housing estates. It is in need of comprehensive restructuring and therefore significant qualitative change is required to improve the urban environment. | • Growth should be focused within the settlement rather than on the edge or outside to ensure maximum potential and benefit for the settlement and avoid constraints on the edge;  
• Opportunity to improve the vitality and viability of its retail centre (which has a very high vacancy rate) and strengthen its service role;  
• Opportunity to improve the quality and variety of the built form, particularly the continued restructuring and diversification of the housing stock;  
• Potential to provide local distinctiveness;  
• Potential for growth and additional development to contribute towards the renaissance and vitality of Doncaster. |
| Brampton/West Melton | This settlement is identified as in need of comprehensive restructuring. Physical improvement and the creation of more interaction within the settlements would enhance the quality of the urban environment. Small-scale functional change may also improve community interaction and support or provide some additional key local services. | • Opportunity to improve existing service provision and provide a focus for the settlement with an enhanced local centre;  
• Potential to refocus and realign the physical form and local identity of the townscape;  
• Opportunity to improve the provision of open space and recreation opportunities;  
• Potential to support the viability of primary schools and reduce surplus;  
• Opportunity to support an improved range of healthcare provision;  
• Potential to improve pedestrian and public transport links to Cortonwood and Manvers. |
### Settlement Role and Function/Need For Restructuring

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Role and Function/Need For Restructuring</th>
<th>Reason for Categorisation</th>
</tr>
</thead>
</table>
| Denaby Main         | This study has defined the role and function of the settlement as middle to low order. It has also been identified as in need of comprehensive restructuring. Growth could support and improve the range of services available and assist with the regeneration of the settlement. Physical restructuring would improve the quality and character of the settlement.                                                                 | • Growth should be focused within the settlement rather than on the edge or outside to ensure maximum potential and benefit for the settlement and avoid constraints on the edge;  
  • Opportunity to improve the quality and variety of the built form and maximise the use of historic features;  
  • High potential to diversify the housing stock;  
  • Potential to improve linkages, accessibility and permeability within the settlement;  
  • Opportunity to improve the limited retail provision;  
  • Potential to reverse population decline;  
  • Potential to reduce unemployment rates;  
  • Potential to contribute towards the viability of primary schools and reduce surplus;  
  • Potential for residents to utilise nearby Conisbrough train station and build on existing good strategic links;  
  • Growth could encompass additional employment development. |
| Rawmarsh/Parkgate   | The settlement is identified as in need of comprehensive restructuring and would benefit from significant qualitative change and townscape improvement. This study has identified the role and function of the settlement as middle to low order. Growth could be used to try and improve the quality of the built form, range of housing stock and maintain and support the service role of the town centre.          | • Opportunity to redevelop the retail function and services in the two Centres of Rawmarsh/Parkgate. Potential for a comprehensive restructure of the town centre to refocus identity;  
  • Potential to improve the poor townscape of the settlement and refocus its identity by referencing historical features and landmarks;  
  • Opportunity to replace existing poor quality housing;  
  • Potential to support the viability of school provision.                                                                                           |
<table>
<thead>
<tr>
<th>Settlement</th>
<th>Role and Function/Need For Restructuring</th>
<th>Reason for Categorisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swinton/Kilnhurst</td>
<td>This study has defined the role and function of the settlement as high to middle order. Growth could help to maintain and improve the quality of services. A medium level of restructuring, particularly in the town centre, would improve the quality of the built environment.</td>
<td>• Opportunity to restructure the existing town centre, extend its range of services and provide a focus for activity;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Potential to enhance the features of the canal and station and create new links to the town centre;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Opportunity to enhance the scale, diversity and distinctiveness of the town centre buildings;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Potential to improve the general quality and legibility of the townscape;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Potential to support the viability of primary and secondary schools to reduce surplus capacity;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Potential to support additional health care facilities;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Potential to enhance green space.</td>
</tr>
<tr>
<td>Mexborough</td>
<td>The study has defined Mexborough as a high order settlement and it does not require significant functional change. There is significant opportunity to improve the quality of the urban form and enhance links into and out of the town centre. Growth, combined with other major restructuring, could help to meet these objectives.</td>
<td>• Opportunity for smaller scale physical change to enhance large incoherent areas, poor housing layout and poor quality housing stock.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Opportunity to improve parts of the town, which are isolated, unwelcoming and disconnected by realising the potential under utilised space to restructure and reconnect the town centre with the rest of the town.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Potential to enhance links with the canal, the train station and improve the modern façade of the town.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Potential to contribute towards the viability of school provision and maintain and strengthen its vitality and service role.</td>
</tr>
<tr>
<td>Settlement</td>
<td>Role and Function/Need For Restructuring</td>
<td>Reason for Categorisation</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Wath-upon-Deearne | *Wath is defined as a high to middle order settlement within this study. Although it has a good range of service provision. Growth could help to maintain and consolidate its functional role and contribute towards an improvement in the quality of the urban form and range of housing stock. It is identified as in need of medium scale physical change.* | • Opportunity to improve the quality and variety of the built form, particularly the housing stock;  
  • Potential to enhance links with the urban green spaces and Manvers;  
  • Opportunity to support and strengthen the existing service role of the settlement particularly on the back of existing planned improvements;  
  • Potential to support the viability of existing schools provision;  
  • Potential for growth/change to contribute towards a decrease in deprivation and unemployment if co-ordinated with other actions. |
| Conisbrough    | *Conisbrough is defined in this study as a high to middle order settlement. Overall the settlement is performing well. Limited growth could facilitate improved linkages to facilities within and on the edge of the settlement and enhance the quality of built form. It is identified as in need of minor physical change.* | • Enhancement of the settlement should be guided by the protection, conservation and management of the historic centre;  
  • Minor enhancements could provide enhance connections to the train station to the north;  
  • Opportunity to improve existing housing estates;  
  • Potential to reduce the surplus capacity of its primary and secondary schools;  
  • It would also help to maintain the vitality of existing services;  
  • Build on its existing links with Doncaster. |
| Warmsworth     | *Overall Warmsworth does not have a service role and it currently functions as a residential extension to Doncaster. It is identified as in need of minor physical change. This study identifies it as a low order settlement. It would not benefit from growth.* | • Growth in Warmsworth would have little impact on its service role;  
  • Warmsworth is outside of the South Yorkshire HMR Pathfinder and is not in need of improvement;  
  • New growth has the potential to increase out-commuting;  
  • Improved pedestrian movement over traffic circulation, would be of benefit to the townscape character;  
  • Key small-scale enhancements to the existing cultural qualities are appropriate. |
Overall Categorisation of Settlements

