

## **South Yorkshire Settlement Study: Phase 2 Settlements**







Doncaster Metropolitan Borough Council, Rotherham  
Metropolitan Borough Council, Sheffield City Council  
Transform South Yorkshire

## **South Yorkshire Settlement Assessment**

### **Phase 2 Settlements**

### **Final Report**

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**Rotherham MBC, Doncaster MBC, Sheffield City Council and Transform South Yorkshire**  
**South Yorkshire Settlement Study: Phase II**  
 Final Report

**Report Check List**

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2. Does this report fulfil its purpose? (Y or N)	y	
3. Are conclusions/recommendations clear and acceptable? (Y or N)	y	
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## 1.0 Introduction

### Introduction

- 1.1 This report presents phase II of the South Yorkshire Settlement Assessment. It completes the study for Doncaster, Rotherham and Sheffield.
- 1.2 Phase I of the study assessed settlements within both the Housing Market Renewal Pathfinder (HMR) and the Dearne Valley Development Zone (DVDZ). Combined with the study previously undertaken for Barnsley Metropolitan Borough Council (BMBC), phase II completes the settlement assessment work for South Yorkshire.
- 1.3 The study has been jointly commissioned by a combination of partners:
- Doncaster Metropolitan Borough Council;
  - Rotherham Metropolitan Borough Council;
  - Sheffield City Council;
  - South Yorkshire Coalfield Partnership;
  - South Yorkshire Housing Market Renewal Pathfinder;
  - The South Yorkshire Partnership.
- 1.4 The methodology, which forms the basis for this study, was initially developed jointly between Barnsley Metropolitan Borough Council and Jacobs Babtie. The delivery of the study has also relied on significant assistance from numerous staff provided by all the partners identified above. This joint approach has helped to develop a robust and innovative study.

### Purpose of the Study

- 1.5 The primary purpose for completing the study is to **assess the existing sustainability of settlements and their potential to provide sustainable change**. This will help to inform future settlement strategy work at the regional and local level and also future planning decisions within the South Yorkshire Housing Market Renewal Area.
- 1.6 The purposes of the study are identified in table 1.1 overleaf.

**Table 1.1: Purpose of the Study**

<ul style="list-style-type: none"> <li>➤ To assess settlements/neighbourhoods against a 'holistic' definition of sustainability provided in 'A Better Quality of Life-A Strategy for Sustainable Development, 1999'. The definition of sustainability used in this study is: <ul style="list-style-type: none"> <li>⇒ <i>The maintenance of high and stable levels of economic change and employment;</i></li> <li>⇒ <i>Social progress which meets the needs of everyone;</i></li> <li>⇒ <i>Effective Protection of the Environment; and</i></li> <li>⇒ <i>The prudent use of natural resources.</i></li> </ul> </li> <li>➤ <b>To assess the sustainability of settlements</b> in the context of 'What Makes a Sustainable Community' as set out in the ODPM Sustainable Communities Programme.</li> <li>➤ <b>To compare the strengths, opportunities, threats and weaknesses of each settlement and identify if they could be a focus for sustainable change.</b></li> <li>➤ To inform decisions for the Housing Market Renewal (HMR) Area and compliment other work being undertaken for the HMR such as masterplanning programmes and proposals. It could also help the alignment of policies for the HMR and cross-boundary working as recommended by the Jacobs Babbie Scoping Study of Planning Issues in South Yorkshire.</li> <li>➤ To help identify if there are areas within the HMR, which are a greater priority for renewal. Also to identify if there are any areas, currently outside the HMR, which also require renewal. A further consideration is that some areas of the HMR are not residential areas and therefore careful consideration may be required if new housing is to be introduced into these areas.</li> <li>➤ Inform work being undertaken for LDF's. It provides a comparative tool for which settlements/neighbourhoods would derive the greatest benefit from new development in terms of functional change and improving existing sustainability. It identifies what aspects of each settlement may need to be improved in order to facilitate sustainable patterns of development.</li> <li>➤ Some settlements may not benefit from additional development but would benefit from qualitative change. The study identifies where settlements/urban neighbourhoods may benefit from regeneration and restructuring through qualitative change and renewal rather than plan-led change.</li> <li>➤ The study may help authorities develop phasing policies to ensure that future change is focused and prioritised in areas most in need of change.</li> <li>➤ It may help authorities to undertake Strategic Environmental Appraisal's of their LDF's.</li> <li>➤ To help inform wider sub-regional issues on where new development or investment may be focused particularly in terms of the South Yorkshire HMR and the Dearne Valley Development Zone.</li> <li>➤ To provide strategic background to assist future decisions on sites where development could give rise to wider implications for the sub-region.</li> <li>➤ To act as a tool to help the South Yorkshire authorities inform the Regional Spatial Strategy.</li> </ul>
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## **Brief for Phase II**

1.7 The table below identifies the specific requirements of the study:

**Table 1.2: Requirements of the Brief**

- To establish the existing sustainability of settlement/neighbourhoods in terms of the range and services it provides (or has good access to), accessibility, housing opportunities, evidence of social decline etc.
- To establish functional links between settlements and a notional hierarchy in terms of the current role/function of settlements and the relationships between settlements.
- To identify any planned improvements, which could enhance the sustainability, quality, accessibility or function of the settlement. For example; this could include investment in existing or new physical infrastructure (e.g. schools, public transport, new district centres), neighbourhood renewal initiatives and other qualitative improvements or environmental enhancements.
- The potential benefits of new development in terms of the opportunities it provides to enhance the existing sustainability of the settlement/neighbourhood through improved infrastructure or environmental, economic and social regeneration.
- The capacity for a settlement/neighbourhood to accept new development in terms of the need for qualitative change, diversification of existing land use patterns, land availability/redevelopment opportunities and the viability of functional change in order to support sustainable patterns of future development.
- A comparative assessment and classification of each settlement/neighbourhood to identify where functional change and new development provides the greatest opportunities for enhancing existing sustainability. This should take into account the capacity and need for the settlement/neighbourhood to accept change and compliance with the RPG spatial strategy.
- To classify each settlement against the categories of change used in the previous settlement study undertaken for BMBC.
- To develop a typology of settlements/neighbourhoods based on the above and compare this to place typologies in RPG, the Transform South Yorkshire Scheme Prospectus and the South Yorkshire Spatial Study.

1.8 Chapter 3.0 sets out the methodology for the study. This explains the process for meeting the brief.

## **The South Yorkshire Settlement Assessment**

1.9 The following reports comprise the completed South Yorkshire Settlement Assessment study:

- BMBC Settlement Assessment Final Report and Appendices, February 2003;
- South Yorkshire Settlement Assessment: Phase I Settlements Final Report (including Methodology and Background Report), Settlements in the DVDZ and HMR, July 2004; and
- South Yorkshire Settlement Assessment: Phase II Settlements/Neighbourhoods Final Report, Doncaster, Rotherham and Sheffield Settlements, November 2004.

1.10 The following technical appendices provide the detailed evidence base used to undertake the assessment of Doncaster, Rotherham and Sheffield settlements/neighbourhoods.

### **Doncaster Technical Appendices**

- Settlement Profiles,
- Photo Images
- Descriptive Analysis of Doncaster Settlements
- Background information

### **Rotherham Technical Appendices**

- Settlement Profiles,
- Photo Images
- Descriptive Analysis of Rotherham Settlements
- Background information for Rotherham

### **Sheffield Technical Appendices**

- Settlement Profiles,
- Descriptive Analysis of Sheffield Settlements
- Photo Images
- Background information for Sheffield

1.11 This report incorporates and validates the findings for settlements assessed within phase 1 within the wider strategic context of the completed South Yorkshire settlement assessment.



## 2.0 South Yorkshire Settlements In Context

### Introduction

- 2.1 It is first necessary to establish the national, regional and local sustainability and policy context for South Yorkshire. This is so the findings of the settlement assessment can be used to identify policy issues and spatial options later in the report.
- 2.2 This chapter sets out:
- A brief historical summary of the decline of manufacturing and primary industries in South Yorkshire;
  - The reasons for its designation as a European Union Objective One area;
  - The various tiers of national, regional and local government and other agencies responsible for sustainability and regeneration;
  - The '*Northern Way*'. This is being led by the Office for the Deputy Prime Minister (ODPM) and involves joint delivery by the Northwest, Northeast and Yorkshire RDA's;
  - The ODPM led Sustainable Communities Programme;
  - Regional planning context for Yorkshire and the Humber focusing on the spatial dimensions of this guidance;
  - The emerging Yorkshire and Humber Regional Spatial Strategy;
  - A summary of the development agencies responsible for securing economic change and investment in South Yorkshire;
  - The objectives of the South Yorkshire Housing Market Renewal Pathfinder being led by Transform South Yorkshire; and
  - A brief summary of other sub-regionally important consultant studies.

### South Yorkshire in Context

- 2.3 The economy of South Yorkshire suffered a severe downturn between 1979 and 1995. Although other areas of the UK suffered from the impacts of recession, the decline of South Yorkshire was unique in that, compared to other regions, it has been much slower to recover and restructure. Although the coal and steel industries faced the most severe decline, the knock-on effect and reliance on other supporting manufacturing industries was equally crippling.
- 2.4 The decline of the coal, manufacturing and engineering industries left a legacy of industrial dereliction and high rates of unemployment. This decline has manifested itself in social problems and a degradation of the urban environment. Many areas of South Yorkshire experience severe deprivation and have lower than average income and educational attainment. Although South Yorkshire is now experiencing an economic upturn it still lacks other regions both in terms of economic performance and the quality of life. Therefore, there is still much work to be done to create a region which compares economically with other parts of the UK and Europe.

### European Union Objective 1 Status

- 2.5 Between 1994 and 1999, South Yorkshire, together with other parts of Yorkshire and the Humber, received Objective 2 funding in an effort to reverse the effects of industrial decline. The fundamental cause of this decline was that South Yorkshire lacked the volume and quality of jobs and businesses.
- 2.6 Although the Objective 2 programme made a significant contribution to the development of the region, South Yorkshire's economy continued to decline to a point where the wealth per

person (GDP - Gross Domestic Product) was less than 75% of the European average, which is the key trigger for Objective 1 status.

- 2.7 The aim of the Objective 1 Programme for South Yorkshire is to '*build a balanced, diverse and sustainable high change economy in South Yorkshire, recognised as a growing European Centre for high technology manufacturing and knowledge based services and offering opportunities for the whole community*'. It is a seven year, £1.8 billion investment programme which aims to restructure South Yorkshire's economy and restore prosperity with the help of over £700 million of European Structural funds alongside UK Government and private sector resources. A population of 1.3 million people is covered by the programme. It was launched in 2000 and ends in 2006.
- 2.8 The Objective One strategy seeks to maximise job creation and economic investment by developing Strategic Economic Zones and business districts in urban areas. These comprise:
- Sheffield City Centre;
  - The urban centres of Barnsley, Doncaster and Rotherham;
  - Strategic Economic Zones of the M1 corridor between junctions 31 and 37, the Dearne Valley and the M18 corridor from junction 3 to junction 6.

### **OPDM: Sustainable Communities Programme**

- 2.9 The Government is committed to a vision of strong and sustainable communities. This lies at the heart of "Sustainable Communities: Building for the Future (ODPM, 2003) which sets out a national programme of action. It is a long-term programme of action to improve housing and planning in order to build thriving sustainable communities. It covers a wide agenda, which recognises to develop communities in which people wish to live, housing policy needs to be linked to improving economies, public services, transport and the environment at a local level.
- 2.10 The sustainable communities plan builds on the policies and actions set out in the Urban and Rural White Papers – "Our Towns and Cities: the Future" and "Our Countryside. It outlines some of the key requirements for sustainable communities based on discussion between the Local Government Association and Central Government. The programme highlights the need for decent homes and a good quality local environment and recognises that communities are more than just housing. It identifies a number of characteristics which it considers encompass a sustainable community. These are set out in the table 2.1 below:

**Table 2.1: Core Objectives of the Sustainable Communities Programme**

- A flourishing local economy to provide jobs and wealth;
- Strong leadership to respond positively to change;
- Effective engagement and participation by local people, groups and businesses, especially in the planning, design and long term stewardship of their community and an active voluntary and community sector;
- A safe and healthy local environment with well designed public and green space;
- Sufficient size, scale and density and the right layout to support basic amenities in the neighbourhood and minimise the use of resources (including land);
- Good public transport and other transport infrastructure both within the community and linking it to urban, rural and regional centres;
- Buildings-both individually and collectively that can meet different needs over time and minimise the use of resources (including land);
- A well integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes;
- Good quality local public services, including education and training opportunities, health care and community facilities, especially for leisure;
- A diverse, vibrant and creative local culture, encouraging pride in the community and cohesion within it;
- A sense of place;
- The right links with the regional, national and international community.

## **ODPM: The Northern Way**

- 2.11 A report “The Northern Way-Making it Happen” was issued by the Deputy Prime Minister in February 2004. This was the second update of the Sustainable Communities Programme, which seeks to transform communities through better housing, planning and economic development. It outlined funding for housing renewal and improved green spaces in a selected number of local authority areas.
- 2.12 The report identified the concept of a new dedicated ‘Northern Change Corridor’ to be developed to help lever new investment and boost the North as an economic force in Europe. This will comprise a long-term vision to be developed through Regional Development Agencies and Regional Planning Bodies and set out a plan to exploit existing infrastructure and to develop ways to increase economic change in the region. This would include raising skills, enterprise, investment, innovation and competition and getting people back into jobs. The report concludes that if economic performance in the north matched the English average this could create up to 200,000 extra jobs and mean that people would be £2,000 per person better off.
- 2.13 Following “The Northern Way-Making it Happen”, *Moving Forward-The Northern Way* was launched in September 2004. The Regional Development Agencies of One North East, Yorkshire Forward and the North West Development Agency have joined together to provide a way forward to delivering the strategy. The OPDM has initially provided a Northern Way Change Fund of £100 million (provided jointly by the OPDM and the RDA’s) which will be used to kick start the new strategy into practical action. At the heart of this strategy is the creation of City Regions based around key urban centres such as Sheffield and economic objectives focused on delivering more jobs and a greater share of trade. The overall strategy of the Northern Way will be reflected through Regional Spatial Strategies.

## **The Transform South Yorkshire Housing Market Renewal Pathfinder**

- 2.14 A significant proportion of South Yorkshire is within the Transform South Yorkshire Housing Market Renewal (HMR) Pathfinder Area.
- 2.15 The Pathfinder initiative is part of the Sustainable Communities Programme. Its purpose is 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.
- 2.16 The South Yorkshire HMR Pathfinder includes the northeastern part of Sheffield, the northern and central part of the Rotherham urban area, settlements within the Dearne Valley parts of Barnsley, Doncaster and Rotherham and the settlements of Edlington west of Doncaster. It includes approximately 140,000 dwellings of which 99,000 are estimated to be 'at risk'.
- 2.17 The strategic aim of the South Yorkshire HMR, as set out in the Scheme Prospectus, is to *'build and support sustainable communities and successful neighbourhoods where the quality and choice of housing helps to underpin a buoyant economy and an improved quality of life'*. This overall strategic aim is supported by three more specific objectives which are to:
- Improve housing quality;
  - Grow the area's housing range and increase housing choice; and
  - Achieve a radical improvement in the character and diversity of neighbourhoods helping to secure a more sustainable pattern of development in the sub-region.
- 2.18 Transform South Yorkshire also prepared a scheme prospectus setting out its overall strategy to tackle renewal. The prospectus includes a spatial strategy which states that housing markets are influenced and sustained by the presence and accessibility of service centres. It places an emphasis on sustaining accessibility and vibrant service centres as the key to sustaining housing markets and to form 'place typologies' and areas of influence to inform decisions about where and how housing market renewal interventions will be applied.
- 2.19 The HMR area has been divided into smaller areas so that Area Development Frameworks can be produced to establish the issues which need to be tackled and to identify the mechanisms which will deliver the strategic aims set out in the scheme prospectus. This includes an assessment of their physical characteristics, housing stock and tenure profile, relationship with other areas, economic performance and social and economic profile. ADF's will be updated on an annual basis.
- 2.20 One of the main mechanisms to deliver change in the HMR will be through the production of masterplans. This will form the basis to award funding and guide future development and change in each ADF. Masterplan options for each ADF are currently at various stages of production and consultation. Other environmental improvements, such as neighbourhood 'facelifts' and investment in the quality of green spaces, will also be implemented in the HMR settlements and neighbourhoods.
- 2.21 In March 2004, the ODPM announced that Transform South Yorkshire would receive £71 million to fund housing improvements within the Pathfinder. This funding will be used to deliver change and stimulate private sector investment. The Pathfinders are anticipated to have a 10-15 year programme and may well eventually extend to other areas not currently included within them.

## **Regional Planning**

- 2.22 Since September 2004, existing Regional Planning Guidance for Yorkshire and the Humber has now become the Regional Spatial Strategy. This will be replaced by a new Regional Spatial Strategy (RSS) which will include a spatial vision and detailed policies and proposals. The RSS will form part of the development plan and is likely to have a greater influence on future planning decisions than RPG.

### **RPG 12**

- 2.23 RPG 12 (now the Regional Spatial Strategy) provides a 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.
- 2.24 The main urban areas of Barnsley, Doncaster, Rotherham and Sheffield are identified as the main focus for economic and housing development in the sub-region. Market and Coalfield towns (to be defined in development plans) are identified as a focus for smaller-scale economic and housing change.
- 2.25 The Dearne Valley Development Zone (DVDZ) is identified as a regionally significant location for comprehensive regeneration and a focus for major investment. This covers the three local authority areas of Barnsley, Rotherham and Doncaster. The boundary of the DVDZ is defined on the key RPG diagram.
- 2.26 The overall target for achieving new housing provision on previously developed land in South Yorkshire is 67%. However, the targets for Sheffield (80%) are significantly higher than for Barnsley (49%), whereas the targets for Rotherham and Doncaster are similar (68% and 70% respectively). Housing provision rates across the four authorities are fairly similar with Barnsley and Rotherham having the highest targets of 810 and 800 annual dwelling completions respectively. Annual rates for Doncaster are 735 and Sheffield 770. The proportionally higher rates for Barnsley, Rotherham and Doncaster reflect their position within the former coalfield area and the DVDZ. Completion rates are envisaged to increase within these areas once the Objective 1 programme has ended.
- 2.27 A partial review of RPG 12 was published by the Regional Assembly in June 2003. This was subject to a Public Examination in February 2004 and has not been incorporated into the RSS. The Regional Assembly developed public transport accessibility criteria and a Flood Risk Manual as part of this review. The panel report also identified actions which are more appropriate for the preparation of the Regional Spatial Strategy than through issuing Revised RPG.

## **Regional Spatial Strategy**

- 2.28 As part of the new Regional Spatial Strategy (RSS), the Regional Assembly recently published a consultation leaflet setting out the key issues which will be covered by the RSS. The Regional Assembly is currently considering the strategic options which could be put forward in the RSS and is undertaking work to consider spatial options for Leeds and environs and South Yorkshire.
- 2.29 To Regional Assembly issued its draft spatial vision and strategic approach for consultation which ended on 24<sup>th</sup> September 2004. This puts forward an approach based on preparing



detailed sub-regional strategies for Leeds and South Yorkshire. The sub-areas are described as 'functional' areas where journeys to work, shopping, to education and to cultural and recreational facilities are not limited by local authority boundaries but tend to extend widely across the area. Barnsley is included within the Leeds City Region but is also identified as part of the South Yorkshire sub-area. Sub-regional work for South Yorkshire is being led by the South Yorkshire Partnership and by the Regional Assembly for Leeds.

- 2.30 The spatial vision for South Yorkshire is based on the concept for the Objective One area which is 'transformation'.
- 2.31 The RSS states that the four main urban areas and the most sustainable of its outlying settlements will be prosperous and growing. Sheffield and Doncaster will be the main job creators, but Rotherham and Barnsley towns are also identified as significant employment destinations. Away from the core urban areas, the most accessible and environmentally sustainable places are identified as competitive locations for businesses that cannot find suitable sites in more urban areas. In the Dearne Valley, work will be prioritised to focus on those settlements with the greatest potential for viability.
- 2.32 For the Leeds Region, the draft spatial vision suggests a hierarchy of centres which puts forward Leeds as the "core city" or sub-regional capital supported by key cities such as Bradford and York. It also puts forward principal centres, which would act as major hubs for communication and the provision of services to their hinterland, and smaller centres with a key role as service providers for a definable smaller hinterland. The south-east Wakefield/east Barnsley area is identified as an area of potentially the widest regeneration activity in the city region. An improved Leeds-Sheffield rail service is identified as a regionally significant requirement.
- 2.33 An early piece of work commissioned by the Regional Assembly for the RSS is a Settlement Study Report undertaken by North Yorkshire County Council. This was commissioned so that the assembly could establish an information base for the development of a settlement strategy in the RSS.
- 2.34 The emerging Regional Spatial Strategy and the Regional Settlement Study is discussed in more detail within the Typology Chapter of this study.

## **Development Agencies**

- 2.35 A number of development agencies are responsible for securing investment and the regeneration of South Yorkshire and comprise:
- **Yorkshire Forward (YF):** This is the Regional Development Agency for Yorkshire and the Humber focused on driving economic change in the region. YF has engaged in a pilot urban renaissance programme involving six towns in the region. The scheme involves creating visions for each town so that high quality urban design and innovation in the delivery of architecture and the public realm are delivered. Both Doncaster and Barnsley are participating in this pilot exercise. In Barnsley this process has resulted in the 'remaking Barnsley' initiative and the delivery of a high profile 'Tuscan Hill Town' vision produced by the architect Will Alsop. A masterplan for Rotherham Town Centre is also currently being produced to provide the framework for the delivery of Yorkshire Forward's 25 year vision.
  - **Renaissance South Yorkshire (RSY):** This is a partnership of Yorkshire Forward, the Objective 1 Programme for South Yorkshire and the four local authorities. It manages consistency and synergy among its partners to maximise effectiveness and ensure that available funding opportunities are used in a way which provide the greatest benefits for the area. RSY is responsible for ensuring the delivery of projects which; attract and manage inward investment, stimulate the change of priority business clusters, develop

the urban centres and develop key property sites including regenerating former coalfield sites.

- **Barnsley Development Agency (BDA);** This represents BMBC's inward investment and development team responsible for attracting new investment to the Borough through advice, development grants, land management and development opportunities;
- **Both RMBC (RIDO) and DMBC** also have dedicated investment teams. RIDO is currently leading the Rotherham Town Centre Renaissance Programme;
- **3D;** Working with the Doncaster Strategic Partnership (DSP) and Doncaster Economic Partnership (DEP), over the past year Doncaster Council has prepared a strategy for growth - the Doncaster Development Direction - known as 3D. This has been set up by the Mayor to deliver transformational projects, which include: Doncaster Education City (DEC); the Community Sports Complex; Waterfront; and the refurbishment and new development at Town Moor.
- **Sheffield One:** Launched in February 2000, Sheffield One is one of the first three pilot Urban Regeneration Companies (URC's) established by the Government in line with Lord Roger's Urban Task Force Report, Towards an Urban Renaissance. It comprises a partnership of Sheffield City Council, English Partnerships and Yorkshire Forward. Its remit is to spearhead the regeneration of the city centre although, in time, it will extend towards key gateway routes and into the city centre housing area. The four strategic objectives are; to build a high technology based economy in the city centre, create a vibrant city centre, improve accessibility and celebrate the public realm. Sheffield One has a fixed life of seven years.

## **Relevant South Yorkshire Consultant Studies**

### **South Yorkshire Spatial Study**

- 2.36 Amion Consulting completed a South Yorkshire Spatial Study in February 2003. The purpose of this study was to provide a framework in which a range of key issues could be identified and analysed. A number of models were developed which were tested against spatial objectives and an economic risk assessment.

### **Study on Planning Policy Alignment of the HMR**

- 2.37 The Babbie Group and Leeds Metropolitan University completed a scoping study of planning issues in South Yorkshire in the context of the HMR. This study concluded that as an agent for major change, the Pathfinder will need to address the way that the planning system operates at all levels and highlighted a number of opportunities to share experience within South Yorkshire. The key recommendations of this study are provided as Appendix 1 and include:
- The direction and co-ordination of Regional Spatial Strategies to be a clear regional driver to housing market renewal;
  - The greater spatial focus of Local Development Frameworks to focus more on cross-boundary issues and assess and plan for the impacts on geographical areas; and
  - Pathfinder Area Development Frameworks in Local Development Documents as a means for planning to creatively and pro-actively deliver the vision developed through the greater spatial focus.