5.16 Across the Barnsley, Rotherham and Doncaster parts of the Dearne, the settlements have been placed into the following growth categories:

- Goldthorpe; Edlington and Denaby Main are identified as a key focus for growth. They would benefit from growth to enhance the role and function of the settlement and to maintain viability. It could also help to facilitate physical and qualitative improvement.
- Brampton/West Melton would benefit from very small-scale functional change;
- Thurnscoe; Wombwell; Mexborough; Swinton/Kilnhurst; Wath-upon-Dearne and Rawmarsh/Parkgate are identified as where some growth may help to maintain or improve the range or quality of existing services and improve the overall sustainability of the settlement. This could also help to contribute towards physical improvement.
- Four settlements are identified as having a service role which is either very limited or would not benefit from significant functional change. These are Darfield; Great Houghton; Bolton-upon-Dearne and Conisbrough.
- Little Houghton or Warmsworth is not considered to be suitable for additional growth or functional change.

5.17 In terms of qualitative change of the physical environment, the following recommendations were made for the Rotherham and Doncaster parts of the Dearne:

- Edlington, Denaby Main and Brampton/West Melton and Rawmarsh Parkgate would benefit most from comprehensive qualitative change;
- Mexborough, Wath-upon-Dearne, Swinton/Klinhurst would benefit from medium-large scale physical change;
- Conisbrough would benefit from smaller scale qualitative change.
6.0 Typologies

Introduction

6.1 This section examines different settlement and services centre typologies related to the Dearne area at regional, sub-regional and local levels. The outputs of this study, in terms of both settlement functions and potential for change, are assessed on a comparative basis in this context. The analysis draws out similarities and differences and assesses the nature of the typologies set out in the Transform South Yorkshire’s Scheme Prospectus.

National Context

6.2 National advice on the different roles and functions of settlements provides a basic distinction between urban and rural areas. The Government is committed to concentrating most additional housing development within urban areas to promote a sustainable pattern of development. For example Planning Policy Guidance Note 3 (PPG3) March 2000 sets down a sequential approach for housing to prioritise development to urban areas, whilst also recognising that not all development should take place in urban areas. The publication of the Urban and Rural White Papers in November 2000 further emphasised the broad distinctions made between urban and rural areas. The former establishes a vision for larger urban areas and the latter promotes the roles of market towns as service centres and villages as living and active places.