## Summary

2.38 In summary, the key conclusions from the review provided by this chapter are:

### Key Conclusions

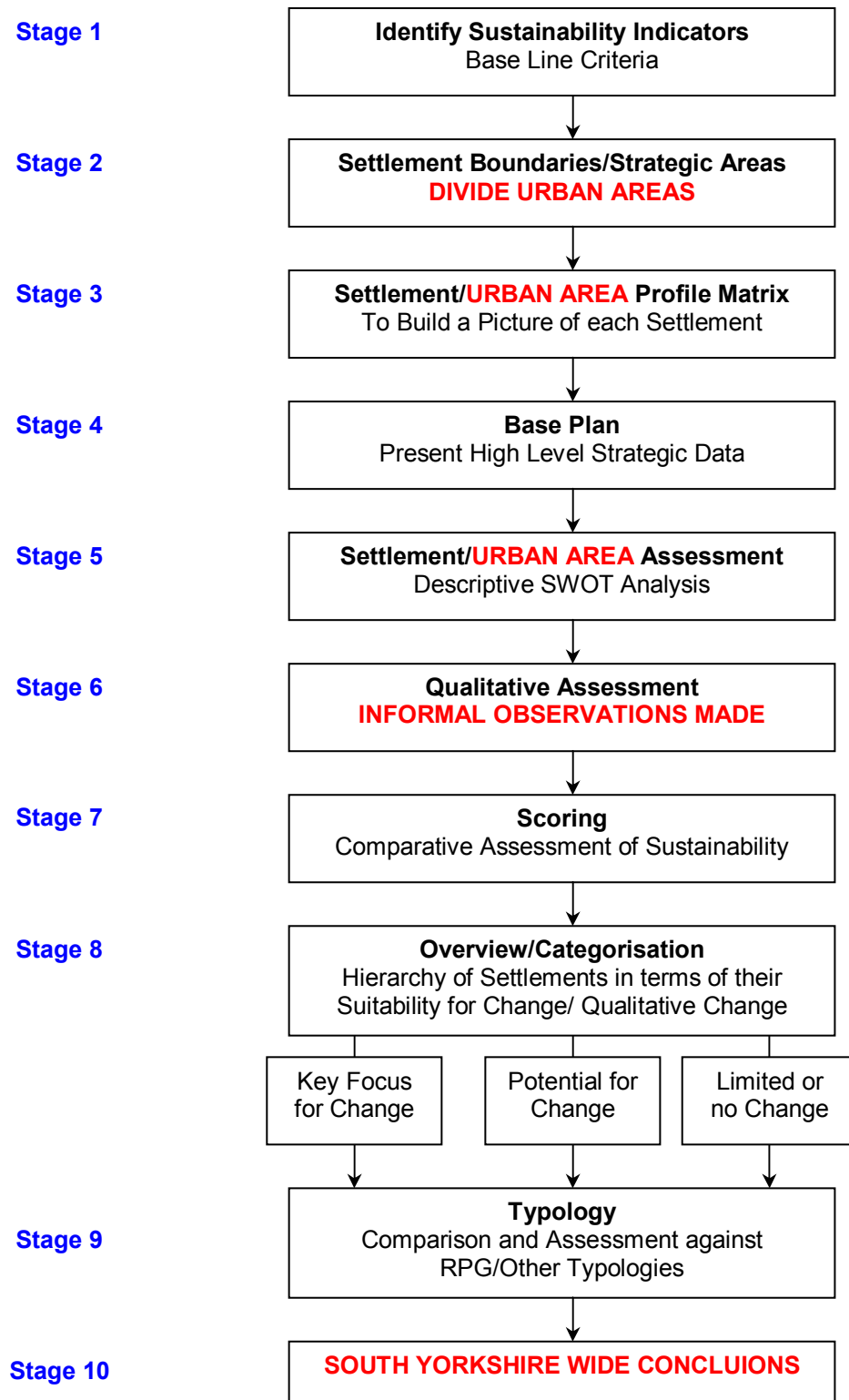
- South Yorkshire benefits from European Objective Status with investment focused on key strategic areas;
- The Northern Way may have an increasing influence on future policy decisions in South Yorkshire although initial funding is relatively small. The three northern Regional Development Agencies have produced a joint strategy for future change. Emerging RSS for the Yorkshire and the Humber is likely to form the key policy document for delivering the aims of the Northern Way.
- The ODPM Sustainable Communities programme has identified a number of key characteristics in terms of what makes a successful community. These factors provide a basis for developing sustainability indicators to be used in this study.
- Transform South Yorkshire is a key driver for physical change within the South Yorkshire Housing Market Renewal Area. Creating sustainable and vibrant service centres is a core aspect of the HMR strategy.
- As of September 2004, existing Regional Planning Guidance is now the Regional Spatial Strategy. Sub-regional studies for West Yorkshire and South Yorkshire will inform the emerging Regional Spatial Strategy. A settlement study has also been undertaken as a background piece of research for this guidance. The policies of the existing RSS remain current until they are formally replaced by the new RSS.
- The existing RSS sets higher annual housing completion rates for Barnsley and Rotherham than for Sheffield and Doncaster.
- Yorkshire Forward, incorporating South Yorkshire Renaissance, Sheffield One and Local Authority economic teams provide key drivers for economic development within the region.
- Barnsley and Doncaster are subject to Yorkshire Forward renaissance town initiatives. RIDO is leading a town centre renaissance for Rotherham and Sheffield One is responsible for regeneration of Sheffield town centre. Town centres are therefore a focus for regeneration and change;
- There are decisions to be taken by individual authorities, which also have cross-boundary spatial implications. These include decisions for the Dearne Valley and the Housing Market Renewal Area;
- Spatial areas such as the main urban areas of Barnsley, Doncaster, Rotherham and Sheffield, the Dearne Valley, the HMR Pathfinder and the Strategic Economic Zones, currently represent the main focus for change.



## 3.0 Methodology for Phase II

- 3.1 The methodology for completing phase II has evolved from the first part of the study undertaken for BMBC and the Phase 1 settlements.
- 3.2 **A full report on the methodology used to complete the settlement assessment is set out within the Phase 1 final report, issued by Jacobs Babbie in July 2004.**
- 3.3 The methodology to complete phase II takes into account the following changes from the requirements of phase I:
- The detailed qualitative analysis, undertaken in phase I, is not required for this phase of the study;
  - The study should assess Sheffield;
  - It needs to be determined if the same methodology can be applied to the assessment of the urban areas of Rotherham and Doncaster or whether this needs to be adapted to reflect differences between self contained settlements and neighbourhoods within the main urban areas;
  - A review is required of how the methodology could apply to the Sheffield urban area including organising a workshop; and
  - A methodology should be devised to divide the main urban areas of Doncaster, Rotherham and Sheffield into smaller neighbourhoods.
- 3.4 **A requirement of the brief for phase II is to review the methodology used to complete phase I. This is provided as Appendix 2 and confirms:**
- That the methodology for phase II is broadly similar to that for phase I except for some minor revisions to take account of changes to the study brief as outlined in table 2.1;
  - The approach to defining settlement boundaries;
  - A refinement to how 'strategic areas' are identified. Strategic areas comprise existing or proposed development areas which serve more than one settlement or are of local authority wide or sub-regional strategic importance;
  - Minor revisions to the data collection exercise undertaken for phase I;
  - That, through visits to each settlement, observations will be made on the qualitative aspects of each settlement but that these will be purely subjective and not based on the formal qualitative assessment methodology undertaken for phase 1; and
  - An initial outline of the methodology for the main urban areas of Doncaster, Rotherham and Sheffield.
- 3.5 The flow chart confirms the methodology for Phase II. Key changes from the phase I methodology are highlighted in red:

**Figure 3.1: Methodology Used For Phase II Settlement Assessment**



## The Methodology for Phase II

- 3.6 A specific requirement for phase II is to divide the main urban areas into smaller neighbourhoods. **The process for defining settlement boundaries and strategic areas is identified in Chapter 4.0.**
- 3.7 A key difference between Sheffield and the other three South Yorkshire authorities is that only a small number of settlements are outside the main urban area. The predominantly urban characteristics mean that refinements to the methodology for Sheffield were agreed with Council Planning Officers through a series of workshops. These mainly relate to data collection, undertaking a 'sieving' exercise to reduce the number of neighbourhoods where a detailed assessment will be undertaken and provision for a further quantitative analysis if required. **Appendix 3 sets out the methodology used for Sheffield.**
- 3.8 The Sheffield methodology follows the same principles as for Doncaster and Rotherham. Therefore, this enables consistent cross-boundary conclusions to be reached.
- 3.9 For Doncaster and Rotherham, the same methodology for the urban areas as the 'outlying' settlements has been used.
- 3.10 The fundamental objective of the study is to assess the sustainability of settlements. Indicators of sustainability, as reflected in the settlement profile provided in the appendices and comparative scoring, were chosen to reflect national and regional guidance on sustainability with a particular emphasis on the factors outlined in the sustainable communities programme. **A detailed description of why the sustainability indicators were chosen is provided in the methodology report undertaken for phase 1 of the study.**
- 3.11 **Appendix 4 provides a full list of the sustainability indicators.** The tables also provide a definition of how the scores are applied for each settlement against these indicators.
- 3.12 **It is recognised that settlements do not function in isolation.** As such, the scores given to each settlement take into account the accessibility and proximity to services in other settlements when assessed against the indicator. This is reflected in the score which is applied against each indicator.
- 3.13 The detailed assessments provided in the technical appendices also set out where services may be available in other settlements. It is therefore possible to use the scoring and detailed assessments to identify functional relationships between settlements.
- 3.14 An element of weighting is also incorporated into the scores. For example, when scoring planned improvements a high score indicated it is planned and committed and a medium score indicates a proposal is under investigation.
- 3.15 **A scoring assessment has been undertaken to compare settlements. However, the assessment of sustainability requires planning judgements to be made particularly in terms of balancing the various strands of sustainability against one another. When considering the scoring applied, the reader should pay**

**significant attention to the detailed explanation for each settlement, contained both within this report and technical appendices.**

## 4.0 Defining Settlements/Neighbourhoods and Strategic Areas

- 4.1 The Doncaster Unitary Development Plan defines settlement boundaries, however, it and the Rotherham Unitary Development Plan do not define urban neighbourhood boundaries. Although the Sheffield UDP identifies the boundary of the main urban area and the outlying settlements it does not define the individual neighbourhoods within this area. Defining settlement boundaries are critical to ensuring data for each settlement is collected on a consistent basis. Therefore, a key aspect of this study is to define:
- The boundary of settlements which are 'outlying' to the main urban areas;
  - The boundary of the main urban areas of Doncaster, Rotherham and Sheffield; and
  - Other stand-alone areas which do not necessarily form an integral part of the above boundaries.
- 4.2 As Regional Planning Policy provides an emphasis on spatial areas, such as the main urban areas, it is important to ensure the boundaries defined in this study can be used as a basis for future policy implementation.
- 4.3 The main urban areas of Doncaster, Rotherham and Sheffield all have different characteristics. As it is necessary to recognise these characteristics a slightly different approach has been applied to defining each of these main urban areas.
- 4.4 Several areas have been identified as having a distinctive function or service role. These have been defined separately as strategic areas. Some of the strategic areas are not physically linked to the boundary of a settlement and have a wider local/sub-regional role. Therefore, some strategic areas are defined as separate to the settlement so that they do not provide a misleading analysis of the role and function of the settlement.

### Defining 'Outlying' Settlements

- 4.5 The following principles were applied to defining the boundaries of settlements outside the main urban areas:
- The settlement limits reflect a clearly defined built up area so that the boundaries and distances between individual settlements can be distinguished. The rural hinterland was not included within the settlement boundary as this could provide an inaccurate picture of the characteristics of each settlement. The South Yorkshire Spatial Study also concluded that it is important to demonstrate a clear distinction between urban and rural functions;
  - Following discussions with planning officers from each respective authority, development plan allocations were included within the settlement boundary where it was considered that there is reasonable certainty that they will be taken up or where it is unlikely that they are going to be de-allocated in the future. Land allocations within the Green Belt, where decisions regarding their future inclusion in development plans still need to be taken, are not included within the settlement boundaries\*;
  - Developments or land use allocations, which do not form an integral part of a settlement and which have importance for more than one settlement (for example

large scale housing or employment allocations, some retail parks) were not included within the settlement boundary. This is particularly important for 'non urban outlying' settlements where including strategic areas within the boundary could provide a false impression of the function and character of the settlement;

- The settlement boundaries needed to reflect those for which data can be collected. Therefore, wherever practicably possible, the settlement boundaries reflect Census Output Areas. The use of Census Output Areas provides a more accurate way of collecting data than Wards, as the former normally only covers a single settlement whereas the latter often covers more than one settlement. It is accepted that some Census Output Areas will encompass a larger area than a defined settlement boundary. However, as the part of the COA outside the settlement does not generally include extensive built up areas, this should not have a significant impact on the accuracy of the data collected for each settlement.

\* Please Note: The views expressed are not based on the local planning authorities intentions to allocate or de-allocate any specific land in the future.

## **Defining Urban Neighbourhoods**

- 4.6 The next stage was to divide the main urban areas of Doncaster, Rotherham and Sheffield into smaller neighbourhoods. This was undertaken by Jacobs Babbie in consultation with each local authority. The following principles were applied to defining the main urban areas:

- Where there are existing boundaries which can be used as a basis for defining neighbourhoods. For example; UDP boundaries, regeneration areas and the HMR areas;
- District centres, to determine if they have a zone of influence which can be used to help define neighbourhoods;
- Neighbourhoods, which display common characteristics (for example in terms of housing types);
- Where specific policy decisions need to be taken;
- Further refinement to take into account the boundaries of Census Output Areas to ensure consistent and reliable data for each neighbourhood.

- 4.7 The process for defining urban neighbourhoods within each local authority area is set out below.

## **Doncaster Urban Neighbourhoods**

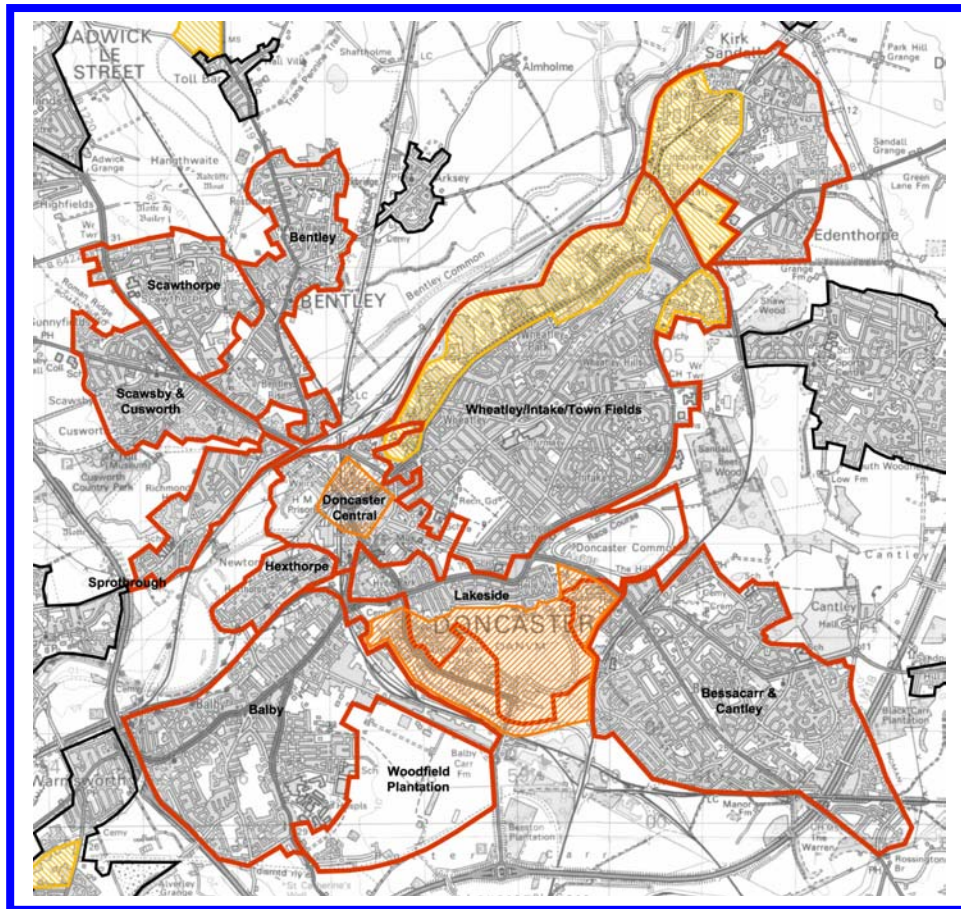
- 4.8 The main urban area was defined following a review of enumeration districts and discussions with planning officers at DMBC. The conclusion from these discussions was the following neighbourhoods comprise the main urban area:

- Doncaster Central Area;
- Balby;
- Hexthorpe;
- Woodfield Plantation;
- Lakeside;
- Belle Vue;
- Hyde Park;
- Edenthorpe / Kirk Sandall
- Town Moor;



- Wheatley, Intake and Town Fields;
  - Bessacar & Cantley;
  - Bentley;
  - Scawthorpe;
  - Scawsby/Cusworth;
  - Richmond Hill / Sprotborough, east of the A1 (M).
- 4.9 The main urban area takes into consideration physical infrastructure boundaries such as the A1 (M). It also considers where neighbourhoods are physically linked or where main public transport corridors intrinsically link them to the Central Area. New development, such as Lakeside, has also changed the geography of the urban area and improved links between neighbourhoods. Although some neighbourhoods may appear physically separated flood risk constraints provide a natural neighbourhood boundary in areas such as Bentley.
- 4.10 For these reasons, Bentley, Bessacarr and Cantley, Hexthorpe, Balby, Sprotborough (east of the A1 (M)), Edenthorpe / Kirk Sandall, Scawsby/Cusworth and Scawthorpe have been included within the main urban area.
- 4.11 The boundary of the Doncaster Urban area is shown on figure 4.1 below.

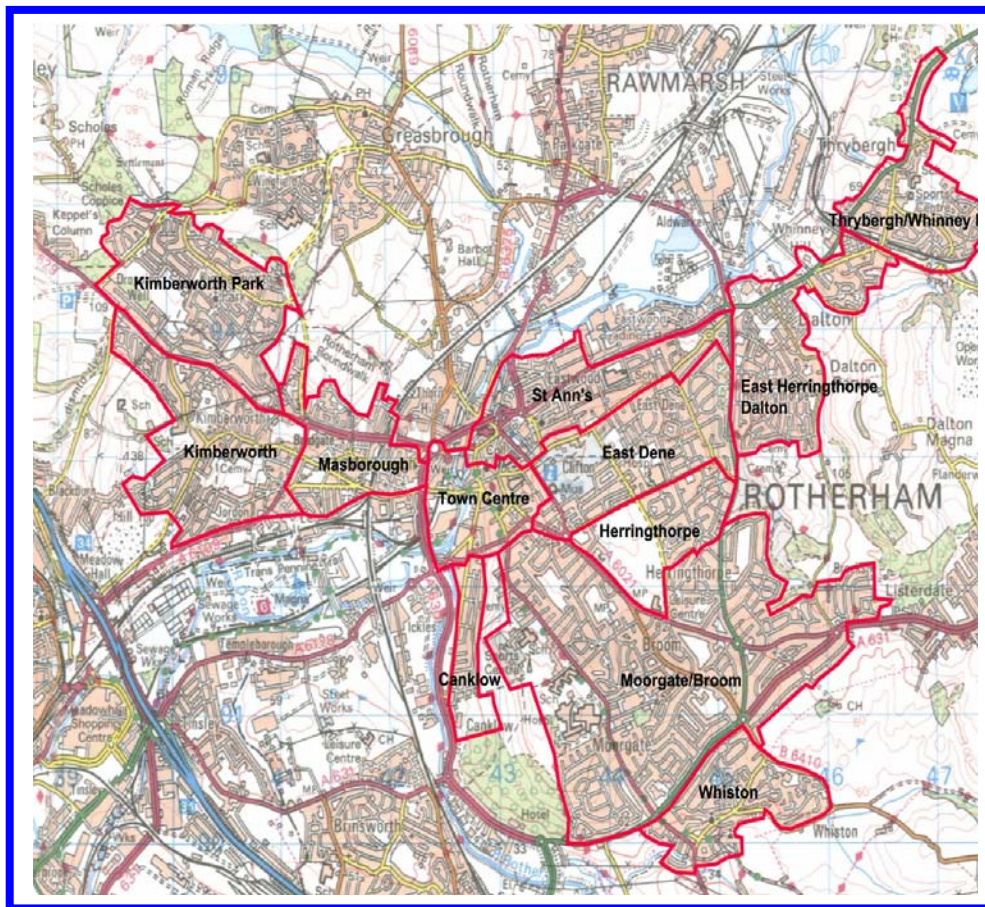
**Figure 4.1: Doncaster Urban Neighbourhoods**



### **Defining Rotherham Urban Neighbourhoods**

- 4.12 In Rotherham the key issue was to distinguish between areas within and outside the Housing Market Renewal Pathfinder. Once these were identified, common or distinguishing features such as housing type or the general land use function of the area (e.g. residential/industrial areas) were used as a further basis to define the neighbourhoods.
- 4.13 Discussions with officers identified that although Aldwarke and Templeborough adjoin the main urban area, they provide strategic employment functions and are not residential areas. For the purposes of this study they are identified as strategic areas rather than forming an integral part of the main urban area.
- 4.14 Figure 4.2 below illustrates the urban neighbourhoods for Rotherham.

**Figure 4.2: Rotherham Urban Neighbourhoods**





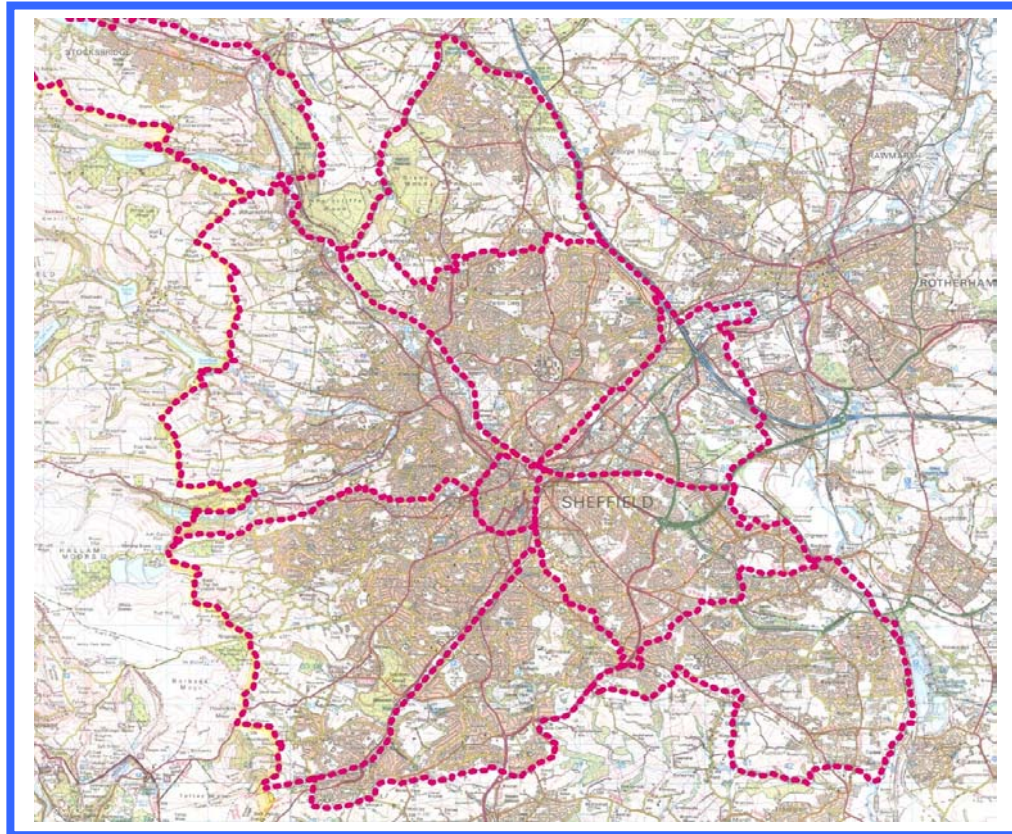
### **Defining Sheffield Urban Neighbourhoods**

- 4.15 Two workshops were held between Jacobs Babtie and planning officers of Sheffield City Council. The approach to defining urban neighbourhoods was to:
- Use existing planning policy and programme boundaries to define specific policy distinctions between neighbourhoods;
  - Identify common characteristics/distinguishing differences between neighbourhoods; and
  - Identify specific policy decisions in terms of which neighbourhoods may require major change or where strategic decisions on future development need to be taken.
- 4.16 The stages are described and illustrated in more detail below.

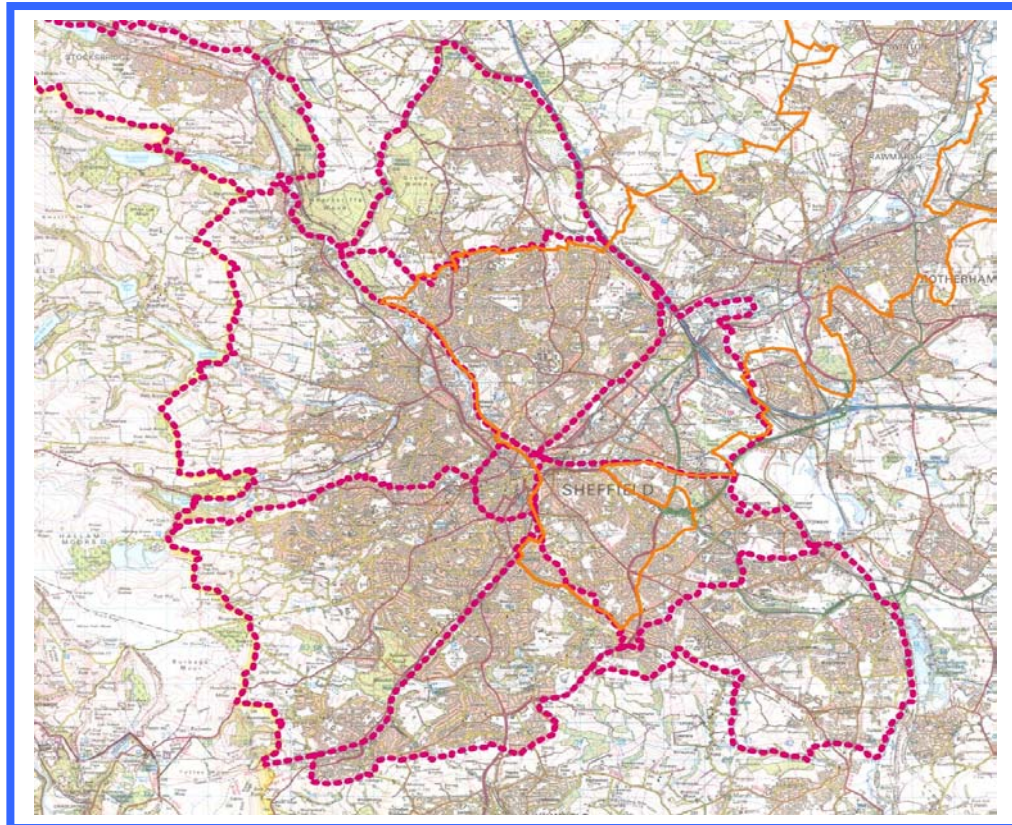
### **Existing Boundaries**

- 4.17 The boundary shown on the UDP proposals map was used to define the main urban area. Within the main urban area, the Housing Market Renewal Area and Strategic Regeneration Areas were then identified. District Centres, as defined by the existing UDP, were added to the plan. These stages provided the first phase to dividing the main urban area into individual neighbourhoods.
- 4.18 Figures 4.3-4.6 illustrate these stages.

**Figure 4.3: Sheffield Stage 1: Identify UDP Boundaries**

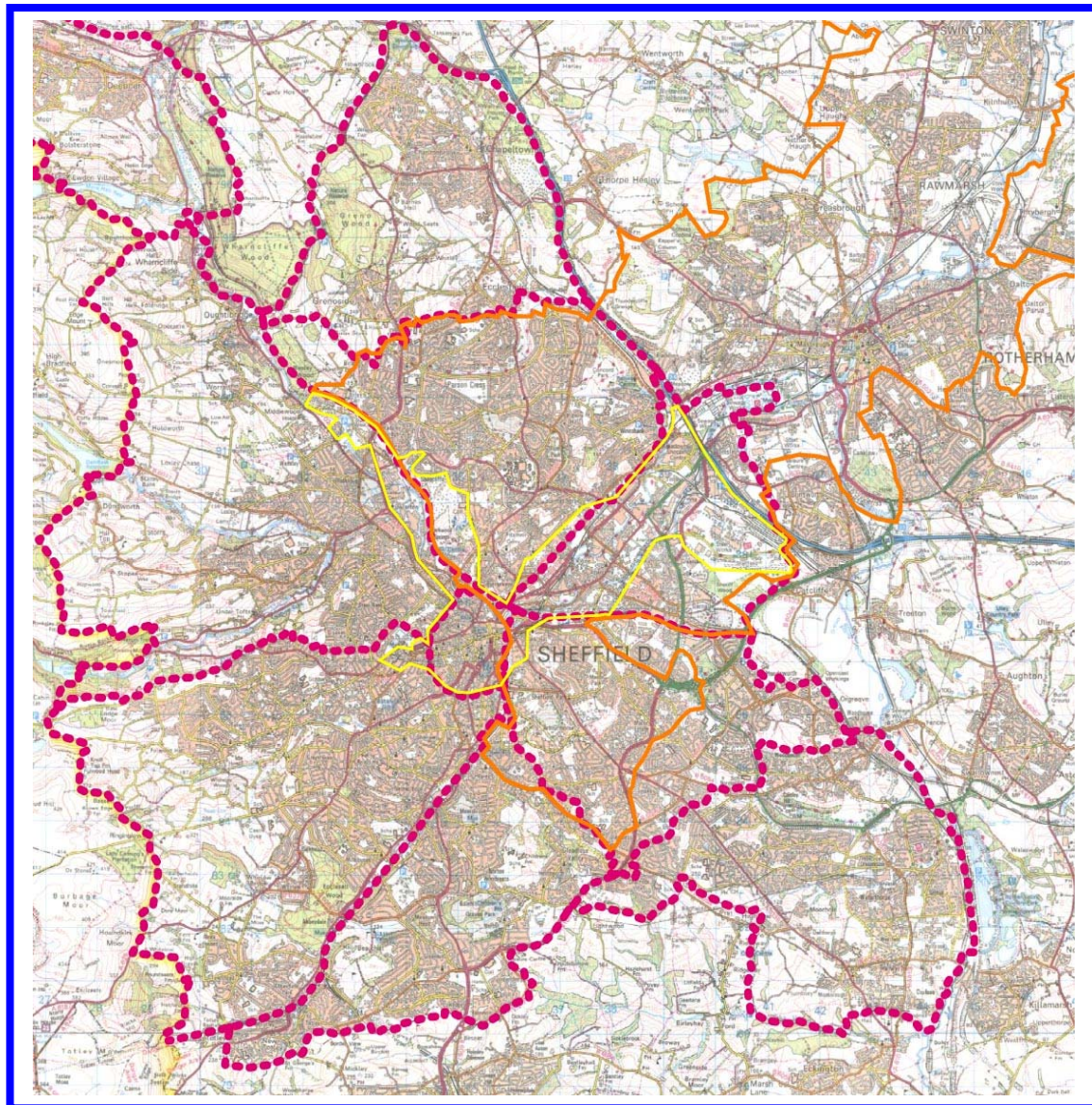


**Figure 4.4: Sheffield Stage 2: Add the Housing Market Renewal Pathfinder Area**



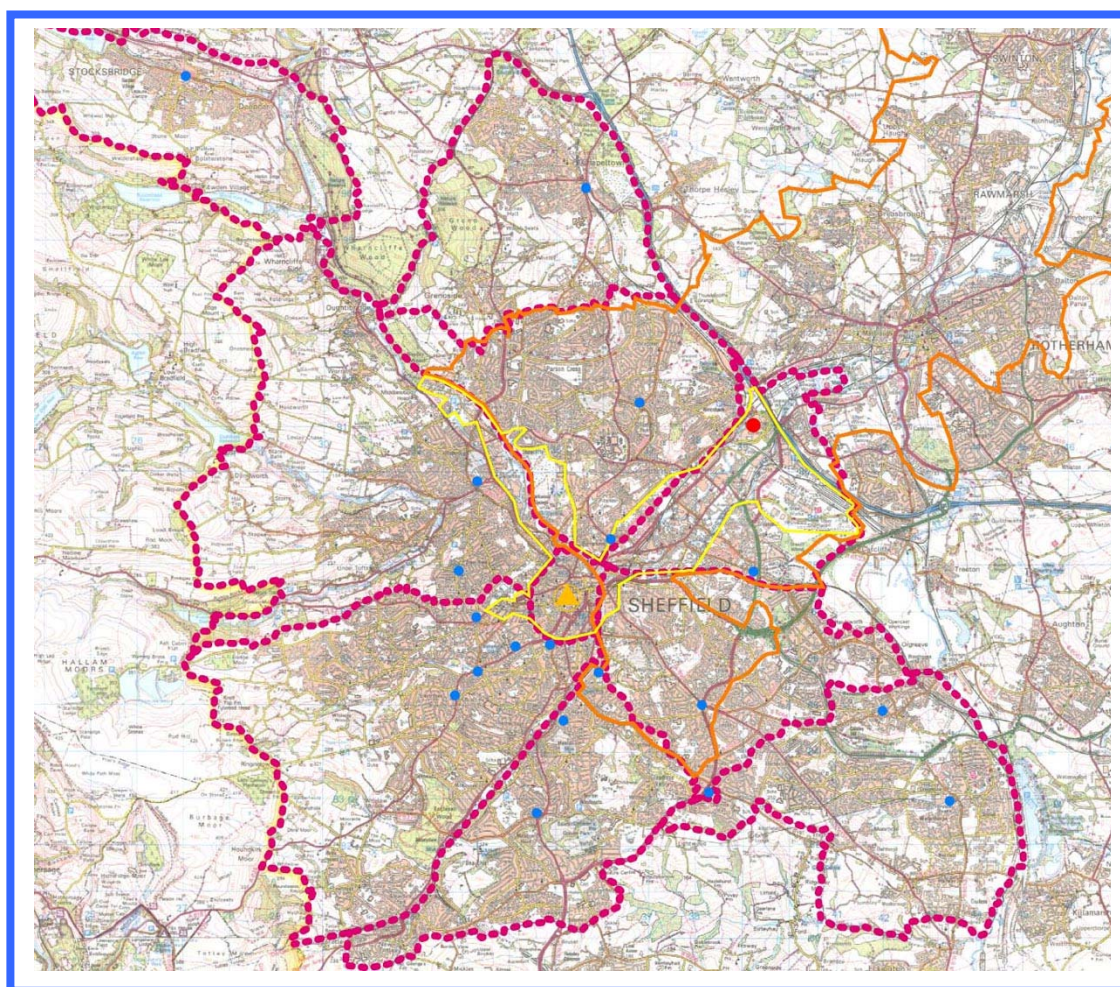


**Figure 4.5: Stage 3: Identify Strategic Regeneration Areas**





**Figure 4.6: Sheffield Stage 4: Add District and Regional Shopping Centres**



### Identifying Neighbourhoods

- 4.19 These boundaries provided a good starting point to dividing the main urban area. The next stage was to identify:
- ‘Self contained’ settlements/villages outside the main urban area;
  - Where a district centre may help to define a sphere of influence for the surrounding area; and
  - Neighbourhoods where it is known that they display common characteristics e.g. similar housing types.
- 4.20 This enabled broad neighbourhood areas to be defined. To ensure a robust study it was then decided to identify specific policy issues which the Sheffield Development Framework would need to test and which this study could help to inform. These were then considered in the context of the neighbourhoods to identify what policy considerations are relevant to which neighbourhood. Specific neighbourhoods were then defined. **This is set out in the detailed tables provided as appendix 3.**
- 4.21 The final stage was to ensure that data could be collected for the defined neighbourhoods. A comparison between the neighbourhoods and the Census Output Areas was undertaken by the GIS officer. Overall, most of the neighbourhoods had a reasonable fit with the Census Output Areas. The exception

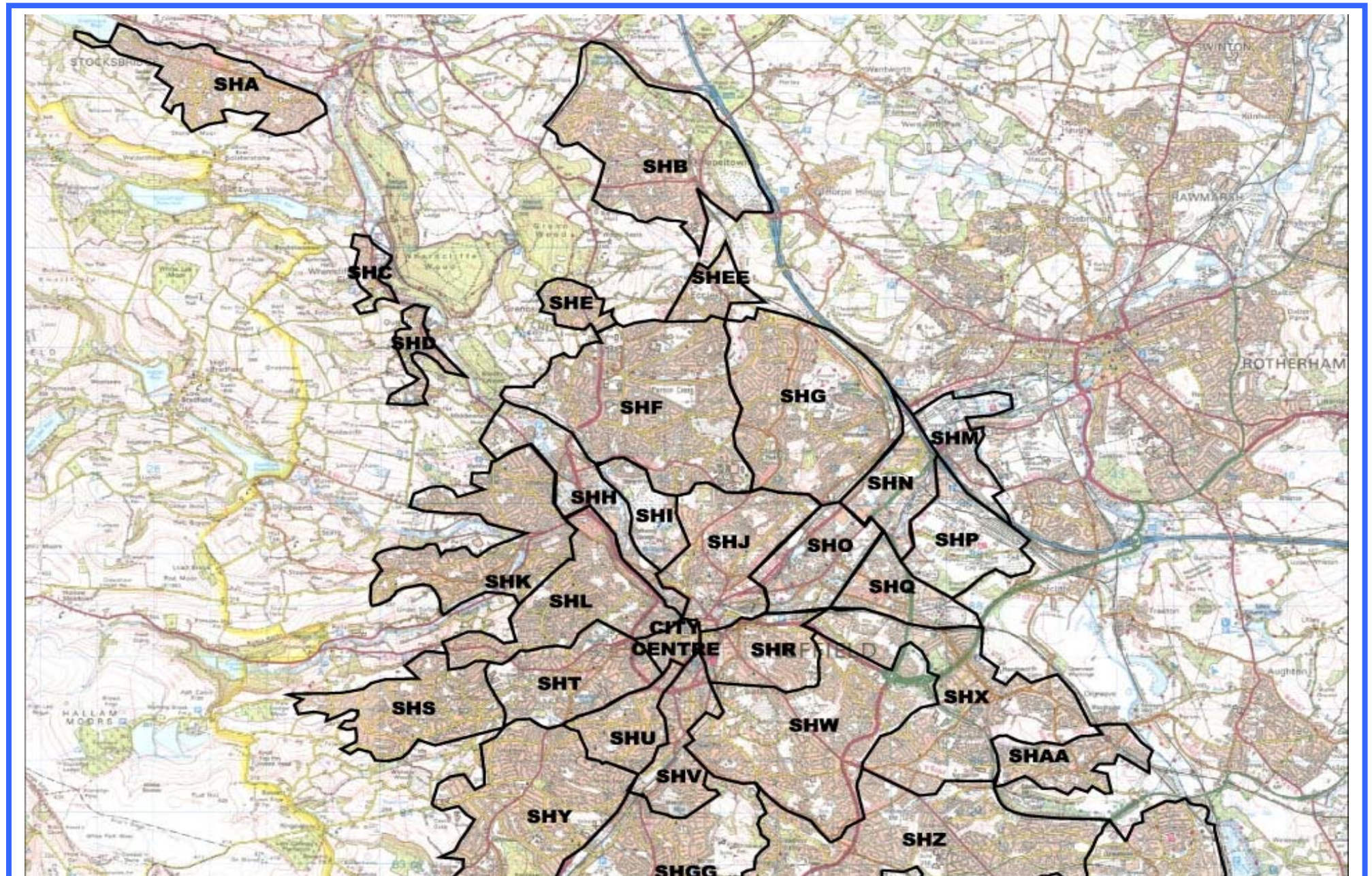
to this was the Lower Don Valley where it was agreed that the Census data would need to be allocated proportionally to the neighbourhoods which fell within it.

4.22 As illustrated in figure 4.7 overleaf, a total of 32 neighbourhoods were defined.



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**Figure 4.7 Final Sheffield Neighbourhood Boundaries**





## **Sites of Strategic Importance/Strategic Areas**

- 4.23 The strategic areas are typically employment, retail, educational or mixed-use areas located on the edge of, or adjoining existing settlements. They provide an enhanced role by supporting a number of settlements and attracting visitors/users from a wider area.
- 4.24 The strategic areas can apply to existing areas, allocated or committed land and major proposals which have the potential to meet these functions but still need to be accepted by the planning system.
- 4.25 Comments received through the stage 1 report questioned the basis for defining strategic areas. To address this issue the study has distinguished between locally and sub-regionally important strategic areas.

<b>Sites of Strategic Importance</b>	<b>Tier 1</b>	<b>Sub-Regional Importance</b>	Has an influence over more than one authority area and/or has importance for the whole of the South-Yorkshire sub-region
	<b>Tier 2</b>	<b>Local Importance</b>	May adjoin an existing settlement but influences more than one settlement due to its scale, size and existing/proposed use.

- 4.26 The strategic areas identified across South Yorkshire are:

**Table 4.2: Strategic Areas**

<b>Authority Area</b>	<b>Site</b>	<b>Comment</b>
<b>Tier 1 Strategic Areas</b>		
<b>Barnsley</b>	Park Springs and J36 Rockingham, Shortwood and Ashroyd Proposed Business Park.	Reclaimed Grimethorpe, Houghton Main and Rockingham Colliery sites proposed for employment uses. Located along Dearne Valley and Coalfield Link Roads.
<b>Barnsley</b>	J37 Dodworth Business Park	Land for potential Dodworth Business Park as a 'Gateway' site to Barnsley close to J37 of the M1.
<b>Barnsley</b>	Land between M1 and West Barnsley	Commercial interests pursuing land release through LDF.
<b>Doncaster</b>	Robin Hood Doncaster Sheffield Airport	New international airport currently being constructed by Peel Holdings on former RAF base at Finningley. Future business development also planned.
<b>Doncaster</b>	Lakeside	Residential, industrial and business location at edge of Doncaster urban area. Includes over 100 companies employing approximately 9000 people. Further plans for expansion include housing, leisure and further office space totalling 140,000 sq ft. The application for outline planning

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<b>Authority Area</b>	<b>Site</b>	<b>Comment</b>
		permission is currently being considered for the Doncaster Sports Complex with a 15,000 capacity. The intended final end use is a multi-use venue with a range of facilities including an IT suite and a Learning Zone, additional educational provisions, a health and fitness suite.
<b>Doncaster</b>	Town Moor	The Town Moor Project is intended to include a four-star hotel, relocation of the clubhouse, the redevelopment of the St Leger and Yorkshire grandstands, along with a new stand and exhibition hall.
<b>Doncaster</b>	West Moor Park	Key employment site which includes IKEA distribution centre (650,000 sq ft) and phase II to follow which will take development to 1.3 million sq ft. Also Next distribution centre totalling 650,000 sq ft. Further development are Quadrant, Sarah Court and Tranmoor point total circa 200,000 sq ft. Located adjacent to J4 of the M18.
<b>Doncaster</b>	First Point Business Park	2 million sq.ft prime business park comprising of 120 acre mixed use development. Includes new B&Q Superstore. Outline planning consent for B1, B2, B8 uses together with 150,000 sq. ft non food retail and hotel uses. Located at J3 of the M18.
<b>Doncaster</b>	Redhouse Interchange	200 acre greenfield development. Includes B&Q distribution centre totalling 792,000 sq.ft. Other occupiers include DFS and NU Tool Holdings. Chase Park to provide the office location on Redhouse comprising 13 acres. The site is split into four elements; traditional offices, call centres, business units and leisure.
<b>Rotherham</b>	Cortonwood Retail Park and Enterprise Zone	Retail park, key employment site and new residential area. Includes B&Q and Morrisons. Located south west of Brampton (and between Brampton and Wombwell)
<b>Rotherham</b>	Parkgate Retail World, Parkgate Industrial Area and Aldwake	One of five UDP Strategic Regeneration Areas. This whole area extends north of Rotherham Town Centre and includes a mix of employment and retail uses. Retail World is a Major out of town retail



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Authority Area	Site	Comment
		park within the Rotherham Urban Area. Corus is the largest employer in this area, and there is also land available for development.
<b>Rotherham</b>	Wath Manvers	One of five UDP Strategic Regeneration Areas. Key employment area, Dearne Valley College, Humphrey Davis School of Nursing, mixed use designations. Located to the north of Brampton/West Melton, Wath-upon-Deane and Swinton
<b>Rotherham</b>	Waverley Development Site	One of five UDP Strategic Regeneration Areas. Proposed large scale mixed use reclamation scheme. Incorporates 3500 dwellings, Advanced Manufacturing Park (AMP) proposed Supertram extension, 20 hectare lake, hotel, school etc. Located within Rotherham adjacent to the local authority boundary with Sheffield.
<b>Rotherham</b>	Templeborough/Masbrough	One of five UDP Strategic Regeneration Areas. A corridor of land stretching from Rotherham Town Centre westwards towards Junction 24 of the M1 (and to Sheffield City Boundary). Includes Magna and a significant amount of land available for development.
<b>Rotherham</b>	Former Dinnington Colliery	One of five UDP Strategic Regeneration Areas, located in the south east of the Borough. Several existing employment uses present and currently being reclaimed by Yorkshire Forward for a mix of uses.
<b>Rotherham</b>	Waleswood	Modern employment area located in the south of the Borough in close proximity to Junction 31 of the M1 Motorway.
<b>Rotherham</b>	Hellaby Industrial Estate	Modern employment area located in the east of the Borough immediately adjacent to Junction 1 of the M18 Motorway.
<b>Sheffield</b>	Meadowhall Shopping and Leisure Complex	Regional Shopping and Leisure Complex to help regenerate are following steelwork closures. British Land masterplan suggests options for further development although any expansion of retail function is unlikely to be accepted. Under consideration as potential location for regional casino.
<b>Sheffield</b>	Airport Business	Recently developed office park

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Authority Area	Site	Comment
	Park/Europa Way	based around City Airport (now private planes/helicopters) close to J33 of the M1.
<b>Sheffield</b>	Don Valley	Home to a number of major leisure and sporting facilities including the Sheffield Arena and the Ice Centre. Under consideration as potential location for regional casino. Also significant employment location including traditional industrial uses and service sector employment.
<b>Sheffield</b>	Upper Don Valley	Potential functional improvements including employment, leisure and mixed uses.
<b>Tier 2 Sites</b>		
<b>Barnsley</b>	Goldthorpe/Thurnscoe Business Parks	Existing business parks and proposed expansion land located within and between Thurnscoe and Bolton Upon-Deane.
<b>Barnsley</b>	Employment land at Wombwell, Stairfoot and Barnsley Urban	Key employment/retail areas/proposed development areas within Barnsley.
<b>Doncaster</b>	Denaby Industrial Estate	Key employment area located adjacent to Denaby and close to Mexborough
<b>Doncaster</b>	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
<b>Doncaster</b>	Thorne Industrial Park (to rename)	Includes a number of office units and distribution uses
<b>Doncaster</b>	Warmsworth Holt Industrial Estate	Key employment area located between Warmsworth and Edlington
<b>Doncaster</b>	Shaw Wood Business Park/Industrial Estate	Home to over 35 light industrial and office occupiers. Also consists of a small office development called Heather Court, which includes a variety of occupiers.
<b>Doncaster</b>	Kirk Sandall Industrial Estate	Key employment area located within Kirk Sandall and Edenthorpe.
<b>Doncaster</b>	Askern Colliery and Coalite Site	Potential mixed use development site on the sites of Askern Colliery and the former Coalite plant
<b>Rotherham</b>	Kiveton Park Station Industrial Area	Existing employment area located around Kiveton Park Station which is home to Kiveton Park Steels and Unisco Steels Ltd.
<b>Rotherham</b>	Swallownest/Fence Industrial Area	Existing employment area located west of Aston/Aughton/Swallownest with some land available for development.

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Authority Area	Site	Comment
<b>Rotherham</b>	Swinton Meadows/Swinton Bridge	Employment area located between Swinton and Mexborough.
<b>Sheffield</b>	Hesley Wood Tip	Former Colliery proposed for reclamation and redevelopment. Located in Green Belt adjacent to J35 of the M1.
<b>Sheffield</b>	Existing Corus Steelworks, Stocksbridge, Sheffield	A Draft Development Brief has been produced for consultation to put forward development proposals following the planned reduction of operations at the Corus Steelworks. This puts forward a comprehensive mixeduse scheme comprising of 405 dwellings and B1, B2, B8 and potential a Civic building.
<b>Sheffield</b>	Crystal Peaks	Established small regional shopping centre which also serves North East Derbyshire
<b>Sheffield</b>	Bramall Lane	Planning application submitted for hotel, retail, housing and Las Vegas style casino.
<b>Sheffield</b>	Land at Porter Brook off Cemetery Road/Ecclesall Road	Key office location including Norwich Union, Civil Service, DVLA Local Office.

\*This list excludes town centre/city centre projects in the main urban areas. These include the Heart of the City, new retail quarter and other key projects being promoted by Sheffield One, plans for Barnsley town centre through remaking Barnsley and redevelopment of the Frenchgate retail centre, Doncaster Interchange facilities and the Waterfront Project in Doncaster. RMBC has also produced a masterplan for the renaissance of Rotherham Town Centre. Such developments will significantly enhance the role of these centres.

- 4.27 The boundary of each settlement and the strategic areas for the whole of South Yorkshire are shown on **figure 4.8**.