6.3 The white papers are complimented by the European Spatial Development Perspective (ESDP) 1999 which seeks to achieve a more sustainable and balanced approach to development and promotes a stronger relationship between urban and rural areas. The ESDP advocates a polycentric model of development, with urban and rural areas networked by economic, social and physical activity at regional and local levels. Small and medium sized towns are emphasised as hubs for more rural areas (outside of the larger urban areas). The more recent publication of Sustainable Communities – Building for the Future (ODPM, 2003) continues the different emphasis on cities and the countryside.

Regional Context

6.4 Regional Planning Guidance for Yorkshire and the Humber (RPG12, October 2001) provides a broad development strategy for the region. Policy P1 of RPG12 on strategic patterns of development sets out locational principles to secure urban and rural renaissance. It establishes a focus on urban areas across the region for the concentration of development. Outside the main urban areas, market and coalfield towns are identified as the main focus for developing local services. Small-scale development should support other rural settlements (which includes small towns and villages). Sub-regional guidance in the Regional Spatial Strategy identifies Barnsley, Doncaster, Rotherham and Sheffield as the main urban areas in South Yorkshire. Examples of Market and Coalfield towns are listed as including Chapeltown,
Goldthorpe, Mexborough, Stocksbridge, Wath-upon-Dearne and Wombwell. However, it is considered that this list is not meant to be exhaustive and the mechanism for defining these settlement categories is through development plans.

6.5 Regional guidance recognises the unique characteristics of coalfield areas in the region. In terms of national guidance coalfield areas share common features with both urban and rural areas as a result of industrialisation and associated pattern of smaller settlements. RPG 12 sets out a regional emphasis on South Yorkshire and Coalfield areas as the first priority for regional regeneration initiatives and programmes. A particular reference is made to the Dearne Valley Development Zone (DVDZ) within this first regeneration priority. The DVDZ is also identified as a Regionally Significant Location in the region. The table below summarises the RPG guidance which applies to the study area:
6.6 A Selective Review of RPG 12 is currently being undertaken and draft Revised RPG was published for public consultation in June 2003 and is subject to a Public Examination in February 2004. Proposed revisions to Policy P1 still refer to market and coalfield towns in rural, coalfield and also coastal areas. Local Authorities are asked to “develop a clear vision for the integrated development of their rural and coastal areas, recognise the different roles and functions of their settlements, the areas in between them and the links to larger urban centres.” The preparation of the new Regional Spatial Strategy (to replace Regional Planning Guidance) will have a key future influence on patterns of development across the region and in the South Yorkshire sub-region.

Sub-Regional Context

6.7 The South Yorkshire Spatial Study final report was published in February 2003 for the South Yorkshire Forum. The study provides a first step towards a spatial development strategy for the sub-region. It examines urban polycentric development as the guiding principle for influencing development in South Yorkshire. The study assesses the roles of the four main centres in South Yorkshire and examines the application of five models for a future spatial strategy:

- South Yorkshire Now – a reflection of current conditions;
- Polycentric – based on a network of the 4 existing urban centres;
- Polycentric Plus model - with the Dearne Valley as a 5th urban centre;
- Mono-centric - based around Sheffield allied to Rotherham; and
- Bi-polar – with Sheffield/Rotherham and Doncaster as two major cities.

6.8 The Spatial Strategy chapter of Transform South Yorkshire’s Scheme Prospectus provides a framework within which the strategic objectives of the Pathfinder will be achieved. The prospectus reflects a sub-regional policy approach and embraces a polycentric approach underpinned by two core principles which are accessibility to vibrant and high quality service centres and a clear definition of the future functions of settlements and neighbourhoods. This spatial strategy has a strong recognition that “housing markets are influenced and sustained by the presence and accessibility of vibrant service centres”.

6.9 A Service Centre and Place Typology is set out in the Prospectus. It has been developed as a basis for defining future settlement and neighbourhood roles. The process of classifying centres will be determined through Area Development Framework preparation, informed by Unitary Development Plans and the emerging approaches of Local Development Frameworks. This is based on:

- Main Urban Centres – principal centres of economic and cultural activity
- Urban District centres – established (or projected) and sustainable centres providing a wide range of retail and community services and facilities to a number of neighbourhoods;
- Urban Neighbourhood Centres – established (or projected) and sustainable neighbourhood-based centres providing a range of essentially, normally retail, facilities;
6.10 The Doncaster Area Development Framework (ADF) has classified settlements in the Dearne based on these categories. The Barnsley ADF has assessed how closely the settlements fit with the categories, based on ADF work and the Babtie Settlement Assessment study for Barnsley. The Rotherham ADF has not categorised settlements at this stage.