## 5.0 Data Collection to Assess the Sustainability of Settlements

- 5.1 The next stage of the study is to collect data to provide an evidence base to score each settlement against the defined set of sustainability indicators.
- 5.2 A factual profile for each settlement was produced encompassing the following information:
- Social and economic data;
  - Accessibility in terms of the availability and frequency 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;
  - Education provision
  - Housing quality and tenure;
  - Outstanding housing commitments;
  - Housing change during the UDP;
  - Urban Potential; and
  - Financial and other investment programmes.
- 5.3 This data was chosen so that it would enable an assessment of the following for each settlement:
- **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 and/or improve/enhance its function;
  - **Potential benefits of plan-led change/change:** The contribution that further additional change or physical change could make to the settlement in terms of providing more sustainable communities;
  - **Physical potential for accommodating change in the settlement:** The capacity for accommodating plan led change within the settlement or as an expansion to the settlement.
- 5.4 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. It was undertaken jointly between Jacobs Babbie and each local authority.
- 5.5 It is important to note that 1991 census data is based on Enumeration Districts (1991) whilst 2001 census data is based on Output Areas. Some authorities have raised concerns over the validity of comparing these two data sets. Although it is possible to convert data sets so that they are comparable this is resource intensive and has not always been possible. Therefore, it has not been possible to undertake a comparison of some data sets between the 1991 and 2001 Census. It is accepted that this represents a limitation to the study.
- 5.6 A summary of the data sources used to complete the settlement assessment is provided in table 5.1 overleaf:

**Rotherham MBC, Doncaster MBC, Sheffield City Council and Transform South Yorkshire  
South Yorkshire Settlement Study: Phase II**

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**Table 5.1: Data Sources**

Key Indicator	Data Source
<b>EXISTING SETTLEMENT CAPITAL</b>	
<b>Social and Economic</b>	Census 2001
<b>Transport Accessibility</b>	Bus timetables Train timetables First Group bus plan Public transport profiles from SYPTE GIS profiles UDP
<b>Shopping and Services</b>	UDP Site visit to assess the vitality and range of shopping and service provision. Forward Planning Retail Surveys
<b>Leisure</b>	<a href="http://www.thomsonlocal.com">www.thomsonlocal.com</a> and <a href="http://www.yell.com">www.yell.com</a> Greenspace Audit from DMBC/RMBC Information supplied from local authorities including GIS <a href="http://www.rotherham.gov.uk">www.rotherham.gov.uk</a> <a href="http://www.doncaster.gov.uk">www.doncaster.gov.uk</a>
<b>Education and Health</b>	Local Education Authorities NHS Local Services Search – <a href="http://www.nhsdirect.co.uk">www.nhsdirect.co.uk</a> <a href="http://www.yell.com">www.yell.com</a> <a href="http://www.thomsonlocal.com">www.thomsonlocal.com</a> Doncaster School Organisation Plans
<b>Employment</b>	UDP Site Visit Economic Development Department of Local Authority Employment Land Availability Surveys/Schools Organisation Plan
<b>PLANNED IMPROVEMENTS</b>	
<b>Programmed Transport Improvements</b>	UDP South Yorkshire Passenger Transport Executive South Yorkshire Local Transport Plan Discussion with relevant Council officers
<b>Employment</b>	Economic Development Plan UDP Discussions with relevant Council officers
<b>Townscape Improvements</b>	Council Neighbourhood Renewal Discussions with relevant officers HMR and Other Masterplans
<b>Other Infrastructure Proposals</b>	Draft School Organisation Plans Leisure and Education services South Yorkshire Transport Plan SYPTE website 2020 Rail Vision for South Yorkshire
<b>POTENTIAL BENEFITS OF CHANGE</b>	
<b>Population and Housing</b>	Census 2001
<b>Urban Renaissance</b>	Economic Development and Regeneration Teams
<b>Social Inclusion</b>	Census 2001/National Index of Multiple Deprivation 2004
<b>PHYSICAL POTENTIAL FOR CHANGE</b>	
<b>Environment</b>	UDP Environment Agency Flood Zones map Environmental designation plans
<b>Urban Potential/Brownfield Urban Extensions</b>	UDP Urban Capacity Studies

- 5.7 The data collected was then used to produce an overall base plan to highlight key services and infrastructure. **Figure 5.1** shows the following for the whole of South Yorkshire:
- Railway Stations;
  - Bus Interchanges;
  - Secondary Schools;
  - Universities and Colleges
  - Leisure Centres;
  - Main service centres/shopping areas;
  - A Roads;
  - Motorway Network.
- 5.8 **A detailed written assessment of each settlement has also been undertaken to provide an overall analyse of the strengths, weaknesses, opportunities and threats in each settlement. This provides the basis for why a certain score has been applied and the analysis process used to compare and assess the potential sustainability of each settlement. This is presented in the detailed technical appendices for Doncaster, Rotherham and Sheffield.**
- 5.9 The next chapters are based on the detailed evidence gathering to provide an overall analyse of settlements for each local authority area. These chapters have been written in a format which would enable them to be issued as a stand alone document.



## **DONCASTER SETTLEMENT ASSESSMENT**

## 6.0 Doncaster Settlement Assessment

### Introduction

- 6.1 This chapter sets out the detailed settlement assessment for Doncaster.
- 6.2 A series of stages were followed to determine the potential for settlements to accept sustainable change.
- 6.3 Integral to this process was to score each settlement against the defined set of sustainability indicators. The score indicates how sustainable a settlement / urban neighbourhood is at present and if future change would improve or decrease its overall sustainability. The scores were compared to indicate which settlements would derive the most benefit from future change.
- 6.4 Each settlement was scored using a system of high, medium and low. A definition of what constitutes a high, medium and low score for each sustainability indicator was provided to ensure that scores were applied consistently to each settlement. **This is provided as Appendix 4.**
- 6.5 A 'high' score always indicates that the settlement has the capacity or service infrastructure to accept sustainable change or that interventions would help to sustain the settlement by making it a more attractive or vibrant place to live, work or visit. For example, where the indicator relates to urban capacity, a high score indicates there is the capacity to accommodate plan-led change in the settlement. In terms of the vitality and viability of the town centre a high score would indicate that change provides a positive benefit in terms of improving the quality and range of provision.
- 6.6 Conversely, a low score indicates that there is a constraint to plan-led change or that the sustainability of the settlement would not be improved by intervention. For example, where a retail function is already performing well, a low score indicates that further change in the settlement is unlikely to significantly enhance this role further. It may also indicate where an environmental constraint may limit the potential to accept change.
- 6.7 A "low" score can also indicate if additional development could result in a negative impact on its overall sustainability.
- 6.8 The detailed analysis of each settlement is provided in the Doncaster Technical Appendices.
- 6.9 The application of a numerical scoring system to the assessment of each settlement (3 for a high, 2 for medium and 1) provides an overall score. **The full scoring assessment is provided as Appendix 5.**
- 6.10 The detailed assessment and score enables the four key stages of the settlement assessment methodology to be applied.



## Identifying Existing Sustainability and Planned Improvements

- 6.11 The first stage identifies the existing availability of services and infrastructure within settlements. This includes the availability of education facilities, public transport access, retail centres, supermarkets, local employment opportunities and recreation and leisure opportunities.
- 6.12 To obtain a comprehensive analysis of each settlement it is also necessary to identify if planned improvements would improve the sustainability of settlements or increase their role and function. Examples of planned improvements include new or modernised schools, public transport investment, new or upgraded strategic highway access, new retail facilities etc. The scoring of planned improvements distinguishes between whether it is committed (i.e. has funding), is currently under investigation or if it is a proposal at this stage.
- 6.13 Table 6.1 provides overall scores for existing sustainability and planned improvements. These scores have been used to rank whether the existing settlement capital is high, medium or low. Similarly, they also indicate if there is a high, medium or low level of planned improvements. The total score gives an overall indication of sustainability when existing settlement capital and planned improvements are considered together. **As planned improvements include those under investigation this does not automatically assume that they will be implemented.** However, the score does depend on the level of commitment to a project i.e. high indicates it is planned and funded whereas low indicates it is only under investigation at this stage.

**Table 6.1: Doncaster Scoring of Existing Settlement Capital and Planned Improvements**

Settlement	Existing Settlement Capital		Planned Improvements		Overall Total
	Numerical Score	Assessment Score	Numerical Score	Assessment Score	
Doncaster Outlying Settlements					
Adwick/Woodlands	36	High	11	Medium	47
Arksey	17	Low	7	Low	24
Armthorpe	37	High	10	Medium	47
Askern	32	High	8	Medium	40
Auckley	20	Low	7	Low	27
Barnburgh and Harlington	21	Low	6	Low	27
Barnby Dun	26	Medium	6	Low	32
Bawtry	32	High	6	Low	38
Branton	17	Low	6	Low	23
Campsall	20	Low	6	Low	26
Dunscroft, Dunsville and Hatfield	27	Medium	8	Medium	35
Finningley	20	Low	11	Medium	31
Moorends	28	Medium	6	Low	34
Norton	20	Low	6	Low	26
Rossington	32	High	14	High	46
Carcroft and Skellow	32	High	9	Medium	41
Stainforth	27	Medium	9	Medium	36
Tickhill	30	Medium	6	Low	36

Settlement	Existing Settlement Capital		Planned Improvements		Overall Total
	Numerical Score	Assessment Score	Numerical Score	Assessment Score	
<b>Thorne</b>	37	High	11	Medium	48
<b>Toll Bar</b>	24	Low	8	Medium	32
<b>Wadworth</b>	21	Low	6	Low	27
<b>Warmsworth</b>	25	Low	7	Low	32
<b>Doncaster Dearne Valley/HMR</b>					
<b>Mexbrough</b>	39	High	12	High	51
<b>Denaby Main</b>	32	High	11	Medium	43
<b>Conisbrough</b>	36	High	11	Medium	47
<b>Doncaster HMR</b>					
<b>Edlington</b>	28	Medium	11	Medium	39
<b>Doncaster Urban</b>					
<b>Balby</b>	33	High	9	Medium	42
<b>Bentley</b>	37	High	11	Medium	48
<b>Bessacar and Cantley</b>	28	Medium	8	Medium	36
<b>Edenthorpe and Kirk Sandall</b>	34	High	8	Medium	42
<b>Hexthorpe</b>	25	Low	6	Low	31
<b>Lakeside, Hyde Park and Belle Vue</b>	33	High	14	High	47
<b>Richmond Hill / Sprotborough</b>	28	Medium	6	Low	34
<b>Scawsby and Cusworth</b>	27	Medium	8	Medium	35
<b>Scawthorpe</b>	29	Medium	8	Medium	37
<b>Wheatley, Intake and Town fields</b>	36	High	8	Medium	44
<b>Woodfield Plantation</b>	23	Low	11	Medium	34

Assessment of Existing Sustainability: 25 and below is low, 26-31 is medium and 32 and above is high.

Planned improvements=7 and below is low, 8-11 is medium and 12 and above is high.

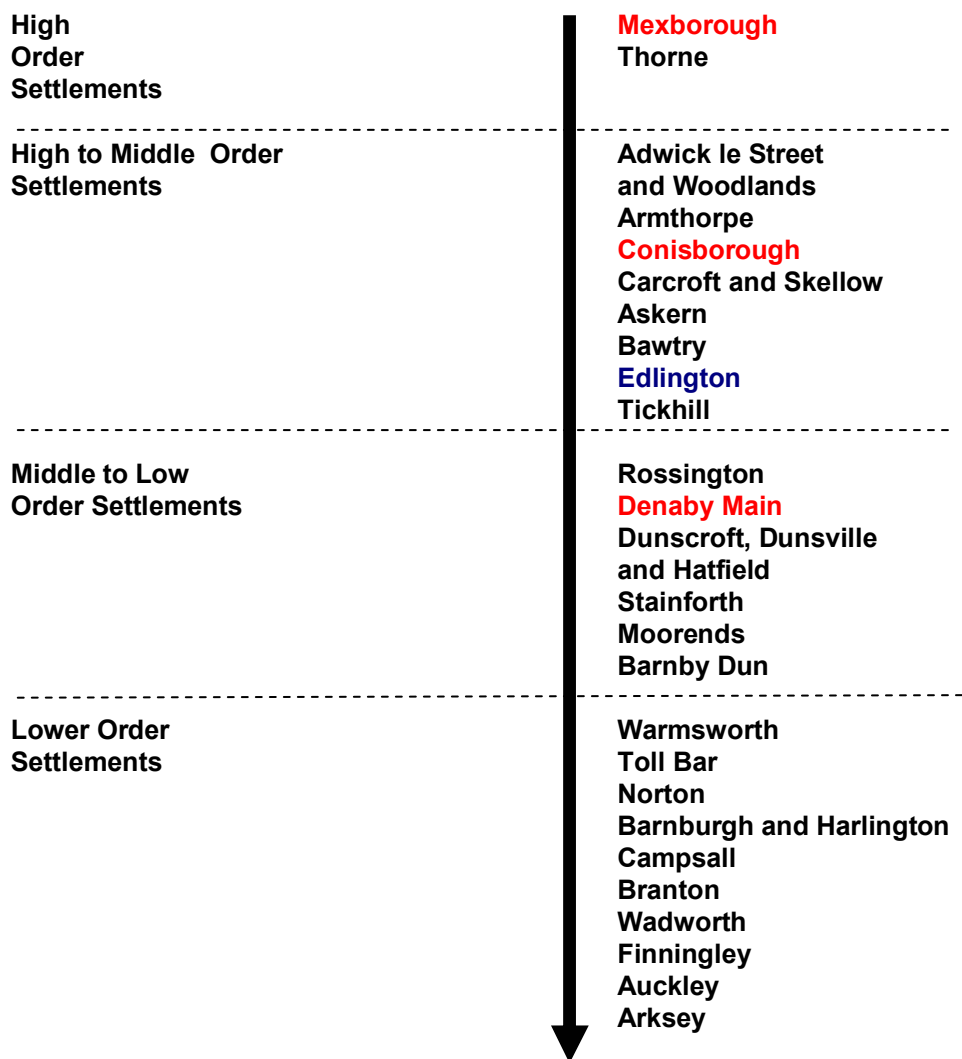
## Functional Hierarchy of the Outlying Settlements

- 6.14 The scoring exercise indicates the existing sustainability of settlements and the level of planned improvements. The descriptive analysis within the technical appendices provides detailed information about the service role and function of each settlement. This has been used to produce a functional hierarchy based on the existing sustainability of each settlement.
- 6.15 Settlements have been grouped under common functions and characteristics. The groups are:
- **High Order Settlements:** Settlements with a high order role in terms of the quality and range of services provided. This includes education, leisure, retail function, employment and accessibility to other settlements. The level of services provided meets most of the day to day needs of residents and serve other settlements from a wider hinterland;
  - **High to Middle Order Settlements:** Settlements with a higher order role but which have a more limited sphere of influence. Generally, they are not as accessible either to, or from, other settlements. The settlements at the lower end of this spectrum may lack some key services;

- **Middle to Low Order Settlements:** Settlements which support some services. They may have a limited wider role (e.g. employment) but are generally supported by settlements above them in the hierarchy;
- **Low Order Settlements:** Settlements with very limited or no service role. They do not have a wider service role or function and rely on settlements above them in the hierarchy for most of their services. They also generally have poorer accessibility.
- **Settlements highlighted in red font are within the DVDZ and the HMR; and**
- **Settlements highlighted in blue font are within the HMR only.**

6.16 Within each group a simple hierarchy has been developed. Settlements at the top of each group are considered to provide a greater service role, or serve a wider catchment. The functional hierarchy for outlying settlements is illustrated by figure 6.1 and is described in the paragraphs below.

Figure 6.1: Doncaster Outlying Settlement Functional Hierarchy



### High Order Settlements

- 6.17 **Mexborough (population 13,391)** has the largest and most diverse town centre of the outlying settlements offering a range of services and retail provision. It 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. Mexborough is self-sufficient and provides a wider service role through supporting neighbouring settlements of Swinton, Denaby Main and Conisbrough. **The settlement capital score of 39 indicates that it provides a key service role.**
- 6.18 **Thorne (population 11,387)** is a self-sufficient settlement with a small town centre offering a range of services for its size. It has an excellent accessibility profile. Two train stations provide links to settlements between Sheffield and Hull. The principal employment opportunities are located on the western periphery of the settlement. **A settlement capital score of 37 indicates that it is a higher order settlement. It is self-sufficient and performs a wider role particularly in supporting the neighbouring settlement of Moorends.**

### High to Middle Order Settlements

- 6.19 **Adwick-le-Street and Woodlands (population 9,113)** is a fairly self-sufficient settlement with a reasonable number of facilities. The settlement provides some services to Carcroft and Skellow and may also support Toll Bar in terms of public transport. It has an excellent accessibility profile, which includes the train station. This provides services to Doncaster and Leeds. The settlement has very good bus links to Doncaster and other surrounding settlements. **Although the settlement capital score of 36 indicates that it is a higher order role, it relies on other settlements for some services, such as retail provision within Carcroft and Skellow.** Therefore it is classified as a high to middle order settlement.
- 6.20 **Armthorpe (population 12,630)** is a self-sufficient settlement and is served by a main retail area, as well as more localised provision, which offer a range of facilities. It has a very good accessibility profile. This includes between 7 to 10 buses per hour to Doncaster town centre and other surrounding settlements. **Armthorpe has a settlement capital score of 37, which indicates a high order settlement role, however its location in close proximity to Doncaster Urban Area reduces its influence in supporting surrounding settlements.** It is still considered to be a high to middle order settlement providing more than local provision.
- 6.21 **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. It 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 36 indicates that it is a high to middle order settlement,** which provides more than local service provision.
- 6.22 **Carcroft and Skellow (population 8,397)** is a fairly self-sufficient settlement with a range of retail provision within the settlement and employment opportunities at Carcroft Industrial Estate. The settlement has links with Adwick-le-Street and Woodlands and potentially serves Toll Bar as an employment destination. **The settlement capital score of 32 indicates that it is a high order settlement, however, its reliance on other settlements for rail and leisure services means it is categorised as a high to middle order settlement.**

- 6.23 **Askern (population 5,434)** is a reasonably self-sufficient settlement. It supports the surrounding settlements of Norton and Campsall but relies on facilities in other settlements, which are in close proximity to Campsall (for example leisure and secondary school provision). Although Askern is peripheral in terms of location in the borough it has a very good accessibility profile with good links to Doncaster and Wakefield. **The capital score of 32 indicates that it is a high to middle order settlement, providing more than local service provision.**
- 6.24 **Bawtry (population 3,204)** is a fairly self-sufficient settlement with a town centre offering a range of good quality retail and leisure provision. It supports the surrounding settlements of Austerfield, Everton and Scaftworth and potentially Misson and Scrooby within Bassetlaw District. Although Bawtry is peripheral in terms of location, it has good public transport and highway links to the major settlements of Doncaster and Worksop. **The capital score of 32 indicates it is a high to middle order settlement, which provides more than local service provision.**
- 6.25 **Edlington (population 7,940)** has a number of local services and facilities. In terms of accessibility, employment opportunities and service provision it has strong links with the Doncaster Urban Area. Edlington is located outside the Dearne Valley and does not 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 its population, which it supports.**
- 6.26 **Tickhill (population 5,301)** is a peripheral settlement but has good links with the nearby settlements of Bawtry and Wadworth. It has a dedicated retail centre containing a range of facilities that could serve more than local provision. **A settlement capital score of 30 indicates that it provides more than local service provision.**

#### Middle to Low Order Settlements

- 6.27 **Rossington (population 13,255)** is an isolated settlement, with relatively poor links to the road and rail network. However, it is well served by bus links principally to Doncaster. It contains some retail provision, which serves the local population although no service provision is provided to the east of the railway line. **A settlement capital score of 32 indicates that it has a good local service role. However, the poor quality services and its relative isolation reduce its catchment area.** For this reason it is only considered to have middle to low order service role.
- 6.28 **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 32 indicates that the settlement provides some service provision, principally for its good accessibility profile to higher order settlements.** However, the quality and size of service provision means it is unlikely to serve a wider catchment.
- 6.29 **Dunscroft, Dunsville and Hatfield (population 12,863)** has a very good accessibility profile and the railway station provides a link to settlements between Sheffield and Hull. However, the location of the station means it could be difficult to

reach from some parts of the settlement. Other settlements accessible by bus include Doncaster and Goole. Retail provision is principally provided by two main areas at the periphery of the settlement. Other areas are served by three neighbourhood parades. **A settlement capital score of 27 indicates that it has a reasonable service role.** However, because of its location and a lack of significant services it is unlikely to support other settlements.

6.30 **Stainforth (population 6,342)** is quite isolated in terms of access to the road network but has good public transport links. It has some limited retail provision but this is in need of significant improvement to decrease the number of vacant units. Stainforth is unlikely to support a wider catchment although it contains some limited employment provision. **Overall, it relies on other settlement for services and this is reflected in a settlement capital score of 27.**

6.31 **Moorends (population 5,205)** has a limited number of services within the settlement, which are generally poor in quality. Therefore people from these settlements may use the services provided at Thorne. The settlement has a good accessibility profile and has reasonably good access to the motorway network and existing train stations at Thorne. **A service capital of 28 indicates that it has a reasonable service role, particularly in the context of the population, which it supports.**

6.32 **Barnby Dun (population 3,571)** has a limited number of local services, but has strong physical links in terms of accessibility, employment opportunities and service provision with Edenthorpe and Kirk Sandall and the Doncaster Urban Area. **The settlement capital score of 26 indicates that Barnby Dun does not have a wider settlement role** and relies on settlements such as Edenthorpe and Kirk Sandall to provide higher order services.

#### **Low Order Settlements**

6.33 **Warmsworth (population 3,752)** is located in close proximity to Doncaster, and has a good accessibility profile. However, it has a very limited service role and relies on higher order settlements to provide services. **Therefore its location and accessibility to Doncaster centre improves its capital score to 25, however the settlement provides no more than a very limited local service role.**

6.34 **Toll Bar (population 971)** has a limited service role and relies on higher order settlements for services. Its proximity to Adwick le Street, Carcroft and Skellow and Bentley mean that it is reliant on these higher order centres. **However the settlement has a good accessibility profile, which is reflected in a settlement capital score of 24.**

6.35 **Norton (population 2,380)** has good links to the principal road network but is served by infrequent bus services. The settlement has an infant and junior school but there is no medical provision, leisure provision or retail services. **The settlement does not therefore have a significant service role and this is reflected in a settlement capital score of 20.**

6.36 **Barnburgh and Harlington (population 1,979)** are entirely residential with only one post office and one GP serving the settlement. It has reasonable access to the principal road network but this is via minor roads. It principally acts as a commuter settlement. **Its lack of facilities is reflected in a settlement capital score of 21.**

6.37 **Campsall (population 1,728)** is located in close proximity to the A1 and can be accessed by Woodfield Road from the west, which adjoins the southbound A1 or



Campsall Road from the east. It does not contain any schools, medical facilities or employment opportunities although a sports centre and secondary school are located in close proximity to the settlement. **The low service order is reflected in a settlement capital score of 20.**

- 6.38 **Branton (population 2,074)** is located to the east of the M18 but access to the motorway is indirect and can only be gained by travelling through Besscarr and Cantley. The settlement primarily comprises of residential land uses. It has a primary school but there are no medical facilities or employment opportunities and only limited retail services. **A settlement capital score of 17 indicates it is a low order settlement.**
- 6.39 **Wadworth (population 1,229)** has good links to the principal road network but infrequent bus services to Doncaster and Worksop. There are a number of parks and two primary schools. It does not contain any medical facilities or employment opportunities. Retail provision is limited. **This low order function is reflected in a settlement capital score of 21.**
- 6.40 **Finningley (population 1,442)** has good links to the strategic road network and is served by a reasonable bus service. The settlement has a doctor's surgery but no pharmacy or dental surgery. A private leisure centre at Finningley Estate, a primary school and some limited employment opportunities are located just outside the settlement boundary. There is no retail provision other than a post office. **The settlement capital score of 20 indicates it is a low order settlement.**
- 6.41 **Auckley (population 5,434)** is located in close proximity to the M18 and has indirect access to the motorway. It has a reasonable bus service and two primary schools. Nevertheless, it has a poor range of medical, employment and retail facilities. **Its role as a low order settlement is reflected in a settlement capital score of 20.**
- 6.42 **Arksey (population 1,271)** does not provide a significant service role for either its residents or the wider community. It has poor access to the strategic road network and has poor public transport accessibility. There are no significant employers in the settlement. **It is reliant on other settlements for services and this is reflected in a settlement capital score of 17.**

### **The Role of Urban Neighbourhoods**

- 6.43 The urban neighbourhoods contrast significantly with each other. Wheatley, Intake and Town Fields is an established urban area, which includes predominantly housing, but includes a good range of local service provision. Lakeside has witnessed significant investment in recent years and further development is planned.
- 6.44 All neighbourhoods have good access to the strategic road network, and Balby to the motorway network. Doncaster Central is accessible from the wider urban area but the frequency of bus services varies with the established urban areas of Wheatley, Intake and Town Fields and Balby are served the most frequently. The Doncaster UDP has focused the development within the urban area, most significantly at Woodfield Plantation and Lakeside.
- 6.45 **Bentley** is fairly self-sufficient with a range of retail provision and services located towards the centre of the settlement. Bentley provides services to Arksey and potentially Scawthorpe. It has a very good accessibility profile, which includes a train station which provides services to settlements between Doncaster and Leeds. The



service frequency of the principal bus route is upto 11 services per hour. The A19 provides good strategic road access. Bentley's main employment provision is an industrial estate to the north east of the settlement. **The settlement capital score of 37 indicates that it is has a high order service role.**

- 6.46 **Wheatley, Intake and Town Fields** are reasonably self-sufficient in terms of providing a range of local service provision. This includes a number of neighbourhood parades and small district centres throughout the settlement, which cater for many retail and domestic requirements. There are a number of employment opportunities within the residential area as well as local schools and the Royal Infirmary. Employment opportunities exist to the north west of these neighbourhoods but as these are beyond the A630, access by foot, bicycle and public transport may difficult for residents not served by a direct bus route. Bus access to Doncaster centre is very good. **Its good access to services and social infrastructure is reflected in a settlement capital score of 36.**
- 6.47 **Lakeside** has been identified as a strategic area, which provides a variety of employment opportunities, including Strata, UK Partnerships and a number of new industrial estates. **It has a settlement capital score of 33.** However, accessibility to shops and jobs by foot and cycle could be significantly improved.
- 6.48 Although development at Lakeside is ongoing, the link road through the centre of the neighbourhood provides the main access route. Housing to the east of the neighbourhoods is not well linked to Lakeside and this may encourage the use of the private car. Buses do not penetrate the new housing estates and it would appear that people generally rely on the private car to access service provision. This situation may change once these neighbourhoods become more established and are integrated more effectively with the rest of the urban area.
- 6.49 The Asda superstore, towards the north of the neighbourhood, is the only service provision which residents of the new housing can realistically reach by other transport means, rather than the private car.
- 6.50 **Edenthorpe and Kirk Sandall** is located to the north east of the Doncaster Central Area. It provides employment provision for a wider area. There is a superstore within this area and another adjoining the southern boundary. Kirk Sandall potentially supports the surrounding settlements of Barnby Dun and potentially has some role in supporting Armthorpe. The train station links this area to settlements between Sheffield and Doncaster. **The settlement capital score of 34 indicates that it provides more than local service provision.**
- 6.51 **Balby** is within close proximity to the Doncaster Central Area and the motorway network. It therefore benefits from very good access. It provides local retail provision but this is in need of qualitative improvement. Balby provides a wider secondary school role but does not generally support a wider catchment. It is generally supported by Doncaster town centre and potentially the recent development at Lakeside. **It has a settlement score of 33 indicating that it relies on other areas for some services.**
- 6.52 **Scawthorpe** is well located to the strategic highway network and is within reasonable proximity to the Doncaster Central Area. It has a very good accessibility profile and a limited wider service role, such as Danum School. It relies on other areas for services such as leisure, retail and wider employment opportunities. **A settlement capital score of 29 indicates it relies on other areas for some services.**

- 6.53 **Scawsby and Cusworth** is located reasonably close to the Doncaster Central Area and is well linked to the motorway network. It has a good accessibility profile, which could be improved with improved public transport provision. However, its limited service provision means it must rely on other higher order settlements. Although a number of retail units are located on the eastern periphery, it is considered that they do not form part of the settlement as they have poor links and limited access off the A638. **A settlement capital score of 27 indicates it has limited service provision.**
- 6.54 **Bessacarr and Cantley** is within close proximity to the Doncaster Central Area and Lakeside. It has strong links to these areas in terms of accessibility, employment provision and service provision. **The settlement capital score of 28 indicates it has a limited local service role.**
- 6.55 **Hexthorpe** provides some limited employment opportunities at the eastern periphery. The railway and the river restrict access to the settlement. Bus services to the Doncaster Central Area are reasonably frequent. There is a primary school but there are no medical services and only limited retail and leisure facilities. **Its relatively limited service function is reflected in a settlement capital score of 25.**
- 6.56 **Richmond Hill / Sprotbrough** is located adjacent to the A1 (M), but the closest intersection with this road is Junction 37. The area has good accessibility to Doncaster centre and the north, via York Road (A638), which adjoins the eastern boundary. **Its location to Doncaster centre and a number of out of centre retail parks improves its capital score to 28, however it provides no more than a limited local service provision.**
- 6.57 **Woodfield Plantation** is a newly developed area, located on the south eastern periphery of Balby. It includes a high quality residential area and a Tesco superstore, which provides a retail destination that serves surrounding areas. It has good links to the strategic road network. However it has an infrequent bus service and relies on higher order settlements for medical facilities and education. Links to the adjoining school by foot and cycle in Balby could also be significantly improved. **Its relatively limited service function is reflected in a settlement capital score of 23.**

### **The Role of Strategic Areas**

- 6.58 A number of strategic areas have been identified within Doncaster. Their role and function are outlined below.

#### ***Tier One***

- **Robin Hood, Doncaster, Sheffield Airport:** This airport, located in the south east of the Borough is currently under construction and will be operational by May 2005. The airport could create up to 7000 jobs and stimulate new development opportunities throughout the Borough and wider region.
- **Lakeside / Town Moor:** This area is located just beyond the south-eastern periphery of Doncaster town centre. It has experienced significant recent development and supports a number of functions, including retail, leisure and accessibility by linking Doncaster Town Centre with the south of the Borough via the A638.
- **West Moor Park:** Located at Junction 4 of the M18, this area is located adjacent to Armthorpe and currently supports an IKEA distribution centre on the motorway network.

- **First Point Business Park:** Located at Junction 3 of the M18, this area currently supports a new B&Q superstore.
- **Redhouse Interchange:** Located at Junction 38 of the A1, adjoining the north eastern periphery of Adwick le Street, the site currently supports a number of employers.

#### ***Tier Two***

- **Askern Colliery:** This site, located on the edge of the existing built environment of Askern has been identified in the Doncaster UDP for a mixed-use development including housing, open space, offices, access and traffic improvements.
- **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.
- **Kirk Sandall Industrial Estate and Wheatley Hills Employment Zone:** This area, located on the periphery of Kirk Sandall and Wheatley, provides a significant employment destination serving the whole of the Borough.
- **Denaby Industrial Estate:** This facilitates links between Conisbrough, Denaby Main and Mexborough by providing employment opportunities for all three settlements.
- **Warmsworth Halt Industrial Estate:** This estate facilitates a link between Warmsworth and Edlington through providing employment opportunities for both settlements.

#### **Potential Impact of Planned Improvements**

- 6.59 Planned improvements, either currently being developed or under investigation, could influence the future role of settlements/neighbourhoods within Doncaster. The table below sets out the potential impacts and benefits of these improvements. **This is based on subjective judgement rather than comprehensive technical assessment.**

**Table 6.2: Summary of Planned Improvements in Doncaster**

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
<b>ACCESSIBILITY</b>			
<b>Robin Hood Doncaster Sheffield Airport</b>	Currently under construction and scheduled to open in March 2005. Capacity to serve 2.3 million passengers per year and 50,000 tonnes of freight. Potential for direct European and long-haul destinations.	<p>Potentially the airport could create upto 7,000 jobs. The airport may also significantly increase traffic movements through the borough. Initially existing roads and public transport will be improved to accommodate this.</p> <p>This development is of regional importance and may stimulate demand for new development opportunities throughout the Borough and beyond.</p>	<p><b><u>Doncaster Urban Area:</u></b>                      Lakeside                      Bessacarr and Cantley</p> <p><b><u>Settlements:</u></b>                      Bawtry                      Finningley                      Auckley                      Branton                      Rossington                      Tickhill</p>
<b>Finningley &amp; Rossington Regeneration Route Scheme (FARRRS)</b>	<p>The Doncaster UDP has identified this scheme for improving direct access to the motorway network from areas in the south of the Borough and from Rossington Colliery.</p> <p>The Northern Route has been chosen as the preferred route.</p>	<p>This scheme has the potential to integrate both transport integration and public transport access to the Airport.</p> <p>Depending on which option is selected improved accessibility could increase a settlements profile in the borough.</p>	<p><b><u>Doncaster Urban Area:</u></b>                      Lakeside                      Bessacarr and Cantley                      Edenthorpe / Kirk Sandall</p> <p><b>Armthorpe                      Dunsville, Dunscroft and Hatfield                      Finningley                      Rossington</b></p>
<b>M18/B6094 Conisbrough Link Road</b>	<p>The Doncaster UDP safeguards land for a direct link road from Conisbrough to the M18 including creating a new junction.</p> <p>The scheme is not in the South Yorkshire Local Transport Plan and is not subject to a</p>	<p>Potential to open up new development land in the south eastern part of the Dearne Valley, particularly centred around; Swinton, Mexborough, Denaby Main and Conisbrough.</p> <p>Provide a strategic road link to Doncaster, high level</p>	<p><b>Mexborough                      Denaby Main                      Conisbrough                      Edlington</b></p>

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Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
	funding bid.	<p>access to the motorway network and good quality strategic links to the new Robin Hood Doncaster Sheffield Airport (A633/A6023, M18, A1M);</p> <p>For those with access to a private car, it may facilitate out commuting from the Dearne Settlements to a much wider catchment area;</p> <p>Potential to attract investment and employment opportunities into the Dearne Valley due to its proximity to the motorway network, a large international airport, the Humber Ports and a number of large cities and towns; and</p> <p>If new job development opportunities were realised, potential to facilitate an increased demand for housing in the south eastern part of the Dearne, particularly in Swinton, Mexbrough, Denaby Main and Conisbrough.</p>	
<b>M18 / A614 Link Road</b>	<p>The Doncaster UDP has identified the potential for a direct link to the M18 at Junction 4 from the A614 to relieve quarry traffic using roads through villages in this area.</p> <p>The scheme is not in the South Yorkshire Local Transport Plan and is not subject to a funding bid.</p>	The UDP recognises that this would relieve the local communities of this environmental nuisance. The identification of a preferred route will be the subject of a detailed feasibility study.	<b>Auckley</b> <b>Bawtry</b> <b>Branton</b> <b>Finningley</b>
<b>A1 / A19 Carcroft Link Road</b>	The Doncaster UDP has identified a study area for this proposal. It considers that improvements in road access would realise	The UDP recognises that the proposal would realise significant opportunities for development in the Carcroft area. The wider study area has been identified to	<b>Adwick le Street and Woodlands</b> <b>Carcroft and Skellow</b>

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Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
	<p>opportunities for development in the Carcroft area.</p> <p>A wider study area has been identified so that potential links can be fully evaluated.</p> <p>The scheme is not in the South Yorkshire Local Transport Plan and is not subject to a funding bid.</p>	<p>consider a possible combined scheme, including removing through traffic from Bentley Centre.</p> <p>This study supports this proposal would benefit the area in terms of east to west movement and would strengthen both Adwicks-Le-Street / Woodlands and Carcroft and Skellow as higher order settlements. Removing through traffic from Bentley Centre would improve the environment for pedestrians, which could lead to further qualitative change in this area.</p>	<b>Toll Bar Bentley</b>
<b>M18 / M180 Hatfield Link Road</b>	The Doncaster UDP has identified provision for a link road from Hatfield to the M18 / M180 junction.	<p>The UDP considers that this proposal will improve access to the strategic highway network in the Hatfield Area, reduce traffic problems in the area, and help stimulate economic development in the former colliery settlement.</p> <p>This study supports this proposal as it could benefit Stainforth in redeveloping Hatfield Colliery and provide significant qualitative improvements to the existing area.</p>	<b>Dunsville, Duncroft and Hatfield Stainforth</b>
<b>A638 Quality Bus Corridor</b>	<p>The proposed A638 QBC is a bus priority scheme along the A638 from Woodlands in the north west of Doncaster to Rossington in the south east. The scheme will provide improved public transport facilities along the route and ties into other major transportation schemes including the Doncaster Interchange project.</p> <p>These improvements also include the provision of two secure park and ride sites.</p>	<p>The aim of the scheme is to make significant improvements to the quality, reliability and journey times of buses to offer services that represent genuine alternatives to the car.</p> <p>This study supports this proposal as it could provide benefits in decreasing journey times to the Doncaster Central Area, whilst providing a realistic alternative to the private car.</p>	<p><b><u>Doncaster Urban Area:</u></b>  <b>Bentley</b>  <b>Lakeside</b>  <b>Bessacarr and Cantley</b>  <b>Scawthorpe</b>  <b>Scawsby and Cusworth</b></p> <p><b><u>Settlements:</u></b>  <b>Adwick le Street /</b>  <b>Woodlands</b>  <b>Rossington</b></p>
<b>Askern Railway Station</b>	This scheme proposes to re-open Askern railway station, with the aim to reintroduce	The UDP recognises that this would bring substantial benefits to the Askern area, including a potential mixed-	<b>Askern Campsall</b>

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Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
	passenger trains on the Doncaster – Askern line for services to Wakefield, Pontefract, Knottingley and Leeds.	use development, improved car parking and the provision of a bus terminus/station on a single site.  This study supports the redevelopment of this site, which could strengthen Askerns role and profile within the borough.	<b>Norton</b>
<b>EDUCATION</b>			
<b>Replacement Renewal of Mexborough Comprehensive School</b>	PFI	Local improvement to improve the quality of the existing school.	<b>Mexborough</b>
<b>Replacement Renewal of Edlington School</b>	PFI	Local improvement to improve the quality of the existing school.	<b>Edlington</b>
<b>MIXED USE OPPORTUNITIES</b>			
<b>Woodfield Plantation</b>	The Woodfield Plantation has been identified in the Doncaster UDP that will be comprehensively redeveloped for a mixed use development including: <ul style="list-style-type: none"> <li>• 60 hectares of land for 1550 dwellings</li> <li>• Associated district centre</li> <li>• New school(s)</li> <li>• Business park</li> <li>• Woodfield link road</li> </ul>	This area is currently under redevelopment, with housing and a Tesco's superstore already constructed. The Woodfield Link Road is currently under construction that will link this area with the Lakeside development and an improved access to Junction 3 of the M18.  The area is a good location for activity and is well linked to the strategic and motorway networks. However, its public transport links with other areas requires improvement.	<b><u>Doncaster Urban Area:</u></b> <b>Woodfield Plantation</b> <b>Lakeside</b> <b>Balby</b> <b>Bessacarr and Cantley</b> <b>Wheatley, Intake and</b> <b>Townfield</b>
<b>Lakeside and Town Moor</b>	The Lakeside Development includes a variety of housing, office and leisure developments. It will provide office space totalling approximately 140,000 sq. ft..  A total of 410 apartments will be developed. More traditional housing located towards the Dome have already	The redevelopment of this area as an employment, leisure and residential destination is of regional importance. It is currently occupied by a total of 100 companies employing around 9000 staff. Employment opportunities are likely to continue to be created for the majority of the borough provided that employees are catered for in terms of access to employment destinations.	<b><u>Doncaster Urban Area:</u></b> <b>Wheatley, Intake and</b> <b>Townfield</b> <b>Bessacarr and Cantley</b>



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Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
	<p>been developed.</p> <p>The town moor redevelopment will provide a four-star hotel, golf club, the redevelopment of the St Leger and Yorkshire grandstands, along with a new stand and exhibition hall.</p>	<p>The area is a good location for activity and is well linked to the strategic and motorway networks. Developments include housing, offices, retail and leisure, however it appears to be an amalgamation of uses, and is currently fairly fragmented. It does not offer any significant choice of movement and public transport provision through the area is limited.</p> <p>Housing development is of high quality, however this has been developed on the eastern periphery of the area and links with the rest of Lakeside could be improved.</p> <p>Development is likely to increase traffic movements into and through the area, which may impact on the wider highway network.</p>	
<b>Don and Dearne Valley Area (north of Denaby Main and Conisbrough)</b>	<p>This area is allocated for mixed use including housing, employment, recreation and tourism in the Doncaster UDP.</p> <p>The Dearne Valley Leisure Centre and The Earth Centre have already been built at each end of this site.</p> <p>If the M18/B6094 Conisbrough Link Road is progressed, the potential interest and development of this site may be accelerated.</p>	<p>If implemented, the scheme has the potential to:</p> <ul style="list-style-type: none"> <li>⇒ Provide employment, leisure and residential opportunities for Mexborough, Denaby Main and Conisbrough provided that good links to these settlements are incorporated into the development.</li> <li>⇒ Balance the opportunities of the Dearne Valley and create a stronger horizontal corridor from Manvers through to Mexborough, Denaby Main and Conisbrough.</li> </ul>	<b>Mexborough Denaby Main Conisbrough</b>
<b>Askern Colliery / Coalite Plant – North</b>	This area is allocated as a mixed-use development including open spaces based	The redevelopment of this area could have potentially significant impacts on the three settlements of Askern,	<b>Askern Norton</b>

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Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
(north west of Askern)	on the sites of Askern Colliery and the former Coalite plant. This area is also identified for mixed use development including housing, offices and access and traffic improvements.	Norton and Campsall.  The redevelopment of this area as part of a wider regeneration scheme to include the re-opening of Askern train station would provide benefits for the settlement. The existing retail area could be improved as part of any major regeneration proposal for the settlement. However, any major redevelopment should be integrated in with the existing settlement, to ensure it is well linked, both physically and socially.	Campsall
<b>HOUSING MARKET RENEWAL INITIATIVES*</b>			
<b>Wath Road masterplanning and renewal, Mexborough</b>	Consultants have commenced working on masterplanning exercises for Wath Road	Will lead to the physical renewal and regeneration of this estate.	<b>Mexborough</b>
<b>Mexborough Town Centre and Canal masterplanning and Development Study</b>	Potential study. DMBC in the process of appointing framework of consultants to undertake masterplan exercises.	Will provide qualitative improvements to the Town Centre.	<b>Mexborough</b>
<b>Woodland Way masterplanning and renewal, Denaby Main</b>	Consultants have commenced working on masterplanning exercises for Woodland Way	Will lead to the physical renewal and regeneration of this estate.	<b>Denaby Main</b>
<b>Royal Estate masterplanning and renewal. Granby masterplanning and renewal, Edlington</b>	Consultants have commenced working on masterplanning exercises Royal Estate and Granby.	Will lead to the physical renewal and regeneration of this estate.	<b>Edlington</b>

\* not all of these projects are necessarily related to the Pathfinder initiative but do affect settlements within the HMR.

6.60 Based on the scoring assessment and the above analysis the following settlements are likely to derive the most benefit from planned improvements: Planned Improvements that are close to delivery are awarded a higher score than planned improvements which are under investigation. Therefore the settlements and neighbourhoods discussed below have planned improvements which are either currently underway, or soon to be implemented.

- **Lakeside (14):** Planned improvements include the recently opened park and ride, quality bus corridor on the A638 and employment sites currently under construction. Other planned improvements includes the redevelopment of Doncaster Racecourse, which is intended to include a four-star hotel, golf club, the redevelopment of the St Leger and Yorkshire grandstands. The redevelopment of Doncaster Sports Complex is subject to a planning application, with a seating capacity for 15,000 people.
- **Mexbrough (14):** Mexbrough is within the Housing Market Renewal Area and masterplanning and other improvements to the town centre are already planned. The Don and Dearne Valley land mixed use land allocation may also benefit the settlement. Transport schemes under investigation included the M18 Link Road and also bus improvements to the Robin Hood Airport. Mexborough Comprehensive school is also being replaced.
- **Rossington (14):** Planned improvements include improvements in accessibility for both public transport and strategic road access and financial initiatives including Rossington Village Action Plan and Rossington Capacity Building Project. The planned improvements may mean that the settlement represents a more sustainable settlement to live and work and that people are attracted to live there.
- **Finningley (11):** The planned international airport and potential improved link from the M18 are the two significant improvements planned in close proximity to Finningley. However, these significant developments will not have a direct impact on the settlement.
- **Adwick le Street and Woodlands (11):** The outer limits of study area for the A1/A19 Carcroft Link Road (Policy T2 (8) of the Doncaster UDP) are located to the east of the settlement. A retail unit has recently been constructed on the junction of the A638 and Green Lane. A number of priority residential areas have been designated within the Doncaster UDP, which includes areas principally in Woodlands. These areas warrant special attention because of its combined poor housing (in need of refurbishment or improvement) and environment.
- **Bentley (11):** To the north of the settlement the A1 / A19 Carcroft Link Road outer limits study area is identified by Policy T2 (8) of the Doncaster UDP. Within Bentley there are a number of other initiatives including Bentley Colliery Reclamation.
- **Thorne (11):** Planned improvements include the Market Towns Initiative, which will provide improved opportunities and amenities for the Community. Within Thorne there are a number of regeneration projects including the refurbishment of the market place, gateway improvement signs into three gateway location in Thorne and new footbridge and mooring improvements planned for Thorne canal.

- **Woodfield Plantation (11):** The Doncaster UDP identifies this area as one of the key areas to be developed through a range of policies including Policy RP3 – Woodfield Plantation. This highlights the area as a 260 hectare site at Woodfield Plantation, which will be comprehensively developed for a mixed use development.

### Accessibility and Function

6.61 Accessibility is a key aspect of building sustainable communities. The table below provides an indicative accessibility profile and relates this to the functional hierarchy provided by **Figure 6.1**.

**Table 6.3: Accessibility and Function**

Settlement	Function	Train Station Within or Close to the Settlement	Served by High Frequency Bus Services	Direct Access to an A Road	Direct Access to the Motorway
<b>Doncaster Outlying Settlements</b>					
Adwick/Woodlands	H-M	✓	✓	✓	✓
Arksey	L				
Armthorpe	H-M		✓	✓	✓
Askern	H-M	*	✓	✓	
Auckley	L				
Barnburgh and Harlington	L				
Barnby Dun	M-L				
Bawtry	H-M		✓	✓	
Branton	L				
Campsall	L			✓	✓
Conisbrough	H-M	✓	*	✓	*
Denaby Main	M-L	✓		✓	
Dunscroft, Dunsville and Hatfield	M-L	✓	✓	✓	
Edlington	M-L			✓	
Finningley	L			✓	
Hexthorpe	L			✓	
Mexborough	H	✓	*	✓	*
Moorends	M-L	✓		✓	
Norton	L			✓	
Rossington	M-L		✓	*	*
Skellow and Carcroft	H-M	✓	✓	✓	✓
Stainforth	M-L	✓	✓		
Tickhill	H-M		✓	✓	
Thorne	H	✓		✓	✓
Toll Bar	L		✓	✓	
Wadworth	L			✓	
Warmsworth	L			✓	✓

Settlement	Function	Train Station Within or Close to the Settlement	Served by High Frequency Bus Services	Direct Access to an A Road	Direct Access to the Motorway
<b>Doncaster Urban Settlements</b>					
Balby			✓	✓	✓
Bentley		✓	✓	✓	
Bessacar and Cantley			✓	✓	
Hexthorpe				✓	
Kirk Sandall/ Edenthorpe/		✓	✓	✓	✓
Lakeside, Hyde Park and Belle Vue			✓	✓	✓
Richmond Hill / Sprotborough			✓	✓	
Scawsby and Cusworth				✓	✓
Scawthorpe		✓		✓	
Wheatley, Intake and Town fields			✓	✓	
Woodfield Plantation				✓	

Based on SYPTE profiles and proximity to the Doncaster Central Area. \* Indicates where improvements to accessibility are under investigation.

- 6.62 Table 6.3 illustrates a correlation between the accessibility profile of a settlement and its function. For example, the higher order settlements of Thorne and Mexborough also have a train station, good bus accessibility and good access to the road network. Lower order settlements, for example Arksey, Auckley and Branton, are also generally characterised by poorer accessibility.
- 6.63 Some recent developments, located at the edge of settlements, do not appear to have any significant links with adjoining areas in terms of access by bicycle or walking. Public transport provision is also limited.
- 6.64 The following developments are considered to have poor access to the surrounding settlements :
- Capitol Park at Thorne;
  - Redhouse Interchange at Adwick le Street/Woodlands;
  - West Moor Park at Armthorpe; and
  - Retail units on York Road.

### Identifying Future Sustainability- Initial Potential Benefits of Change

- 6.65 This stage identifies the potential benefits of plan-led change and qualitative interventions in the context of the existing sustainability and the potential impact of planned improvements. It considers the holistic impacts of:



- The potential for new housing or employment change to contribute to functional change through increasing a settlements service role and to increase self-sufficiency in terms of service provision;
  - The potential for new development to maintain the existing vitality and viability of existing service provision;
  - The potential for new development or qualitative intervention to contribute towards qualitative change through improving the vitality of existing services, realising opportunities for physical restructuring and regeneration and creating a more vibrant and physically attractive settlement;
  - The potential benefit of further change beyond the planned interventions already identified.
- 6.66 This approach avoids ambiguity and reflects the overall purpose of the study, which is to inform decisions regarding which settlements have the potential to provide sustainable change.
- 6.67 Categories to indicate the potential benefits from plan-led change were developed as part of the BMBC study. These are identified in table 6.4 below. The top tier indicates settlements which have the greatest potential to benefit from plan led change and the bottom tier where plan-led change has the least potential to benefit a settlement.

**Table 6.4: Categories of Change**

**Potential as a Key focus for Change (PF):** Significant development and step change, in terms of increasing existing population size and through enhancing the function and role of the settlement. It has the potential to provide a major benefit in terms of improved sustainability, for example, by increasing the viability of additional infrastructure and service provision. It could also assist in the regeneration of the settlement for example through improving housing choice and quality, contributing towards increasing the vitality of the local housing market and improving the quality of the urban environment. The settlement may also benefit from a significant increase in employment development as it could improve access to jobs and create more sustainable patterns of development through reducing the potential for out-commuting.

**High Potential Benefits from Change (HP):** There is high potential for additional development to either provide a positive contribution towards improving the existing sustainability of the settlement or to be planned in a way, which may give rise to sustainable patterns of development. However, significant development and change may have less potential to benefit the settlement than those in the above category. For example, the settlement may already have a higher order role or have good public transport access and therefore it would be difficult to improve its existing sustainability. Other factors influencing if a settlement is placed into this category are that development may not provide the same level of regeneration benefits as for other settlements.

**Limited Potential Benefits from Change (LP):** The settlements in this category are not considered to be suitable for substantial change. This is because they either have a limited service role, because it would be difficult to plan development that would give rise to sustainable pattern of development or the settlement is already functioning at a higher level and is need of little change. Another factors influencing whether a settlement is placed into this category is that it may not require significant regeneration. However, a more limited level of development and change may give rise to a positive benefit such as reinforcing and maintaining the existing role of the settlement, maintaining or increasing the viability of services (for example through helping to fill existing surplus schools provision) or contributing towards housing market renewal.