**Local Planning Context**

6.11 The current Unitary Development Plans (UDPs) influencing the Dearne have a strong strategy emphasis on regeneration and economic growth. Urban areas are highlighted as a focus for development and regeneration. The UDPs do not establish settlement hierarchies to focus development in particular named settlements. Hierarchies are, however, established in the UDPs for town centres. The centres included in each UDP are set out in table 6.1.

6.12 Different approaches are evident in each of the UDPs:

- The *Barnsley UDP* has a hierarchy of a Principal Town Centre (Barnsley), 5 Other Town centres, 3 District Centres and 9 Local Centres. The hierarchy is based around the types of centres suggested in Planning Policy Guidance Note 6 Town Centres and Retail Developments (PPG 6). The definitions of centres in PPG 6 are based on the extent to which centres act as a focus for a range of community facilities and services (particularly retail) and public transport.

- The *Doncaster UDP* identifies separate policies and proposals for Doncaster town centre and 20 Small Town and District Centres. Neighbourhood shopping centres and local parades below this level are not defined in the text or identified on the proposals map. The town centres are identified on the basis of retail function and size.

- The *Rotherham UDP* identifies 10 town centres, including Rotherham itself. Local provision is not defined in text but is identified on the proposals map. The definition of town centres is based on a range of factors including shopping, employment, civic, cultural, social and business.

6.13 New Local Development Frameworks (LDFs) will replace the UDPs and will set out a spatial strategy reflecting the role, function and sustainability of settlements. This study and the previous Barnsley Settlement Assessment Study will provide inputs to the LDF preparation process.
Table 6.1 Centres identified in Unitary Development Plans

<table>
<thead>
<tr>
<th>UDP</th>
<th>Centre Hierarchy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Barnsley UDP</strong></td>
<td><strong>Principal Town Centre</strong></td>
</tr>
<tr>
<td></td>
<td>Barnsley</td>
</tr>
<tr>
<td></td>
<td><strong>Other Town Centres</strong></td>
</tr>
<tr>
<td></td>
<td>Wombwell, Cudworth, Hoyland, Goldthorpe, Penistone</td>
</tr>
<tr>
<td></td>
<td><strong>District Centres</strong></td>
</tr>
<tr>
<td></td>
<td>Mapplewell, Thurnscoe (Houghton Road), Stairfoot</td>
</tr>
<tr>
<td></td>
<td><strong>Local Centres</strong></td>
</tr>
<tr>
<td></td>
<td>Darton, Thurnscoe (Shepherd Lane), Hoyland Common, Dodworth, Grimethorpe, Lundwood, Wasborough (Park Road), Royston (the Wells), Royston (Midland Road)</td>
</tr>
<tr>
<td></td>
<td><strong>Neighbourhood Parades</strong></td>
</tr>
<tr>
<td></td>
<td>Identified just in the Barnsley Urban Area</td>
</tr>
<tr>
<td><strong>Doncaster UDP</strong></td>
<td><strong>Doncaster Town Centre</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Small Town and District Centres</strong></td>
</tr>
<tr>
<td></td>
<td>Adwick, Carcroft, Armthorpe, Askern, Bawtry, Bentley, Conisborough, Edlington, Hatfield, Duncroft, Mexborough, Rossington, Stainforth, Thorne, Blalby, Moorends, Intake, Tickhill, Edenthorpe, Woodfield</td>
</tr>
<tr>
<td></td>
<td>* Primary shopping frontages defined in Mexborough and Thorne</td>
</tr>
<tr>
<td><strong>Rotherham UDP</strong></td>
<td><strong>Defined Town Centres</strong></td>
</tr>
<tr>
<td></td>
<td>Rotherham, Wath, Swinton, Rawmarsh-Parkgate, Bramley-Wickersley, Maltby, Thurcroft, Ashton-cum-Aughton, Dunnington, Wales-Kiverton-Park:</td>
</tr>
<tr>
<td></td>
<td><strong>Local Provision</strong></td>
</tr>
<tr>
<td></td>
<td>Extensive coverage-defined on proposals map only.</td>
</tr>
</tbody>
</table>

Comparative Analysis

6.14 Tables 6.1 and 6.2 sets out a comparative picture for the different groupings of settlements based on Unitary Development Plans, Regional Planning Guidance, Area Development Frameworks and the results of this study (in terms of both the functional role and scope for growth). The settlements examined through this study are not all in the Pathfinder area and the Rotherham ADF has not suggested settlement classifications at this stage. The Area Development Framework column in Table 6.2 is not therefore relevant to every settlement assessed through this study. Similarly not all the settlements examined in this study feature in RPG or in the UDP’s settlement or centre typologies / hierarchies respectively.

6.15 The roles and functions of settlements defined through the different sources used in Table 6.2 are not strictly comparable, as they are based on different criteria. However in broad terms they do provide a broad basis for comparison, particularly in terms of the relevant ranking and order of settlements.
Rotherham MBC, Doncaster MBC and Transform South Yorkshire
South Yorkshire Settlement Study
Phase 1 – Final Report

**Area Development Frameworks/ Transform Scheme Prospectus**

6.16 The adopted typology is based on the service centre roles of different settlements. The three classifications that relate specifically to the Dearne draw heavily on retail provision, along with other facilities. In terms of the roles of places as service centres there does not appear to be a particular emphasis on transport/accessibility or on employment. The definitions used have a strong emphasis on town centres and link closely to the guidance on types of centres in Planning Policy Guidance Note 6 Town Centres and Retail Developments.

6.17 Facilities and activities outside of centres can have an important influence on the role of a settlement as a whole. Transport/accessibility is important in terms of places as acting as hubs for transport services and facilitating access to other settlements. The level of employment opportunities also has a key influence on the service centre role of places. Overall the broadening out of the typology definitions to encompass aspects such as transport and employment would provide a more sustainable basis for grouping settlements. It is acknowledged that the commissioning of this study reflects the recognised need to have a broader based and ‘bottom –up’ assessment of settlements. Comparison between the results of this study and the ADF work highlights that:

- In the Dearne/Pathfinder area Mexborough and Goldthorpe/Bolton-on-Dearne feature strongly as higher order settlements serving wider catchment areas;
- In the Dearne, Wombwell is also recognised for having a wider role serving a wider catchment area;
- Swinton, Wath Upon Dearne and Conisbrough all generally have a high order service role but serve a more limited catchment area. Conisbrough is identified as a district centre in the ADF but Swinton and Wath have not yet been defined;
- Thurnscoe, Denaby Main and Edlington all come out “middle ranking” through this study and the ADF work.
- Great Houghton is classified as a lower order settlement through both this study and the ADF work; and
- Little Houghton does not have a service role.

**Regional Planning Guidance**

6.18 RPG12 provides regional guidance and refers to places, which amongst others fulfil the role of a market/coalfield town. The results of this study confirm the regional guidance typology for Mexborough, Goldthorpe, Wombwell and Wath-upon-Dearne (although it is considered that Wath has a more limited catchment area than for the other settlements). In terms of functional hierarchies, there are consistencies between RPG 12 and this study.

6.19 Differences emerge in comparing the potential for growth results from this study and the guidance in RPG12. This study identifies Goldthorpe, Denaby Main, Brampton/West Melton and Edlington as being settlements that should be the key focus for growth. Goldthorpe is highlighted in RPG but the other three settlements do not feature (regional guidance is not meant to be locally prescriptive). The results of this study provide a key basis for providing focus and direction to the concept of the Dearne Valley
Development Zone through the identification of Denaby Main and Brampton/West Brampton as key growth settlements (Edlington is outside the DVDZ). In the DVDZ Thurnscoe, Wombwell, Swinton/Kilnhurst, Mexborough, and Wath also offer potential for growth (Rawmarsh/Parkgate offers potential within the Pathfinder). There is also scope to consider the boundary of the DVDZ in future regional and sub-regional work.

**Local Development Frameworks**

6.20 The preparation of Local Development Frameworks offers the scope for spatial strategies to articulate which settlements should be a focus for growth or change. An important distinction needs to be made between the wider overall role of settlements in terms of accommodating growth or change and the functions of town centres. These are often complimentary but the results of this study indicate that this can be different. Sustaining the role of a particular service centre does not necessarily imply that further development is required to support this.