**No Potential Benefits from Change (NP):** The existing service role of the settlement is limited and there is little opportunity to improve this situation without changing its existing character. Therefore, the settlement is not suitable for additional change, as this would not provide a sustainable pattern of development. However, minor development in the form of small sites or infill may be appropriate.

The categories indicate the potential for a settlement to benefit from additional development, functional change or qualitative intervention in the context of the existing environment and sustainability. The settlement categorisation does not provide an indication of the actual level of change (for example in terms of housing numbers) required to achieve change.

Some neighbourhoods may be recommended as a focus for qualitative intervention or functional improvement but not as a focus for additional housing change or vice versa. This distinction is made clear within the tables below.

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- 6.68 Table 6.5 below indicates the function of the settlement and the potential benefits of change. It also identifies if potential sustainability benefits would be gained through plan-led development, qualitative intervention or both.
- 6.69 The final column identifies the initial potential of a settlement to benefit from change using the definitions set out in table 6.4 above
- 6.70 As the scoring criteria are more weighted towards assessing whether a settlement would benefit from sustainable change, the potential benefit of qualitative intervention is also based on the data profiles and visits to each neighbourhood/settlement. **More detailed information on the potential benefits of change in each settlement is set out in the Doncaster Appendices.**

**Table 6.5: Potential Benefits of Change**

Settlement	Function **	Potential for Sustainable Change/ Change Score	Would benefit from Sustainable Change	Would benefit from Qualitative Intervention	Initial Categorisation ***
<b>Doncaster Outlying Settlements</b>					
<b>Adwick/ Woodlands</b>	H-M	21	✓	✓	HP
<b>Arksey</b>	L	12			NP
<b>Armthorpe</b>	H-M	20	✓	✓	HP
<b>Askern</b>	H-M	21	✓	✓	HP
<b>Auckley</b>	L	12			NP
<b>Barnburgh and Harlington</b>	L	11			NP
<b>Barnby Dun</b>	M-L	9			NP
<b>Bawtry</b>	H-M	12			LP
<b>Branton</b>	L	12			NP
<b>Campsall</b>	L	13			NP
<b>Dunscroft, Dunsville and Hatfield</b>	M-L	20		✓	HP
<b>Finningley</b>	L	15			LP
<b>Moorends</b>	M-L	19		✓✓	HP
<b>Norton</b>	L	12			NP
<b>Rossington</b>	M-L	21	✓	✓✓	HP
<b>Skellow and Carcroft</b>	H-M	15	✓	✓	LP
<b>Stainforth</b>	M-L	20	✓✓	✓✓	HP
<b>Tickhill</b>	H-M	15			LP
<b>Thorne</b>	H	25	✓✓	✓✓	KP
<b>Toll Bar</b>	L	16		✓	LP
<b>Wadworth</b>	L	16	✓		LP
<b>Warmsworth</b>	L	16			NP

Doncaster Dearne Valley/HMR					
Conisbrough	H-M	20	✓	✓	HP
Denaby Main	M-L	24	✓✓	✓✓	K
Mexborough	H	21	✓	✓✓	HP
Doncaster HMR					
Edlington	M-L	21	✓	✓✓	K
Doncaster Urban					
Balby		23	✓	✓✓	K
Bentley		16		✓	LP
Bessacar and Cantley		10			NP
Hexthorpe		26	✓	✓✓	K
Kirk Sandall/ Edenthorpe		15	✓		LP
Lakeside		23	✓✓		HP
Richmond Hill / Sprotbrough		12			NP
Scawsby and Cusworth		15	✓		LP
Scawthorpe		18	✓	✓	HP
Wheatley, Intake and Town Field		15			LP
Woodfield Plantation		19	✓✓		HP

✓✓ indicates significant benefits of change.

✓ indicates reasonable benefits of change.

No tick indicates there are no significant benefits of change. This should be read in conjunction with the detailed assessment of settlements identified in the settlement appendices.

\*\* H refers to high order settlement, H-M refers to high to middle order settlement, M-L refers to low middle to low order settlement and low refers to low order settlement as identified in the settlement hierarchy.

\*\*\* see table 6.5 for definitions

- 6.71 At this stage of the assessment, the following settlements/neighbourhoods are identified as either a key focus for change or high potential benefits from change. The maximum achievable score is 33.

#### Potential as a Key focus for Change

- **Hexthorpe (26):** This urban neighbourhood has a limited settlement capital. It does not have any identified planned interventions identified. However it could be a key focus for qualitative intervention and has reasonable benefits for sustainable patterns of change.
- **Thorne (25):** This high order settlement has a high settlement capital and a high level of planned interventions. It would significantly benefit from sustainable change and benefit from further significant qualitative intervention.
- **Denaby Main (24):** This middle to low order settlement has reasonable settlement capital especially for its size. It already has a high level of planned intervention. It could be a key focus for change as it has high potential for sustainable patterns of change and benefit from significant qualitative intervention.

- **Lakeside (23):** This urban neighbourhood has a high existing sustainability capital score and high level of planned improvements. Its score identifies that there are high potential benefits for sustainable patterns of change.
- **Balby (23):** This urban neighbourhood has a good accessibility profile and a high level of planned interventions. It could be a key focus for change as it has potential for sustainable patterns of change and benefit from significant qualitative intervention.
- **Edlington (21):** This high to middle order settlement has a reasonable service role particularly in the context of its population, which it supports. It has a number of planned improvements. It could be a key focus for change as it has potential for sustainable patterns of change and benefit from significant qualitative intervention.

#### **High Potential Benefits from Change**

- **Mexborough (21):** This is a high order settlement and has good sustainability and a high level of planned interventions. These two factors mean that it has a high potential to give rise to sustainable patterns of new development and to benefit from further qualitative intervention.
- **Rossington (21):** This middle to low order settlement has a high level of existing sustainability capital and a high level of planned improvements. This settlement would significantly benefit from qualitative improvements and would also benefit from sustainable change.
- **Adwick/Woodlands (21):** This high to middle order settlement scores high on existing sustainability and planned interventions. Its score identifies that there are high potential benefits for sustainable patterns of change and to improve qualitative aspects of the settlement.
- **Askern (21):** This is a high to middle order settlement which scores highly on existing sustainability and planned improvements. Its score indicates that there are high potential benefits for change to give rise to sustainable patterns of change and to improve qualitative aspects of the settlement.
- **Stainforth (20):** This middle to low order settlement scores relatively high on existing sustainability. Its score indicates that the existing sustainability of the settlement could benefit if the area is identified as a key focus for plan led change. It would also benefit significantly from qualitative intervention.
- **Conisbrough (20):** This high to middle order settlement scores high with respect to existing sustainability and planned interventions. Its score identifies that the settlement would offer reasonable benefits from sustainable patterns of change and improvements in the qualitative aspects of the settlement.
- **Armthorpe (20):** This high to middle order settlement scores high on existing sustainability and also planned interventions. Its score indicates that there are high potential benefits of change to give rise to sustainable patterns of change and to improve qualitative aspects of the settlement.



- **Dunscroft, Dunsville and Hatfield (20):** This middle to low order settlement scores relatively low for planned interventions. However, its score indicates that qualitative intervention would offer reasonable benefits.
- **Moorends (19):** This middle to low order settlement scores relatively high for existing sustainability, however it scores low for planned interventions. This settlement would significantly benefit from qualitative intervention.
- **Woodfield Plantation (19):** This urban neighbourhood has a relatively low existing settlement capital, but scores highly for planned intervention. This area would significantly benefit from sustainable plan led change.

### **Potential to Accept Change**

- 6.72 The next stage is to determine whether settlements have the potential to accept change in terms of environmental constraints and land use capacity.

### **Flood Risk**

- 6.73 As illustrated by the plan provided within the Technical Appendices, a significant proportion of Doncaster is classified as within a Zone 3 Flood Zone. These are identified by the Environment Agency as areas with a high probability of flooding of 1.0% or greater from rivers, although this assumes that flood defences are not present.
- 6.74 Table 6.6 below defines which part of settlements is located within a Zone 3 high flood risk area. It also defines the settlements that are constrained beyond their current built up limit by Zone 3 high flood risk.

**Table 6.6: Areas of Zone 3 Flood Risk**

Settlement	Within or Outside Settlement?	Where Zone 3 limits expansion							
		North	North East	East	North West	West	South	South East	South West
Adwick le Street and Woodlands	Within						x		
	Outside	x	x						
Askern	Outside						x		
Auckley	Outside				x	x			
Barnburgh and Harlington	Outside						x		
Barnby Dun	Outside				x	x			x
Bawtry	Outside		x	x					
Bentley	Within	x		x			x		
	Outside			x	x			x	
Branton	Within			x			x		
	Outside			x			x	x	
Carcroft and Skellow	Within	x							
	Outside			x			x	x	
Conisbrough	Within			x					
	Outside	x	x		x				
Finningley				x					
Dunscroft, Dunsville and Hatfield	Within	x							
	Outside	x	x		x		x		
Hexthorpe	Outside	x	x		x	x			x
Kirk Sandall and Edenthorpe	Within								x
	Outside				x				
Mexborough	Outside	x	x	x			x		
Moorends	Within	x	x	x	x	x	x	x	x
	Outside	x	x	x	x	x	x	x	x
Richmond Hill / Sprotbrough	Outside						x	x	
Rossington	Outside				x	x			x
Stainforth	Within	x	x				x		x
	Outside	x	x	x	x				x
Thorne	Within	x	x	x	x	x	x	x	x
	Outside	x	x	x	x	x	x	x	x
Tickhill	Within						x		
	Outside						x		
Warmswoth	Outside						x	x	
Wheatley, Intake and Town Fields	Within	x	x		x				
	Outside	x	x		x				
Woodfield Plantation	Outside								x

- 6.75 Table 6.7 below defines which part of settlements is located within Zone 2 low/medium flood risk area. It also defines the settlements that are constrained beyond their current built up limit by Zone 2.

**Table 6.7: Areas of Zone 2 Flood Risk**

Settlement	Within or Outside Settlement?	Where Zone 2 limits expansion							
		North	North East	East	North West	West	South	South East	South West
Askern	Within						x	x	
	Outside	x	x	x			x	x	x
Bentley	Within	x	x						
	Outside	x	x	x	x		x	x	
Campsall	Outside						x		
Carcroft and Skellow	Within			x				x	
	Outside			x				x	
Toll Bar	Within	x	x	x	x	x	x	x	x
	Outside	x	x	x	x	x	x	x	x

### Other Environmental Constraints

- 6.76 Doncaster Borough contains a number of areas designated for their International, National and Local Nature Conservation importance, Scheduled Ancient Monuments and Areas of Special Landscape Value. The table below identifies where other environmental constraints would constrain expansion beyond the existing settlement limits.

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**Table 6.8: Other Environmental Constraints**

Settlement	Within or Outside Settlement?	Environmental Constraints							
		North	North East	East	North West	West	South	South East	South West
Adwick Le Street / Woodlands	Outside		SRLINC		SAM	SAM	SRLINC		SAM
Armthorpe	Outside		SRLINC					SNINC	
Auckley	Outside		SRLINC						
Balby	Within Outside	SRLINC		SRLINC			SRLISNC		
Barnburgh / Harlington	Outside	ASLV	ASLV	ASLV	ASLV				
Barnby Dun	Outside					SRLINC		SRLINC	
Bawtry	Within Outside		SNINC				SRLINC		
Bentley	Outside			SRLINC					
Bessacarr/ Cantley	Within Outside	SRLINC	SRLINC				SRLINC	SRLINC SAM	
Branton	Outside		SRLINC						
Campsall	Outside			SRLINC		SRLIS NC ASLV			
Carcroft / Skellow	Outside	SRLINC ASLV	ASLV		ASLV				
Conisbrough	Outside Within		SNINC SAM				ASLV	SRLINC	
Edlington				SNINC					
Finningley	Outside		SRLINC						
Hexthorpe	Outside		SRLINC					SRLINC	
Kirk Sandall/ Edenthorpe	Outside Within	SRLINC		SRLINC				SRLINC	
Lakeside / Town Moor	Within Outside		SRLINC SNINC					SNINC SRLINC	
Norton	Outside					ASLV			ASLV
Mexbrough	Within							SAM	
Moorends	Outside		SRLINC	SIINC	SRLINC				
Richmond Hill / Sprotbrough	Outside	ASLV		SRLINC	ASLV	ASLV	ASLV	SNINC	
Rossington	Outside	SRLINC	SRLINC SAM						
Scawsby / Cusworth	Outside				SAM				SRLINC ASLV
Thorne	Outside Within				SRLINC SRLINC				SRLINC
Woodfield Plantation	Outside						SRLINC		

### Potential to Accept Additional Development

- 6.77 Visits to the settlements/neighbourhoods identified settlements where there may be vacant/derelict land and/or buildings, which could either be reused or redeveloped. They also identified where the built environment could benefit from qualitative change.
- 6.78 Table 6.9 below identifies the potential for a settlement to accept change. However, it should be noted that this is based on observations rather than a technical assessment.

**Table 6.9: Potential Qualitative Intervention in the Outlying Settlements**

Settlement	Built Quality	Vacant Land / Buildings
Adwick-le-Street/Woodlands	x	
Armthorpe	x	
Askern	x	x
Balby	x	x
Bentley	x	x
Carcroft/Skellow	x	x
Dunscroft/Dunsville/Hatfield	x	x
Edlington	x	x
Hexthorpe	x	x
Moorends	x	x
Rossington	x	x
Stainforth	x	x
Thorne	x	x

### Achieving a Sustainable Balance

- 6.79 Tables 6.6 – 6.8 identified those settlements that were constrained by either flood risk or environmental designations. Table 6.9 identified those settlements that had potential to accept additional development, through the reuse or redevelopment of vacant / derelict land and/or buildings within the settlement. However, there is a clear conflict between these indicators as shown in Table 6.10 below.



**Table 6.10 – Settlements with Vacant Land/Buildings and Constraints within Settlement**

Settlement	Environmental / Flood Risk Constraints within Settlement								Vacant Land / Buildings
	North	North East	East	North West	West	South	South East	South West	
Askern						Z3 Z2	Z2		×
Balby			SRLINC			SRLISNC			×
Bentley	Z3		Z3			Z3			×
Carcroft / Skellow	Z3		Z2				Z2		×
Dunscroft / Dunsville / Hatfield									×
Edlington									×
Hexthorpe									×
Moorends	Z3	Z3	Z3	Z3	Z3	Z3	Z3	Z3	×
Rossington									×
Stainforth	Z3	Z3				Z3		Z3	×
Thorne	Z3	Z3	Z3	Z3 SRLINC	Z3	Z3	Z3	Z3	×

Z3 = Zone 3 Flood Risk Area

Z2 = Zone 2 Flood Risk Area

## Developing a Potential Settlement Strategy for Doncaster

- 6.80 The four individual stages of the settlement assessment can now be considered holistically to identify which settlements could provide sustainable change, based on definitions provided in table 6.4. Table 6.11 below provides the overall score for each settlement:

Table 6.11: Overall Scores for Doncaster Settlements

Settlement	Existing Capital and Planned Intervention	Potential Benefit of Change	Potential to Accept Change	Overall Score
Adwick/ Woodlands	47	21	11	79
Arksey	24	12	8	44
Armthorpe	47	20	11	78
Askern	40	21	7	68
Auckley	27	12	8	47
Barnburgh and Harlington	27	11	7	45
Barnby Dun	32	9	9	50
Bawtry	38	12	9	59
Branton	23	12	7	42
Campsall	26	13	6	45
Dunscroft, Dunsville and Hatfield	35	20	9	64
Finningley	31	15	9	55
Moorends	34	19	9	62
Norton	26	12	8	46
Rossington	46	21	9	76
Skellow and Carcroft	41	15	6	62
Stainforth	36	20	9	65
Tickhill	36	15	6	61
Thorne	48	25	11	82
Toll Bar	32	16	8	57
Wadworth	27	16	6	51
Warmsworth	32(34)*	16	7	58(60)*
Doncaster Dearne Valley/Housing Market Renewal				
Conisbrough	48(51)*	21	11	80(83)*
Denaby Main	42(43)*	24	10	77(78)*
Mexborough	51(53)*	21	10	81(83)*
Doncaster HMR				
Edlington	41(44)*	21	11	73(76)*
Doncaster Urban Area				
Balby	42	23	7	72
Bentley	48	16	7	71
Bessacar and Cantley	36	20	9	55
Hexthorpe	31	26	9	66
Kirk Sandall/ Edenthorpe	42	15	7	64
Lakeside	47	23	11	81
Richmond Hill / Sprotborough	34	12	7	53
Scawsby and Cusworth	35	15	6	56
Scawthorpe	37	18	8	66
Wheatley, Intake and Town Field	44	15	7	66
Woodfield Plantation	34	19	7	60

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\* indicates the settlement scoring in ( ) from Phase One Study. These scores have been amended following the deletion of "Potential for walking and cycling to town centres" for Phase Two settlements

- 6.81 The detailed findings for each settlement from each stage are set out in the table 6.11. This identifies settlements where plan led change and qualitative intervention has the potential to lead to more sustainable communities taking into consideration the capacity and adaptability to change. The final column identifies the extent and type of change based on the categories identified in table 6.4.

Table 6.12: Settlement Identified for Intervention and Plan-Led Change

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement	Existing Role and Function and Planned Interventions	Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
KEY FOCUS					
<u>THORNE</u>	<p>High Order Settlement</p> <p>High level of planned interventions</p>	<p>Key Focus</p> <p>Parts require redevelopment including housing to the north of the settlement</p> <p>Significant opportunity to redevelop the town centre.</p>	<ul style="list-style-type: none"><li>Flood Zone 3 would restrict expansion of the settlement beyond its current boundary.</li><li>New development should be focused on the existing built environment to avoid the high flood risk constraints.</li><li>Opportunity to redevelop or qualitatively improve a vacant housing estate on the northern periphery</li><li>Opportunity to improve the vitality and viability of its retail centre</li><li>Potential redevelopment to contribute towards the renaissance and vitality of Doncaster.</li><li>Potential to reduce the surplus capacity of its primary and secondary schools.</li></ul>	<p>NEED TO IMPROVE THE RETAIL CENTRES VITALITY AND VIABILITY</p> <p>POTENTIAL FOR SUSTAINABLE PLAN LED DEVELOPMENT WHICH SUPPORTS THE FUNCTIONAL ROLE OF OTHER SURROUNDING SETTLEMENTS</p>	<p>NEED FOR SIGNIFICANT QUALITATIVE INTERVENTION</p>
<u>DENABY MAIN</u>	<p>Middle to Low Order Settlement</p> <p>Within both the DVDZ and the HMR</p> <p>Identified as</p>	<p>Key Focus</p> <p>Change could improve range of services and assist regeneration of the settlement.</p>	<ul style="list-style-type: none"><li>Change should be focused within the settlement;</li><li>Opportunity to improve the quality and variety of the built form including housing stock;</li><li></li><li>Opportunity to improve limited</li></ul>	<p>SMALL SCALE FUNCTIONAL CHANGE</p> <p>PLAN LED CHANGE TO SUPPORT</p>	<p>SIGNIFICANT QUALITATIVE INTERVENTION TO SUPPORT VIABILITY OF THE SETTLEMENT</p>

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SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
		Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
	<p>requiring renewal and regeneration.</p> <p>Masterplan intervention already planned.</p> <p>Don and Dearne Valley Area mixed use allocation adjoining settlement.</p>	<p>Potential to improve linkages and accessibility within the settlement;</p> <p>Physical restructuring would improve the quality and character of the settlement.</p>	<p>retail provision;</p> <ul style="list-style-type: none"> <li>Potential to contribute towards the viability of primary schools and reduce surplus;</li> <li>Change could encompass additional employment development.</li> </ul>	<p>SETTLEMENT VIABILITY</p> <p>POTENTIAL TO SUPPORT FUNCTIONAL ROLE OF OTHER SURROUNDING SETTLEMENTS</p> <p>POTENTIAL TO LINK TO DON AND DEARNE VALLEY AREA</p>	
<b><u>LAKESIDE, BELLE VUE, HYDE PARK</u></b>	<p>Lakeside is an urban neighbourhood of Doncaster</p> <p>Has experienced significant change in recent years,</p> <p>Still plans for major developments in the area</p>	<p><b>High Potential</b></p> <p>Would benefit from further plan-led development.</p> <p>Would act as a main service location for a number of uses.</p> <p>Currently fragmented, would significantly benefit from improved pedestrian, cycle and public transport links</p>	<ul style="list-style-type: none"> <li>Potential to become a key employment and leisure destination for Doncaster and the sub-region.</li> <li>Potential to improve links, within the area and to other urban neighbourhoods and outlying settlements</li> </ul>	<p>PLAN LED CHANGE TO SUPPORT SETTLEMENT VIABILITY</p> <p>POTENTIAL FOR SUSTAINABLE PLAN LED CHANGE WHICH ALSO SUPPORTS FUNCTIONAL ROLE OF OTHER SURROUNDING SETTLEMENTS</p>	<p>NEED FOR AN IMPROVEMENT IN LINKAGES THROUGHOUT THE AREA, TO IMPROVE ITS INTEGRATION</p>



SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement	Existing Role and Function and Planned Interventions	Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
<b><u>STAINFORTH</u></b>	<p>Middle to Low Order Settlement</p> <p>Low level of planned interventions</p>	<p><b>High Potential</b></p> <p>West / south west of settlement requires redevelopment and significant qualitative improvement</p> <p>Retail centre requires qualitative improvement</p>	<ul style="list-style-type: none"> <li>Flood Zone 3 restricts expansion beyond the settlement boundary.</li> <li>Opportunity to comprehensively improve housing estate in the south west of the settlement, flats adjacent to Hatfield Colliery</li> <li>Opportunity to improve the vitality and viability of its retail centre</li> <li>Hatfield Colliery could be used as a catalyst for redevelopment</li> <li>Opportunity to improve bus links and timetable integration to Stainforth train station.</li> </ul>	<p>NEED TO IMPROVE THE RETAIL CENTRES VITALITY AND VIABILITY</p> <p>REDEVELOPMENT OPPORTUNITIES WITHIN THE SETTLEMENT</p> <p>HATFIELD COLLIERY REDEVELOPMENT MAY OFFER SUSTAINABLE BENEFITS FOR SETTLEMENT AND HATFIELD</p>	<p>NEED FOR SIGNIFICANT QUALITATIVE INTERVENTION</p>
<b><u>HEXTHORPE</u></b>	<p>Hexthorpe is an urban neighbourhood of Doncaster</p> <p>No significant planned interventions for the settlement.</p>	<p><b>Key Focus</b></p> <p>The settlement would benefit from improvement in services and built quality.</p>	<ul style="list-style-type: none"> <li>Significant flood risk limits expansion beyond existing limits</li> <li>Opportunity to improve the quality of the existing built form</li> <li>Opportunity to improve the vitality and viability of its retail areas, to strengthen its service role.</li> <li>Potential to improve links to adjoining settlements.</li> </ul>	<p>PLAN LED SUSTAINABLE CHANGE WOULD SUSTAIN DONCASTER URBAN AREA</p> <p>WOULD SUPPORT EXISTING</p>	<p>NEED FOR QUALITATIVE INTERVENTION OF EXISTING HOUSING STOCK.</p> <p>QUALITATIVE IMPROVEMENT</p>

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement	Existing Role and Function and Planned Interventions	Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
				SERVICES	TO RETAIL AREA
<b>BALBY</b>	<p>Balby is part of the urban neighbourhood of Doncaster</p> <p>High Levels of planned intervention</p>	<p><b>Key Focus</b></p> <p>Requires some functional improvement.</p> <p>Pockets of housing/flats require significant improvement</p> <p>Retail provision and built quality could generally be improved.</p> <p>Need to improve accessibility to Lakeside, Doncaster Carr and the motorway traffic to reduce severance</p>	<ul style="list-style-type: none"> <li>• Opportunity to improve pockets of poor housing stock and redevelop vacant buildings / land throughout the settlement.</li> <li>• Opportunity to improve and increase retail provision, and improve poor built form along the A630.</li> <li>• Potential to contribute towards the viability of school provision</li> <li>• Potential to improve links to retail on the A630</li> <li>• Potential to improve links to the retail area at Woodfield Plantation</li> </ul>	<p>SMALLER SCALE PLAN-LED CHANGE TO SUPPORT THE ROLE OF THE NEIGHBOURHOOD AND THE RENAISSANCE OF DONCASTER</p> <p>NEED TO IMPROVE THE RETAIL PARADES VITALITY AND VIABILITY</p>	<p>QUALITATIVE IMPROVEMENT</p> <p>NEED TO IMPROVE EXISTING HOUSING STOCK</p> <p>NEED TO REDUCE SEVERENCE THROUGH THE SETTLEMENT</p> <p>NEED TO IMPROVE LINKS WITHIN AND ADJOINING THE SETTLEMENT</p>
<b>EDLINGTON</b>	<p>Middle to Low Order Settlement</p> <p>Within the Housing Market Renewal Pathfinder Area.</p>	<p><b>Key Focus</b></p> <p>Change could maintain or improve the service role and range of facilities</p> <p>Could support qualitative</p>	<ul style="list-style-type: none"> <li>• Requires significant renewal to regenerate and improve its viability.</li> <li>• Change should be focused within the settlement</li> <li>• Opportunity to improve the vitality and viability of its retail centre;</li> </ul>	<p>IDENTIFIED FOR FUNCTIONAL IMPROVEMENT</p> <p>CHANGE TO SUPPORT FUNCTIONAL</p>	<p>NEED FOR SIGNIFICANT QUALITATIVE INTERVENTION</p>