**Unitary Development Plans**

6.21 The approach to the definition of town centres is different in each of the current UDP’s. Doncaster has a narrower retail focus and Barnsley’s approach is based around PPG 6. The Rotherham UDP has reflected wider issues such as employment in the definition of town centres. Overall, there is scope to review and develop consistent approaches to town centres, particularly in the Dearne. For example, the Rotherham UDP classifies all the main settlements as town centres whereas the similar category in the Doncaster UDP is Small Town and District Centres. The latter category is a ‘catch all’ which does not distinguish between where a centre is classed as either a small town or a district centre. Furthermore, where the categories used (especially in Doncaster and Barnsley) may be worded similar, the actual function of the centres included within their categories may actually be quite different between each authority.

6.22 In terms of comparisons the current approaches of individual UDP’s group together town centres in settlements which have different functional roles (based on both the results of this study and the ADF work). The towns listed in the town centre policies in the current UDPs include settlements with higher, middle and lower order roles.

**Comparative Assessment with the Settlement Categorisation in the Settlement Studies**

6.23 It is clear that the typologies developed through the policies and programmes identified above are based on the existing function and role of a settlement. However, a clear conclusion from this study is that these typologies do not necessarily correlate to where future change or plan-led growth should be concentrated. For example, although a settlement may currently have a limited function in terms of its service role, in some cases there are merits in increasing this function to improve sustainability and maintain or improve the vitality of a settlement. Conversely, settlements, which currently have a higher order, may be considered to be more sustainable with good vitality.

6.24 Therefore, the existing role and function of the settlement does not automatically mean that this is where future growth should be concentrated. This is because focusing
growth/change within settlements, which currently have a lower service role or a poor quality urban environment, can result in a greater level of improvement in terms of sustainability and physical quality, than focusing growth in settlements which already have a high order function.
Table 6.2 Settlement Classifications

<table>
<thead>
<tr>
<th>SETTLEMENTS</th>
<th>REGIONAL PLANNING GUIDANCE</th>
<th>AREA DEVELOPMENT FRAMEWORKS</th>
<th>UNITARY DEVELOPMENT PLANS</th>
<th>DEARNE STUDY – GROWTH CATEGORY</th>
<th>DEARNE STUDY-FUNCTIONAL HIERARCHY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barnsley</td>
<td>DVDZ</td>
<td>Not in Pathfinder</td>
<td>No Defined Centre</td>
<td>Limited Growth</td>
<td>Low Order Dearne</td>
</tr>
<tr>
<td>Darfield</td>
<td>Market/Coalfield Town DVDZ</td>
<td>Market Town</td>
<td>Other Town Centre</td>
<td>Key Focus for Growth</td>
<td>High Order Dearne</td>
</tr>
<tr>
<td>Goldthorpe/Bolton</td>
<td>DVDZ</td>
<td>Neighbourhood Centre</td>
<td>No Defined Centre</td>
<td>Limited Growth</td>
<td>Low Order Dearne</td>
</tr>
<tr>
<td>Great Houghton</td>
<td>DVDZ</td>
<td>Not Defined</td>
<td>No Defined Centre</td>
<td>Limited Growth</td>
<td>Low Order Dearne</td>
</tr>
<tr>
<td>Little Houghton/Middlecliffe</td>
<td>DVDZ</td>
<td>Neighbourhood Centre</td>
<td>No Defined Centre</td>
<td>Limited Growth</td>
<td>Low Order Dearne</td>
</tr>
<tr>
<td>Thurnscoe</td>
<td>DVDZ</td>
<td>District Centre</td>
<td>District Centre</td>
<td>Potential for Growth</td>
<td>Middle to Low Order Dearne</td>
</tr>
<tr>
<td>Wombwell</td>
<td>Market/Coalfield Town DVDZ</td>
<td>Not in Pathfinder</td>
<td>Other Town Centre</td>
<td>Potential for Growth</td>
<td>High Order Dearne</td>
</tr>
<tr>
<td>Doncaster</td>
<td>DVDZ</td>
<td>District Centre</td>
<td>Small Town/District Centre</td>
<td>Limited Growth</td>
<td>High to Middle Order Dearne</td>
</tr>
<tr>
<td>Conisborough</td>
<td>DVDZ</td>
<td>District Centre</td>
<td>Small Town/District Centre</td>
<td>Limited Growth</td>
<td>High to Middle Order Dearne</td>
</tr>
<tr>
<td>Denaby Main</td>
<td>DVDZ</td>
<td>District Centre</td>
<td>No Defined Centre</td>
<td>Key Focus for Growth</td>
<td>Middle to Low Order Dearne</td>
</tr>
<tr>
<td>Edlington</td>
<td>Not in DVDZ</td>
<td>District Centre</td>
<td>Small Town/District Centre</td>
<td>Key Focus for Growth</td>
<td>Middle to Low Order Pathfinder</td>
</tr>
<tr>
<td>Mexborough</td>
<td>Market/Coalfield Town DVDZ</td>
<td>Market Town</td>
<td>Small Town/District Centre</td>
<td>Potential for Growth</td>
<td>High Order Dearne</td>
</tr>
<tr>
<td>Warmsworth</td>
<td>Not in DVDZ</td>
<td>Not in Pathfinder</td>
<td>No Defined Centre</td>
<td>No Growth</td>
<td>Other</td>
</tr>
<tr>
<td>Rotherham</td>
<td>Not in DVDZ</td>
<td>Not Defined</td>
<td>Defined Town Centre</td>
<td>Potential for Growth</td>
<td>Middle to Low Order Pathfinder</td>
</tr>
<tr>
<td>Rawmarsh/Parkgate</td>
<td>Not in DVDZ</td>
<td>Not Defined</td>
<td>Defined Town Centre</td>
<td>Potential for Growth</td>
<td>High to Middle Order Dearne</td>
</tr>
<tr>
<td>Swinton /Kilnhurst</td>
<td>Not in DVDZ</td>
<td>Not Defined</td>
<td>Defined Town Centre</td>
<td>Potential for Growth</td>
<td>High to Middle Order Dearne</td>
</tr>
<tr>
<td>Wath-upon-Deanne</td>
<td>Market/Coalfield Town DVDZ</td>
<td>Not Defined</td>
<td>Defined Town Centre</td>
<td>Potential for Growth</td>
<td>High to Middle Order Dearne</td>
</tr>
<tr>
<td>Brampton/West Melton</td>
<td>DVDZ</td>
<td>Not Defined</td>
<td>Local Centre on UDP</td>
<td>Key Focus for Growth</td>
<td>Low Order Dearne</td>
</tr>
</tbody>
</table>
7.0 Conclusions

7.1 In terms of the settlements assessed within this study:

- The highest order settlements in terms of their existing role and function are considered to be Mexborough, followed by Conisbrough, Swinton/Kilnhurst and Wath-upon-Deearne.

- There are benefits in concentrating additional growth in settlements, which do not currently have a high order function. This is because increasing the role and function of a settlement can improve its sustainability and vitality. It can also provide a focus for new activity and physical change.

- There has been considerable strategic and physical investment within the Dearne Valley over the recent decade. This could now be complimented with a more local focus. Future investment should be targeted towards the settlements which would benefit most from physical restructuring and improved services.

- Denaby Main and Edlington are identified as settlements which would benefit most from functional change in terms of improving their existing sustainability and vitality. Brampton/West Melton would benefit most from smaller-scale functional change based on providing an increased range of key local services.

- In terms of qualitative change, the settlements of Denaby Main, Edlington, Rawmarsh/Parkgate and Brampton/West Melton are identified as in need of comprehensive restructuring and physical change. Mexborough and Rawmarsh/Parkgate are identified as in need of major physical change and Wath-upon-Deearne and Swinton/Kilnhurst medium physical change. Conisbrough and Warmsworth require minor physical enhancement.

- The settlements of Denaby Main, Edlington and Brampton/West Melton are also identified as a focus for qualitative change. It is considered that Denaby Main and Edlington could benefit most in terms of the combined impacts of both functional and qualitative change.

- Rawmarsh Parkgate, Mexborough, Swinton/Kilnhurst and Wath-upon-Deearne are identified as having the potential for additional growth. This would help to maintain and strengthen their existing service role and contribute towards continued physical change. They also have a medium-high capacity to adapt to physical change and the urban environment would benefit from medium-large scale restructuring.

- Consibrough is identified for limited growth in order to contribute towards maintaining its current service role. Smaller scale physical change would improve the urban form of the settlement. Warmsworth is not identified for growth or is in need of physical change.
• Consbrough, Mexborough, Swinton/Kilnhurst and Warmsworth all have historic or attractive elements of their urban form which require both protection and enhancement.