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement	Existing Role and Function and Planned Interventions	Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
	Masterplanning and intervention already planned.	improvements to the the centre and housing estates.  Requires comprehensive restructuring and significant qualitative change.	<ul style="list-style-type: none"> <li>Opportunity to improve quality and variety of the built form</li> </ul>	IMPROVEMENT AND ROLE OF MAIN URBAN DONCASTER AREA	
<b>HIGH POTENTIAL FOR CHANGE</b>					
<b><u>ROSSINGTON</u></b>	<p>Middle to Low Order Settlement</p> <p>Highest for planned improvements, including the M18 Link Road.</p>	<p><b>High Potential</b></p> <p>Change within the existing settlement boundary could improve the service role and range of facilities within the settlement.</p> <p>Rossington requires significant improvement in the quality of its retail centre and housing estates to the west of the railway line.</p>	<ul style="list-style-type: none"> <li>Opportunity to improve the quality of the existing built form</li> <li>Opportunity to improve the vitality and viability of its retail centre,</li> <li>M18 link road offers the opportunity to increase role of the settlement</li> </ul>	<p>POTENTIAL FOR SUSTAINABLE PLAN LED CHANGE IF COORDINATED WITH OTHER INTERVENTIONS</p> <p>NEED TO IMPROVE THE RETAIL CENTRES VITALITY AND VIABILITY</p>	NEED FOR SIGNIFICANT QUALITATIVE INTERVENTION IN SERVICES AND HOUSING
<b><u>ASKERN</u></b>	<p>High to Middle Order Settlement</p> <p>Re-opening of passenger railway</p>	<p><b>High Potential</b></p> <p>Change could contribute towards improving public transport The retail centre and housing</p>	<ul style="list-style-type: none"> <li>Opportunity to improve the retail centre.</li> <li>Opportunity to redevelop vacant land and buildings within and surrounding the settlement.</li> </ul>	POTENTIAL TO CREATE A MORE SUSTAINABLE COMMUNITY	NEED FOR QUALITATIVE IMPROVEMENT IN THE RETAIL CENTRE

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
		Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
	station under investigation.	would benefit from qualitative improvements	<ul style="list-style-type: none"> <li>Potential to strengthen public transport links with main settlements.</li> <li>Potential to reduce surplus capacity of primary and secondary schools.</li> </ul>	NEED FOR FURTHER INVESTMENT IN SERVICES	NEED FOR QUALITATIVE IMPROVEMENT OF EXISTING HOUSING STOCK
<b><u>MEXBOROUGH</u></b>	<p><b>High Order Settlement</b></p> <p><b>Within the Housing Market Renewal Area and the DVDZ</b></p> <p><b>Significant qualitative renewal is either planned or under investigation.</b></p> <p><b>Don and Dearne Valley Mixed Use Allocation</b></p>	<p><b>High Potential</b></p> <p>Does not require significant functional change.</p> <p>An opportunity to improve the quality of the urban form and enhance links into and out of the town centre.</p>	<ul style="list-style-type: none"> <li>Opportunity for smaller scale physical change to enhance large incoherent areas, poor housing layout and poor quality housing stock.</li> <li>Opportunity to improve parts of the town, which are isolated and disconnected</li> <li>Under utilised space could be restructured and reconnect the town centre with the rest of the town.</li> <li>Potential to enhance links with the canal, the train station and improve the modern façade of the town.</li> </ul>	<p>POTENTIAL FOR SUSTAINABLE PLAN LED CHANGE</p> <p>POTENTIAL FOR CHANGE TO MAINTAIN AND STRENGTHEN EXISTING FUNCTION</p> <p>NEED TO BALANCE AND LINK CHANGE TO DON AND DEARNE VALLEY AREA</p>	QUALITATIVE IMPROVEMENT REQUIRED
<b><u>WOODFIELD PLANTATION</u></b>	Woodfield Plantation is part of the Doncaster urban neighbourhood	<p><b>High Potential</b></p> <p>An area that has experienced significant development in recent years</p>	<ul style="list-style-type: none"> <li>Opportunity to improve public transport provision to the settlement.</li> <li>Potential to improve bus links through the settlement.</li> </ul>	NEED TO IMPROVE LINKS WITH WIDER AREA	

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
		Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
	High Level of planned interventions identified	Could become self sustaining if the plans for the settlement are realised	<ul style="list-style-type: none"> <li>Opportunity to provide employment opportunities to settlement to become more self sustaining</li> </ul>	NEED TO PROVIDE EMPLOYMENT PROVISION APPLICABLE TO THE AREAS POPULATION	
<b>ADWICK LE STREET / WOODLANDS</b>	High to Middle Order Settlement. Planned interventions include the A1 / A19 Carcroft Link Road	<b>High Potential</b> Existing retail provision could be improved. Housing stock varies from excellent to requiring improvement in a number of areas. Transport links could be improved in the eastern part.	<ul style="list-style-type: none"> <li>Opportunity to improve the existing housing stock within specific estates</li> <li>Opportunity to improve existing retail built quality and provision</li> <li>Opportunity to improve public transport provision to parts of the settlement.</li> <li>Potential to reduce surplus capacity within primary and secondary schools;</li> </ul>	NEED TO IMPROVE THE RETAIL AREAS VITALITY AND VIABILITY.  SMALL SCALE PLAN LED CHANGE TO SUPPORT SETTLEMENT VIABILITY AND SUSTAINABILITY	QUALITATIVE IMPROVEMENT TO RETAIL AREA  NEED TO IMPROVE EXISTING HOUSING STOCK
<b>SCAWTHORPE</b>	Part of the urban neighbourhood of Doncaster  Has a low level of planned interventions.	<b>High Potential</b> Provides a secondary school and limited employment Is reliant on Bentley for a number of services Accessibility is very good, but	<ul style="list-style-type: none"> <li>Opportunity to improve existing housing stock.</li> <li>Opportunity to improve existing retail built quality and provision,</li> <li>Potential to utilise existing public transport provision and increase the areas it serves.</li> </ul>	NEED TO IMPROVE RETAIL QUALITY AND VITALITY  POTENTIAL FOR SUSTAINABLE	QUALITATIVE IMPROVEMENTS TO EXISTING HOUSING STOCK

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement	Existing Role and Function and Planned Interventions	Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
		could be improved. Additional development could improve school viability and utilise the quality bus corridor.	<ul style="list-style-type: none"> <li>Potential to reduce surplus capacity in its primary schools.</li> <li>Further development may need to be supported by improvements in local retail provision.</li> </ul>	PLAN LED CHANGE	
<b>MOORENDS</b>	<p><b>Middle to Low Order Settlement.</b></p> <p><b>Very low level of planned interventions</b></p>	<p><b>High Potential</b></p> <p>Opportunity to improve the retail centre, Need to improve pockets of poor housing / vacant land.</p>	<ul style="list-style-type: none"> <li>Expansion of the settlement is constrained by a high risk flood area.</li> <li>Opportunity for smaller scale physical change to enhance poor quality housing stock.</li> <li>Opportunity to improve the range of services within the retail centre,</li> <li>New housing stock should improve stock, however quality should be monitored.</li> <li>Potential to improve health provision, currently limited.</li> </ul>	NEED TO IMPROVE THE RETAIL CENTRES VITALITY AND VIABILITY	NEED TO IMPROVE EXISTING HOUSING STOCK NEED TO IMPROVE THE RETAIL AREA THROUGH QUALITATIVE INTERVENTION
<b>Limited Change</b>					
<b>ARMTHORPE</b>	<p><b>High to Middle Order Settlement.</b></p> <p><b>Planned interventions include the Doncaster Coalfield Communities</b></p>	<p><b>High Potential</b></p> <p>One estate requires improvement.  Sustainable change could improve the viability of public transport and sustain the</p>	<ul style="list-style-type: none"> <li>Opportunity to improve poor housing stock.</li> <li>Potential to improve streetscape retail environment for pedestrians.</li> <li>Potential to improve the limited health provision.</li> </ul>	SMALLER SCALE SUSTAINABLE CHANGE COULD SUPPORT THE SETTLEMENTS SUSTAINABILITY AND VIABILITY	<p>POTENTIAL TO IMPROVE RETAIL STREETSCAPE ENVIRONMENT</p> <p>NEED TO IMPROVE</p>



SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement	Existing Role and Function and Planned Interventions	Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
	Partnership Capacity Building	existing retail areas in the settlement.			EXISTING HOUSING STOCK
<b><u>TOLL BAR</u></b>	Low order settlement  No Planned interventions	<b>Limited Potential</b>  Housing in the south west of the settlement requires qualitative improvement.  Would benefit from change in terms of improving health provision and decreasing surplus capacity in its primary school.	<ul style="list-style-type: none"> <li>Settlement constrained by medium / low flood risk area</li> <li>Potential to improve existing housing stock within the settlement.</li> <li>Potential to reduce surplus capacity in primary school.</li> <li>Potential to contribute towards improving health provision.</li> </ul>	SMALL SCALE PLAN-LED CHANGE TO SUPPORT EXISTING SERVICES	QUALITATIVE IMPROVEMENTS TO EXISTING HOUSING STOCK  IMPROVEMENT IN HEALTH PROVISION
<b><u>CARCROFT AND SKELLOW</u></b>	High to Middle Order Settlement  No planned intervention within settlement. A1/A19 Link Road currently identified in the UDP	<b>Limited Potential</b>  The quality of the retail centre is poor.  Specific estates also require improvement.	<ul style="list-style-type: none"> <li>Settlement expansion is constrained by environmental and flood risk designations.</li> <li>Opportunity to improve existing housing stock within specific estates</li> <li>Opportunity to improve the retail centre.</li> <li>Potential to improve health provision, currently limited.</li> <li>Small scale development could reduce surplus capacity of its primary and secondary schools.</li> </ul>	NEED TO IMPROVE THE RETAIL CENTRES VITALITY AND VIABILITY  SMALL SCALE CHANGE TO SUPPORT EXISTING SERVICES	NEED TO IMPROVE THE EXISTING HOUSING STOCK
<b><u>BENTLEY</u></b>	Bentley is part of the Doncaster urban neighbourhood	<b>Limited Potential</b>  Retail and housing stock	<ul style="list-style-type: none"> <li>Opportunity for smaller scale qualitative change to enhance poor quality housing stock.</li> </ul>		POTENTIAL TO ENHANCE EXISTING

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement	Existing Role and Function and Planned Interventions	Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
	High level of planned interventions	require qualitative improvement.  Links to the train station require improvement	<ul style="list-style-type: none"> <li>• Opportunity to improve the qualitative environment of retail parades within the settlement.</li> <li>• Opportunity for bus and rail to be more integrated.</li> <li>• Potential to reduce the surplus capacity of its primary schools.</li> </ul>		HOUSING STOCK  SMALLER SCALE QUALITATIVE CHANGE TO RETAIL PARADES
<b>CONISBROUGH</b>	High to Middle Order Settlement  It is within the DVDZ and HMR.  The Don and Dearne Valley mixed use area is allocated to the north of the settlement.  M18 link road currently under investigation	<b>High Potential</b>  Limited change could facilitate improved linkages to facilities within and on the edge of the settlement  Identified as in need of minor physical change.	<ul style="list-style-type: none"> <li>• Enhancement of the settlement should be guided by the protection, conservation and management of the historic centre.</li> <li>• Minor enhancements could provide enhance connections to the train station to the north.</li> <li>• There is potential to link to Don and Dearne Valley Area</li> <li>• Opportunity to improve existing housing estates.</li> <li>• Potential to reduce the surplus capacity of its primary and secondary schools.</li> <li>• It would also help to maintain the vitality of existing services.</li> <li>• Build on its existing links with Doncaster.</li> </ul>	POTENTIAL FOR SUSTAINABLE PLAN LED CHANGE  POTENTIAL TO LINK TO DON AND DEARNE VALLEY AREA	SMALLER SCALE QUALITATIVE CHANGE TO ENHANCE CENTRE AND RESTRUCTURE SPECIFIC ESTATES
<b>DUNSCROFT, DUNSVILLE</b>	Middle to Low Order Settlement	<b>High Potential</b> Some pockets require	<ul style="list-style-type: none"> <li>• Settlement constrained to north by high flood risk area</li> </ul>	SMALL SCALE PLAN LED	QUALITATIVE IMPROVEMENT

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement	Existing Role and Function and Planned Interventions	Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
<b><u>AND HATFIELD</u></b>	Redevelopment of Hatfield Colliery currently under investigation. Includes a number of other planned interventions	qualitative improvement.  Limited change could improve the vitality of health and support existing retail facilities.	<ul style="list-style-type: none"> <li>• Opportunity for smaller scale qualitative change to existing poor housing stock.</li> <li>• Potential to provide direct links with the train station.</li> </ul>	CHANGE WITHIN SETTLEMENT TO MAINTAIN EXISTING SERVICE ROLE  HATFIELD COLLIERY REDEVELOPMENT MAY OFFER SUSTAINABLE BENEFITS FOR SETTLEMENT AND STAINFORTH	TO THE HOUSING STOCK
<b><u>SCAWSBY AND CUSWORTH</u></b>	The study has defined this settlement as middle to low order.	<b>Limited Potential</b>  Limited amenities but located close to major amenities including Doncaster town centre and retail areas immediately east.  Has good accessibility via the strategic and motorway network.	<ul style="list-style-type: none"> <li>• Change limited by environmental constraints</li> <li>• Would require an improvement in services.</li> <li>• Potential to improve public transport frequency through the settlement.</li> <li>• Potential to utilise the A638 quality bus corridor.</li> </ul>	SMALL SCALE PLAN LED CHANGE TO SUPPORT DONCASTER URBAN AREA	
<b><u>BAWTRY</u></b>	The study has defined Bawtry as a	<b>Limited Potential</b>  The retail centre is of good	<ul style="list-style-type: none"> <li>• Opportunity to improve the existing housing stock.</li> </ul>	SMALL SCALE PLAN LED	LIMITED IMPROVEMENT

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement	Existing Role and Function and Planned Interventions	Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
	high to middle order settlement.	<p>quality.</p> <p>Small pockets of existing housing stock could be improved.</p> <p>Limited change would offer some benefits in terms of health provision.</p>	<ul style="list-style-type: none"> <li>Potential to improve health provision</li> </ul>	CHANGE TO MAINTAIN EXISTING SERVICE ROLE	TO EXISTING HOUSING STOCK
<b><u>EDENTHORPE / KIRK SANDALL</u></b>	Edenthorpe / Kirk Sandall is part of the Doncaster urban neighbourhood	<p><b>Limited Potential</b></p> <p>Limited qualitative improvement of some existing housing and the retail centres.</p>	<ul style="list-style-type: none"> <li>Existing services are unlikely to be able to support significant further change.</li> <li>Potential to decrease surplus spaces within the primary schools.</li> <li>Potential to improve health provision within settlement.</li> <li>Change could contribute towards the urban renaissance of Doncaster.</li> </ul>	SMALL SCALE PLAN LED CHANGE TO MAINTAIN EXISTING SERVICE ROLE	QUALITATIVE IMPROVEMENT OF SOME HOUSING AND RETAIL AREAS
<b><u>WADSWORTH</u></b>	The study has defined Wadsworth as low order. The settlement has basic provision but is supported by higher order settlements.	<p><b>Limited Potential</b></p> <p>Limited change would reduce primary school surplus capacity.</p> <p>Could improve health provision within the settlement.</p>	<ul style="list-style-type: none"> <li>Potential to reduce surplus capacity in schools.</li> <li>Potential to improve health provision.</li> <li>Public transport frequency is poor.</li> </ul>	SMALL SCALE PLAN LED CHANGE TO SUSTAIN EXISTING SERVICE PROVISION	
<b><u>TICKHILL</u></b>	The study has	<b>Limited Potential</b>	<ul style="list-style-type: none"> <li>Potential to reduce surplus</li> </ul>	SMALL SCALE	

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
		Potential Benefits of Change / Qualitative Intervention	Potential To Accept Change / Qualitative Intervention	Plan led change	Qualitative Intervention
	defined Tickhill as a high to middle order settlement with a reasonable range of service provision	<p>High quality built environment                      Access to a number of major settlements by bus.</p> <p>Limited change could reduce surplus primary school capacity and improve health provision.</p>	<p>capacity in primary and secondary schools.</p> <ul style="list-style-type: none"> <li>• Potential to increase health provision.</li> <li>• Already a good quality urban environment.</li> </ul>	PLAN LED CHANGE TO SUSTAIN EXISTING SERVICE PROVISION	
<b>WHEATLEY, INTAKE AND TOWN FIELD</b>	Wheatley, Intake and Town Fields is part of the Doncaster urban neighbourhood.	<p><b>Limited Potential</b></p> <p>Some areas to the south east would benefit from some qualitative improvement.</p>	<ul style="list-style-type: none"> <li>• Limited change could contribute to reducing primary school surplus capacity</li> </ul>	SMALL SCALE PLAN LED CHANGE TO SUSTAIN EXISTING SERVICE PROVISION	POCKETS OF THE SETTLEMENT WOULD BENEFIT FROM QUALITATIVE IMPROVEMENT

**Table 6.13: Settlements Identified For Minor Change Only**

No Change or Minor Qualitative Change		
SETTLEMENT	EXISTING ROLE AND FUNCTION	REASON WHY CHANGE WOULD NOT IMPROVE SUSTAINABILITY
<b><u>BESSCARR AND CANTLEY</u></b>	<i>This settlement has a limited service role and the study has defined it as middle to low order. Major change would not offer any significant benefits to the settlement.</i>	<ul style="list-style-type: none"> <li>• Change would have little impact on its service role.</li> <li>• Potential for increasing number of retail / service units within the settlement.</li> </ul>
<b><u>CAMPSALL</u></b>	<i>This settlement has a number of amenities in close proximity, which serve the wider area. However provision within the settlement is very limited and the settlement would facilitate the use of higher order settlements. No change is required, however limited proportion of the settlement could benefit from qualitative improvement.</i>	<ul style="list-style-type: none"> <li>• Change would have little impact on its service role.</li> <li>• Opportunity to improve existing housing stock.</li> <li>• Change in Campsall would have little impact on its service role.</li> <li>• New change has the potential to undermine Askern's role as a higher order settlement.</li> </ul>
<b><u>WARMSWORTH</u></b>	<i>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 change.</i>	<ul style="list-style-type: none"> <li>• Change in Warmsworth would have little impact on its service role.</li> <li>• Warmsworth is outside of the South Yorkshire HMR Pathfinder and is not in need of improvement.</li> <li>• New change has the potential to increase out-commuting.</li> <li>• Improved pedestrian movement over traffic circulation, would be of benefit to the townscape character.</li> <li>• Key small-scale enhancements to the existing cultural qualities are appropriate.</li> </ul>
<b><u>FINNINGLEY</u></b>	<i>The study has defined Finningley as a low order settlement. Services within the settlement are currently limited. The new airport could have major impacts on the settlement, therefore it is unlikely that the settlement would benefit from change. However improvements in public transport to the airport would improve accessibility to a wider area and would reduce surplus capacity of primary and secondary schools.</i>	<ul style="list-style-type: none"> <li>• Change would have little impact on its service role.</li> <li>• Potential to improve health provision.</li> </ul>



No Change or Minor Qualitative Change		
SETTLEMENT	EXISTING ROLE AND FUNCTION	REASON WHY CHANGE WOULD NOT IMPROVE SUSTAINABILITY
<b><u>RICHMOND HILL / SPROTBROUGH</u></b>	<i>Service provision within area is limited. The study has identified the need for minor qualitative improvements to some housing, towards the east of the settlement. The study has defined Sprotbrough as low order and is constrained by environmental designations. Change would not benefit the settlement.</i>	<ul style="list-style-type: none"> <li>• Opportunity to improve existing housing stock.</li> </ul>
<b><u>BARNBY DUN</u></b>  DECREASE RETAIL VACANCY RATE	<i>The study has defined this settlement as middle to low order. It is well located to the road and rail network and is well served by medical facilities and employment provision close by. The settlement has a good quality environment, but would benefit from decreasing the vacancy of its neighbourhood parade towards the north west. It would not benefit from change.</i>	<ul style="list-style-type: none"> <li>• Opportunity to decrease the retail vacancy rate.</li> <li>• Good qualitative environment.</li> <li>• Change may undermine the higher order settlement of Kirk Sandall and Edenthorpe.</li> </ul>
<b><u>ARKSEY</u></b>  IMPROVEMENT IN HEALTH PROVISION	<i>This study has defined Arksey as a low order settlement. It lacks any significant services and relies on higher order settlements for provision. Change would decrease the surplus capacity of primary schools and potentially improve health provision. The settlement is constrained by flood risk.</i>	<ul style="list-style-type: none"> <li>• Change may undermine the role of higher order settlements.</li> <li>• Change could create an increase in traffic problems, because of poor access via the railway line.</li> <li>• Improvement in health provision would benefit the settlement.</li> </ul>
<b><u>NORTON</u></b>  MINOR QUALITATIVE ENHANCEMENTS	<i>This settlement has a links with Campsall in terms of primary school provision. However, other services do not provide a wider role. The study has identified that there is a need for minor qualitative improvement to some housing in the west of the settlement. This study identifies it as a low order settlement. It would not benefit from change.</i>	<ul style="list-style-type: none"> <li>• New change has the potential to undermine Askerns role as a higher order settlement.</li> <li>• Minor qualitative improvements to the existing housing stock.</li> </ul>

No Change or Minor Qualitative Change		
SETTLEMENT	EXISTING ROLE AND FUNCTION	REASON WHY CHANGE WOULD NOT IMPROVE SUSTAINABILITY
<b><u>BRANTON</u></b>  NOT IDENTIFIED FOR FUNCTIONAL CHANGE OR PLAN-LED CHANGE	<i>The study has defined Branton as a low order settlement. It relies on higher order settlements for services. Change would not offer any significant benefits to the settlement and is constrained by flood risk to the east towards Auckley.</i>	<ul style="list-style-type: none"> <li>• The settlement is constrained to the east by high flood risk.</li> <li>• Would not support the urban renaissance of Doncaster.</li> <li>• Public transport provision is unlikely to improve.</li> </ul>
<b><u>AUCKLEY</u></b>  NOT IDENTIFIED FOR FUNCTIONAL CHANGE OR PLAN-LED CHANGE	<i>This settlement has no wider service role and currently functions as a residential area, therefore the study has defined it as low order. Further change would not benefit the settlement.</i>	<ul style="list-style-type: none"> <li>• Change would have little impact on its service role.</li> <li>• Potential to increase health provision within the settlement.</li> <li>• Flooding is a significant constraint to the north west of the settlement.</li> </ul>
<b><u>BARNBURGH AND HARLINGTON</u></b>  NOT IDENTIFIED FOR FUNCTIONAL CHANGE OR PLAN-LED CHANGE	<i>This settlement has no wider service role and currently functions as a residential area. Therefore, it is defined as low order. It is constrained by a number of environmental constraints and further change would not benefit the settlement</i>	<ul style="list-style-type: none"> <li>• Constrained by landscape and flood risk designations.</li> <li>• Owner occupation and car ownership are high, therefore unlikely to be an improvement in public transport or leisure provision.</li> </ul>

## **Conclusion**

- 6.82 It is possible to use the findings of the settlement assessment to set out a settlement strategy for Doncaster.

### **Settlements outside the Main Urban Area and the DVDZ/HMR**

- 6.83 The majority of the east of the borough is within a high-risk flood zone with the settlements of Thorne and Moorends affected most significantly. The River Don represents a significant flood risk constraint for settlements immediately north of the Doncaster Urban Area. This could represent a significant constraint to expansion or further development.
- 6.84 Accessibility is generally good, with the A1 (M) and M18 crossing the borough on a north to south basis. However, east to west movement is more restricted in parts of the borough, most significantly to the east of Armthorpe. A number of settlements have poor access to the motorway network, which may be a constraint to attracting new development.
- 6.85 Settlements that have good access to a train station, high frequency bus services and the strategic road network include Mexborough and Thorne.
- 6.86 Thorne is identified as a principal service centre as it has good accessibility and provides functions, which serve a wider hinterland. Adwick and Woodlands, Armthorpe, Askern, Bawtry are identified as providing a higher order service function.
- 6.87 A significant amount of new employment opportunities have been created along the motorway corridors. Therefore, accessibility to job opportunities, both in terms of sustainability and social inclusion, may be a significant issue for the Borough.
- 6.88 Where possible, future employment change should be focused in accessible locations where physical regeneration and the need to improve the availability of jobs are a priority. This may be a particular issue for new development associated with Robin Hood Doncaster/Sheffield Airport.
- 6.89 RPG provides a focus on achieving economic renewal and regeneration in the Dearne Valley Development Zone. Proposals for physical intervention are primarily focused on the Housing Market Renewal Area. The majority of settlements within DMBC are not within these areas and this study has identified settlements outside these areas which also require significant improvement and restructuring.
- 6.90 In particular, the study has identified that the quality of a number of retail and service centres is poor. A further significant issue for some settlements is the quality and choice of the existing housing stock.
- 6.91 Based on the above, the following strategy for the outlying settlements is suggested:

Figure 6.2: Suggested Doncaster Settlement Strategy outside the HMR/DVDZ



### Key Focus for Change

**Thorne:** Potential focus for plan led change and qualitative intervention within the existing settlement boundary provided flood risk constraints can be addressed. This is to support and improve existing service provision, improve the quality and diversity of the housing stock and improve the vitality and viability of the retail centre. The settlement already has good public transport links.