• New physical development should, wherever possible, be concentrated within the existing urban core of each settlement to ensure maximum benefit for the settlement. Urban Capacity work also indicates that there is capacity, although to a differing degree. Where it is proposed to expand beyond a settlement limit, careful consideration should be given to how additional growth would contribute towards the vitality and viability of both the settlement and other settlements within the Dearne Valley Development Zone/Pathfinder.

• Public transport accessibility to other settlements in the Dearne Valley and the higher order settlements of Rotherham, Doncaster and Barnsley is generally fairly good. Access to the sub-regional centres of Sheffield or Leeds is generally limited to the settlements, which are served by the rail corridor. As access to a car within the Dearne Valley is generally lower than average (for example, 58% of people in Denaby Main do not have access to a car), the provision of public transport is an important factor in people being able to access job and education opportunities.

• Further consideration should be given to the potential land use impacts of the Finningley Airport development and the safeguarded route of the M18/Conisbrough link road. These schemes have the potential to alter the links and relationships within the DVDZ. In particular, consideration should be given to how these developments could be used to maximise the collective benefits for the Dearne Valley settlements.

• Overall, the Dearne Valley settlements generally have a good range of service provision. However, one key service, which they lack is a cinema.

• The influence of Barnsley, Doncaster and Rotherham Urban is stronger at the periphery of the Dearne Valley and weaker at the core. At the core of the DVDZ, the settlements are predominantly self-sufficient or reliant on a neighbouring settlements or, a small group of settlements, for services.

• The strategic areas (e.g. Manvers) have the most impact on more than one settlement. Decisions on the future role, land uses and services provided of each area needs to be considered in the whole context of the Dearne/Pathfinder. In particular, it needs to be considered whether it may be appropriate to focus growth within existing settlements rather than the strategic areas. It is, however, recognised that there are also reasons why the strategic areas are attractive for development and that this land may have, in many cases, been reclaimed. Physically linkages (i.e. walking, cycling, green corridors, layout of the development) between the strategic areas and individual settlements is a key issue.

• Goldthorpe and environs has also developed a strong employment focus which may attract people from a wide catchment.
Although there is scope and opportunity to increase the employment functions of settlements and the strategic areas, the full benefits of this will only be realised if it combined with initiatives to facilitate the continued training and restructuring of the labour force.

The way in which the hierarchy of settlements across the Dearne is different dependent on which UDP area it falls within. It is considered that there is significant merit in standardising the way in which the hierarchy of service centres in the Dearne are defined in LDF’s. This would help to ensure consistency in terms of the way in which future planning policy is applied to the Dearne.

7.2 The following conclusions are drawn for the whole of the Barnsley, Rotherham and Doncaster Dearne/Pathfinder Area:

- The settlements of Goldthorpe, Denaby Main and Edlington are identified as a key focus for growth. Although this would enhance the individual settlements in different ways, the main reason for this categorisation is to improve their role and function and to contribute towards qualitative change.

- Brampton/West Melton is identified as in need of comprehensive restructuring in order to improve the physical urban environment but would only benefit from small-scale functional change to enhance key local service provision.

- Swinton/Kilnhurst, Mexborough, Rawmarsh/Parkgate, Wath-upon-Dearne, Thurnscoe and Wombwell are categorised as having the potential to benefit from growth. Generally, this would benefit the settlements in terms of maintaining or strengthening their existing role and contributing towards physical change.

- Darfield, Great Houghton, Bolton-on-Dearne and Conisbrough are identified as suitable for limited growth. The primary reason is because there is limited potential to improve their service role. In the case of Conisbrough, it is identified for limited growth because the settlement is already performing well.

- Little Houghton/Middlecliff have a limited function and are not identified as suitable for growth.

7.3 The conclusions made in this study are based on the comprehensive assessment of settlements. Key decisions, which influence the future pattern of development across the Dearne, still remain to be taken. In particular, each local planning authority needs to consider the Dearne in both the sub-regional and regional context and have regard to key influences such as RPG housing targets. Furthermore, more detailed studies or surveys of the Dearne, may be undertaken. The next phase of this settlement assessment work, which will cover the rest of Rotherham and Doncaster and parts of Sheffield, may also change the context in which the conclusions of this study have been made.
Appendix 1: Settlement Profiles
Appendix 2:  Scoring Definitions and Results of the Settlement Scoring
Appendix 3: Photo Images of Each Settlement
Appendix 5: Bus Frequency Profiles