**Stainforth:** Potential focus for plan led change and qualitative intervention within the existing settlement boundary. This is to improve the housing stock; the quality and vitality of the retail centre, strengthen the service role and to maximise potential opportunities for the redevelopment of Hatfield Colliery. The settlement already benefits from good accessibility.

### High Potential for Change

**Rossington:** Need to improve accessibility and requires qualitative improvements to the housing stock and the retail centre. There is potential for sustainable plan led change if co-ordinated with other interventions. There is a need to improve service provision and diversify the housing stock.

**Askern:** Plan-led change could improve the quality and diversity of the housing stock, which could contribute in creating a more sustainable community. There is a need for qualitative intervention to improve its retail centre and existing housing stock.

**Adwick Le Street/Woodlands:** Potential for sustainable plan-led change to further improve the sustainability of the settlement and to maintain and improve service provision. Need to improve retail area and existing housing stock through qualitative interventions.

**Moorends:** Potential to redevelop vacant areas of land and for qualitative improvements to the existing housing stock and the retail centre providing flood risk constraints can be addressed.

### Limited Potential for Qualitative Change and Plan led change

Armthorpe, Toll Bar, Carcroft and Skellow, Dunscoft, Dunsville and Hatfield, Scawsby and Cusworth, Bawtry, Wadworth and Tickhill.

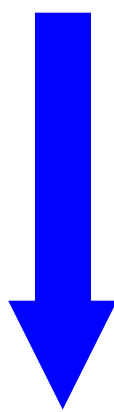
### No Potential for Plan led change and only for Qualitative Intervention and Small-Scale Infill Only

Campsall, Warmsworth, Finningley, Barnby Dun, Arksey, Norton, Branton, Auckley and Barnburgh and Harlington.

### **Housing Market Renewal and Dearne Valley Settlements**

- 6.92 With the exception of Edlington, all the settlements within the Housing Market Renewal Area are also within the Dearne Valley Development Zone.
- 6.93 Mexborough has been identified as having a high function, which serves a wider catchment area both in terms of the Dearne Valley and for Doncaster Borough as a whole.
- 6.94 Conisbrough is a higher order settlement but has a more local catchment area. Denaby Main and Edlington have a lower service role and generally rely on higher order settlements for services.
- 6.95 Mexborough, Denaby Main and Edlington are in a greater need of qualitative restructuring and contain areas of significant urban degradation and abandoned properties.
- 6.96 Overall Conisbrough has a reasonable quality physical environment although specific estates are in need of renewal.
- 6.97 Accessibility is also a key aspect of building sustainable communities. Mexborough has very good accessibility including a railway station and a bus interchange. Conisbrough and Denaby Main also have direct to a train station. Edlington is more aligned to the urban area of Doncaster and has good public transport links with this area.
- 6.98 Several initiatives are planned as part of the Pathfinder programme. These are designed to improve the physical structure of these settlements through housing renewal and other physical improvements such as those for Mexborough town centre. The improvements will be agreed and delivered through the ADF's and masterplans to be undertaken by external consultants in consultation with local people. This should be used for stimulating wider improvements and investment in the settlement.
- 6.99 Other qualitative improvements, such as replacement schools, are also being focused within these settlements. Other larger scale improvements, such as the M18 link road are also under investigation.
- 6.100 All the settlements are constrained by flood risk and nature conservation designations which would limit significant expansion beyond the existing settlement limits.
- 6.101 The suggested settlement strategy for the HMR/DVDZ settlements is:

Figure 6.3: Suggested Doncaster Settlement Strategy within the HMR/DVDZ



Qualitative intervention focused within **Denaby Main and Edlington** to improve existing housing and the retail centre. Plan-led change would help to support the settlement viability and vitality and to diversify the existing housing stock.

**Mexborough** would benefit from qualitative intervention. There is significant potential for plan led change to give rise to sustainable patterns of development.

**Conisbrough** requires less significant qualitative intervention. Smaller scale plan-led change would help to support and maintain existing services.

### Doncaster Urban Area

- 6.102 Doncaster Town Centre is undergoing significant investment including the redevelopment of the Frenchgate Centre and the Interchange. Its role as a service, leisure and employment centre for Borough and the sub-region will therefore increase further.
- 6.103 The urban area is well related to the strategic road network, principally the A638, A18 and A630. Lakeside has the additional benefit of being in close proximity to the motorway network, the M18 and M180 to the south. It will eventually link with Woodfield Plantation and Balby to the south-west. The strategy for the main urban area is outlined below, under the following categorisation:
- Key Focus for Change and/ or Qualitative Intervention in the Urban Area
  - High Potential for Change and/ or Qualitative Intervention in the Urban Area
  - Limited Potential for Change and/ or Qualitative Intervention in the Urban Area
  - No Potential for Change and/ or Qualitative Intervention in the Urban Area

### Key Focus for Change and/ or Qualitative Intervention in the Urban Area

- 6.104 **Lakeside** clearly represents a significant sub-regional location for both employment and leisure users.
- 6.105 At present, Lakeside is not well served by public transport. It would benefit from improved accessibility and better integration with the existing urban area particularly the town centre. Doncaster Council is currently operating a Park and Ride service between Lakeside and Doncaster Town Centre on a trial basis. Therefore, accessibility could be improved depending on the success of this trial.
- 6.106 The Doncaster main urban area is not within the HMR Pathfinder. However, residential areas within Belle Vue to the north-west of Lakeside require qualitative improvements to make them habitable. Within "Cooper Street", it was noted that approximately 20% of properties are boarded up and vacant. Qualitative improvements should be focused within this area in order to regenerate and improve this neighbourhood.



- 6.107 Within **Balby** there are pockets of housing/flats that require significant improvement including a purpose built block of flats on Cedar Road. Retail provision and built quality could generally be improved along the A630 and there is a need to improve accessibility to Lakeside, Doncaster Carr and the motorway traffic to reduce severance caused by high traffic flows.
- 6.108 Within **Hexthorpe** there is opportunity to significantly improve the quality of the existing built form, particular to restructure and diversify the housing stock. Potential also exists to improve the vitality and viability of its retail areas, which includes a high proportion of vacancies and poor built environment.

**High Potential for Change and/ or Qualitative Intervention in the Urban Area**

- 6.109 **Woodfield Plantation** is an area that is still expanding and could become self sustaining if the plans for the settlement are realised including community facilities, new school(s) and offices.
- 6.110 **Scawthorpe** has the potential for sustainable plan-led change to support and improve existing service provision. Existing housing stock requires qualitative improvement.

**Low Potential for Change and/ or Qualitative Intervention in the Urban Area**

- 6.111 Within **Wheatley, Intake and Town Fields** existing residential area there does not appear to be any significant areas available for development. The employment area along the A630 contains some areas of vacant/derelict land where redevelopment and re-use could be investigated. The town centre is also an area where it may be possible to focus new development particularly in terms of introducing more residential development which may give rise to further qualitative improvement.
- 6.112 Within the urban neighbourhood of **Bentley**, change is limited by flood risk. However, there is opportunity to continue smaller scale qualitative improvements to enhance poor quality housing stock and its retail parades.
- 6.113 Within **Edenthorpe and Kirk Sandall**, change is limited to small scale plan led change to maintain its existing service role. The settlement would also benefit from small scale qualitative improvement to some of its housing areas.
- 6.114 Within **Scawsby and Cusworth**, change is limited by environmental constraints. However there is potential for small scale sustainable change, which could support Doncaster centre. There is also potential to improve public transport frequency through the settlement.

**No Potential for Change and/ or Qualitative Intervention in the Urban Area**

- 6.115 The urban neighbourhood of **Bessacarr and Cantley** is predominantly residential with limited service provision within the neighbourhood boundaries. Its location has benefits of being located along the A638 Quality Bus Corridor and in close proximity to the Lakeside development. However it is concluded that change in this neighbourhood would not be sustainable. However there is potential for increasing number of retail / service units within the settlement to support local need.

- 6.116 **Richmond Hill / Sprotbrough** has limited service provision. It would benefit from minor qualitative improvements to some housing, towards the east of the settlement.

#### **Doncaster Urban Area**

- 6.117 Focusing new development within the urban area of Doncaster should give rise to sustainable patterns of change. Therefore, it should remain as a main focus for new employment, leisure and residential development provided that sustainable sites are available.

#### **Cross Boundary Issues**

- 6.118 It has been identified that Doncaster is very accessible with good road and rail links. Doncaster also has a strong employment focus. Therefore people are likely to travel from many other areas to access employment and leisure opportunities within the Borough.
- 6.119 The development of the new Robin Hood Airport gives rise to significant sub-regional issues particularly in terms of accessibility and whether it will stimulate significant economic change, which will benefit the whole of the sub-region.
- 6.120 The strongest cross-boundary relationships are considered to be with Rotherham, Sheffield and Bassetlaw District.
- 6.121 Mexborough and Bawtry are identified as settlements which are likely to serve a catchment beyond the Borough boundary.

#### **Overall Summary**

- 6.122 The overall settlement strategy for Doncaster is set out below:
- 6.123 **To continue to focus development within the main urban area** provided that sustainable sites are available and that development can be integrated into the existing urban fabric.
- 6.124 Qualitative intervention within the HMR should be focused **within Edlington, Denaby Main and Mexborough**.
- 6.125 **Edlington** would benefit from some plan-led change and qualitative intervention. This would provide sustainable patterns of change.
- 6.126 Within the Dearne Valley, plan-led change/change should be focused on **Mexborough** as this has the potential to give rise to sustainable patterns of new development. **Denaby Main** would also benefit from more limited plan-led change.
- 6.127 Future plan-led change should not be limited to the main urban area, the DVDZ and the HMR. **Adwick Le Street/Woodlands, Askern, Moorends, Stainforth, Rossington and Thorne** are all identified as settlements which would benefit from fairly substantial change through plan-led change and/or qualitative intervention.
- 6.128 Development on former colliery land should be encouraged where it would improve the viability of settlements and can be integrated with the existing settlement fabric.

- 6.129 New employment opportunities, where possible, should be focused in areas which have good public transport accessibility and close to settlements with the greatest need for intervention.



## **ROTHERHAM SETTLEMENT ASSESSMENT**

## 7.0 Rotherham Settlement Assessment

### Introduction

- 7.1 This chapter sets out the detailed settlement assessment for Rotherham.
- 7.2 A series of stages were followed to determine the potential for settlements to accept sustainable change.
- 7.3 Integral to this process was to score each settlement against the defined set of sustainability indicators. The score indicates how sustainable a settlement is at present and if future change would improve or decrease its overall sustainability. The scores were compared to indicate which settlements would derive the most benefit from future change.
- 7.4 Each settlement was scored using a system of high, medium and low. A definition of what constitutes a high, medium and low score for each sustainability indicator was provided to ensure that scores were applied consistently to each settlement. **This is provided as Appendix 4.**
- 7.5 A 'high' score always indicates that the settlement has the capacity or service infrastructure to accept sustainable change or that interventions would help to sustain the settlement by making it a more attractive or vibrant place to live, work or visit. For example, where the indicator relates to urban capacity, a high score indicates there is the capacity to accommodate plan-led change in the settlement. In terms of the vitality and viability of the town centre a high score would indicate that change provides a positive benefit in terms of improving the quality and range of provision.
- 7.6 Conversely, a low score indicates that there is a constraint to plan-led change or that the sustainability of the settlement would not be improved by intervention. For example, where a retail function is already performing well, a low score indicates that further change in the settlement is unlikely to significantly enhance this role further. It may also indicate where an environmental constraint may limit the potential to accept change.
- 7.7 A "low" score can also indicate if additional development could result in a negative impact on its overall sustainability.
- 7.8 **The evidence base for the scoring is based on the data collected for each settlement and the detailed descriptions.** The detailed appraisal of each individual settlement is provided in the Rotherham Technical Appendices.
- 7.9 The application of a numerical scoring system to the assessment of each settlement (3 for a high, 2 for medium and 1) provides an overall score. **The full scoring assessment is provided as Appendix 6.**
- 7.10 The detailed assessment and score enables the four key stages of the settlement assessment to be applied.

## Identifying Existing Sustainability and Planned Improvements

- 7.11 The first stage identifies the existing availability of services and infrastructure within settlements. This includes the availability of education facilities, public transport access, retail centres, supermarkets, local employment opportunities and recreation and leisure opportunities.
- 7.12 To obtain a comprehensive analysis of each settlement it is also necessary to identify if planned improvements would improve the sustainability of settlements or increase their role and function. Examples of planned improvements include new or modernised schools, public transport investment, new or upgraded strategic highway access, new retail facilities etc. The scoring of planned improvements distinguishes between whether it is committed (i.e. has funding), is currently under investigation or if it is a proposal at this stage.
- 7.13 Table 7.1 provides overall scores for existing sustainability and planned improvements. These scores have been used to indicate whether the existing settlement capital is high, medium or low. Similarly, they also indicate if there is a high, medium or low level of planned improvements. The total score gives an overall indication of sustainability when existing settlement capital and planned improvements are considered together. **As planned improvements include those under investigation this does not automatically assume that they will be implemented.** However, the score does depend on the level of commitment to a project i.e. high indicates it is planned and funded whereas low indicates it is only under investigation at this stage.
- 7.14 The maximum achievable score is 42 for existing settlement capital and 18 for planned improvements.

**Table 7.1: Rotherham Scoring of Settlement Capital and Planned Improvements**

Settlement	Existing Settlement Capital		Planned Improvements		Overall Total
	Numerical Score	Assessment Score	Numerical Score	Assessment Score	
Rotherham Outlying Settlements					
Aughton/Aston/Swallownest	31	Medium	8	Medium	39
Bramley/Wickersley/Ravenfield Common	33	High	8	Medium	41
Brinsworth	31	Medium	6	Low	37
Catcliffe	24	Low	11	Medium	35
Harthill	21	Low	6	Low	27
Laughton Common	23	Low	15	High	38
Maltby	30	Medium	12	High	42
Orgreave	15	Low	10	Medium	25
South Anston	22	Low	8	Medium	30
Todwick	21	Low	8	Medium	29
Treeton	21	Low	10	Medium	31
Throapham/	38	High	15	High	53



Settlement	Existing Settlement Capital		Planned Improvements		Overall Total
	Numerical Score	Assessment Score	Numerical Score	Assessment Score	
Dinnington/ North Anston					
Thurcroft	31	Medium	8	Medium	39
Wales/Kiveton	30	Medium	9	Medium	39
Woodsetts	25	Low	6	Low	31
<b>Rotherham Outlying HMR</b>					
Blackburn	22	Low	7	Low	29
Greasbrough/ Wingfield	32	High	9	Medium	41
Hesley Grange	18	Low	6	Low	24
Rawmarsh/Parkgate	31	Medium	12	High	43
Thorpe Hesley*	24	Low	6	Low	30
<b>Rotherham Dearne Valley HMR</b>					
Brampton/West Melton	29	Medium	10	Medium	39
Swinton/Kilnhurst	36	High	13	High	49
Wath-upon-Deerne	37	High	14	High	51
<b>Rotherham Urban HMR</b>					
Canklow	23	Low	10	Medium	33
East Dene	34	High	9	Medium	43
East Herringthorpe/Dalton/ Whinney Hill	34	High	9	Medium	43
Herringthorpe	32	High	7	Low	39
Kimberworth	26	Medium	11	Medium	37
Kimberworth Park	28	Medium	10	Medium	38
Masbrough	28	Medium	13	High	42
St Ann's	30	Medium	12	High	42
<b>Rotherham Urban Non HMR</b>					
Moorgate/Broom	37	High	6	Low	43
Thrybergh	29	Medium	8	Medium	37
Whiston	25	Medium	6	Low	31

Assessment of Existing Sustainability = 25 and below is low, 26-31 is medium and 32 and above is high.

Planned improvements = 7 and below is low, 8-11 is medium and 12 and above is high.

\* A small part of Thorpe Hesley, south of Upper Wortley Road falls within the HMR Pathfinder.

## Functional Hierarchy of the Outlying Settlements

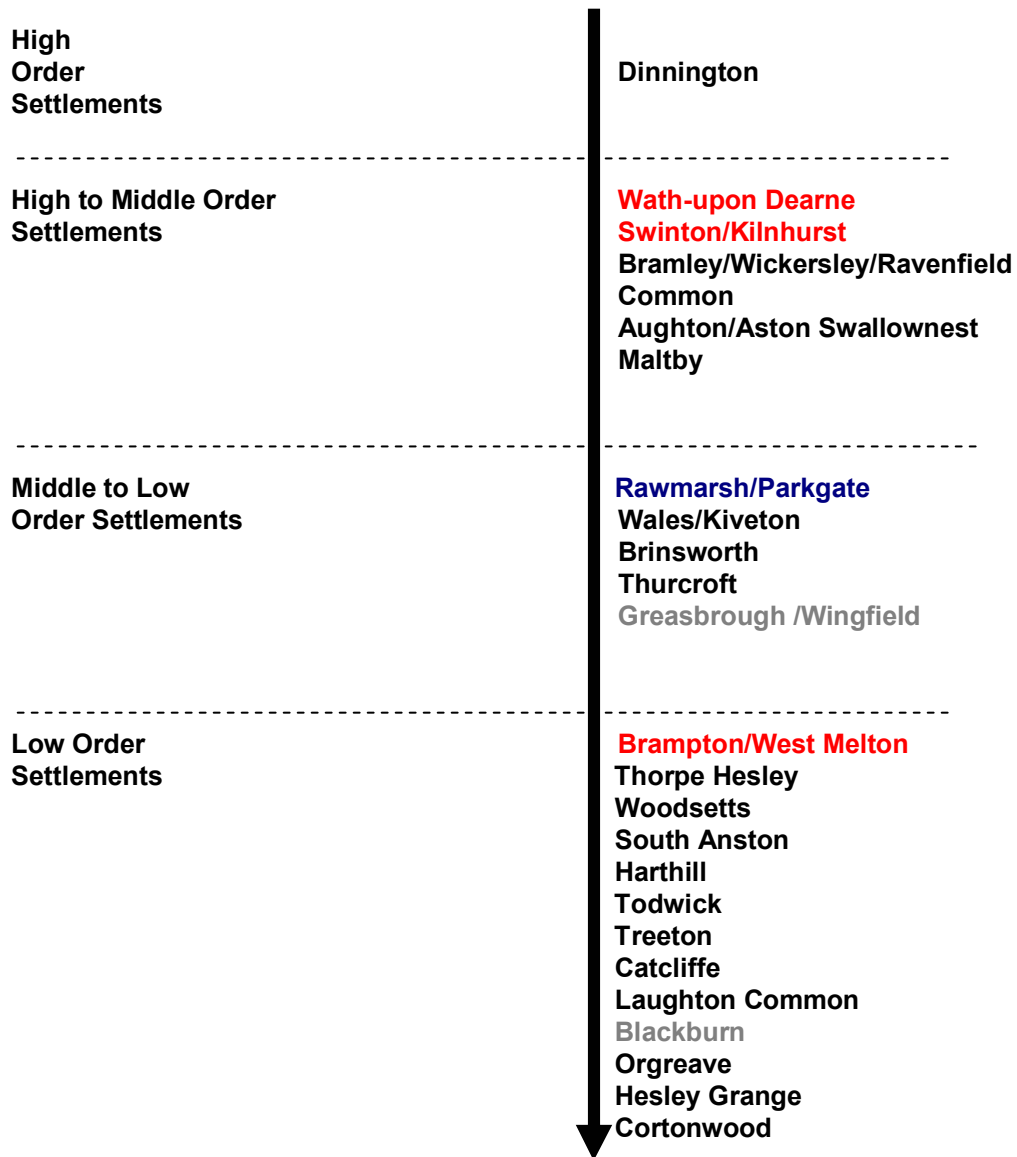
- 7.15 The scoring exercise has indicated the existing sustainability of each settlement. The descriptive analysis provides detailed information about the service role and function of each settlement. This information has been used to produce a functional hierarchy of each settlement.
- 7.16 Settlements have been grouped under common functions and characteristics. The groups are:

- **High Order Settlements:** Settlements with a high order role in terms of the quality and range of services they provide. This includes education, leisure, retail function, employment and accessibility to other settlements. The level of services provided meets most of the day to day needs of residents and serve other settlements from a wider hinterland.
- **High to Middle Order Settlements:** Settlements with a higher order role but which have more limited catchment area. Generally, they are not as accessible either to, or from, other settlements. The settlements at the lower end of the spectrum may lack some key services.
- **Middle to Low Order 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 Settlements:** Settlements with a very limited or no service role. They do not have a wider service role or function and rely on settlements above them in the hierarchy for most of their services. They also generally have poorer accessibility;
- **Settlements in red font are within both the DVDZ and the HMR.**
- **Settlements in blue are within the HMR only.**

7.17 Within each group, a simple hierarchy has been developed. Settlements at the top of each group are considered to provide a greater service role, or serve a wider catchment. Figure 7.1 illustrates the functional hierarchy for the Rotherham outlying settlements.

7.18 The hierarchy is described in more detail in the paragraphs below the diagram.

Figure 7.1: Rotherham Functional Hierarchy



\* This hierarchy does not include urban neighbourhoods

### High Order Settlements

- 7.19 **Dinnington/North Anston (population 15,781)** has the largest town centre of the outlying settlements offering a range of services and retail provision. It 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. Overall, Dinnington is self-sufficient and performs a wider role through supporting the neighbouring settlements of Laughton Common, Laughton en le Morthern, South Anston and Woodsetts. **The settlement capital score of 38 indicates that it provides a key service role.**

### High to Middle Order Settlements

- 7.20 **Swinton/Kilnhurst (population 15,972)** provides some high order services, such as a secondary school, library and leisure centre. It has a train station, bus interchange and a retail centre. The range of services provided within the settlement means it is reasonably self-sufficient and there is a limited need to travel to other towns to obtain services. However, the lack of some higher order services, such as a national food retailer and banks, may mean that people travel to Mexborough for these services. Goldthorpe, Wombwell and Wath-upon-Deane may also provide some services, for example the Tesco store in Wath. 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. **Swinton/Kilnhurst achieves a settlement capital score of 37. However, the proximity of other settlements providing a wider range of services (i.e. Mexborough) means that it has a high to middle order service role.**
- 7.21 **Wath-upon-Deane (population 8,456)**, although a small town, provides 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. It is not within the rail corridor, but generally has a good accessibility profile. This ensures that 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 this settlement provides a good range of services and it benefits from the proximity of Manvers Employment Zone and Dearne Valley College, which contribute to this score. However, the proximity of other settlements providing a wider range of services (i.e. Mexborough and Wombwell) means that it has a high to middle order service role.**
- 7.22 **Bramley/Wickersley/Ravenfield Common (population 21,309)** is a medium sized settlement supporting a range of services that meet local needs. The settlement has two separate town centres, a retail park, an excellent bus service and easy access to the strategic road network. **Overall, Bramley/Wickersley/Ravenfield Common is self-sufficient but its potential to perform a wider role is limited by its proximity to the Rotherham Urban Area. The settlement capital score of 33 indicates that it has a high to medium order function.**
- 7.23 **Aughton/Aston Swallownest (population 14,236)** is a medium sized settlement providing services that meet local needs. It has a reasonable bus service, good access

to the strategic road network and a small town centre. It also provides secondary education and leisure services for neighbouring settlements including, Orgreave, Treeton and Ulley. **The settlement capital score of 31 indicates that it has a reasonable service role but residents are likely to travel to Sheffield City Centre or Rotherham Town Centre for higher order services.**

- 7.24 **Maltby (population 17,136)** is a medium sized settlement providing services that meet local needs. It has a good bus service and good access to the strategic road network. The town centre does provide a range of facilities, but is in need of improvement. There are only a few smaller settlements located in proximity to Maltby (Hooton Levitt, Braithwell and Stainton), which therefore limits its ability to support a wider catchment. **It has a settlement capital score of 30 indicating that it has a reasonable service role.**

#### **Middle to Low Order Settlements**

- 7.25 **Rawmarsh/Parkgate (population 18,521)** 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 and good accessibility. It is the proximity to employment opportunities and easy accessibility to Rotherham Urban Area, which contribute to this score, but overall Rawmarsh/Parkgate is considered to be a middle order settlement.**
- 7.26 **Wales/Kiveton (population 6,416)** has a good range of services for a small settlement, which enable it to be self-sufficient and support the neighbouring villages of Todwick and Harthill. It has a reasonable bus service and train service, which combined provide access to several higher order settlements in South Yorkshire and Nottinghamshire. It also has good access to the strategic road network and the M1 Motorway. There are employment opportunities within close proximity of the settlement and the access to the strategic road network provides easy access to opportunities further a field. **A settlement capital score of 30 indicates a reasonable service role and good accessibility. This is a peripheral settlement in a predominantly rural area of Rotherham, but as it provides a good range of facilities its role as a middle order settlement is justified.**
- 7.27 **Brinsworth (population 9,725)** is a largely self-sufficient settlement, which also provides services for neighbouring Catcliffe. However its ability to service a wider catchment is limited by the proximity of Meadowhall. Brinsworth does not have a defined town centre but has a good range of local shops located in a central part of the settlement. Brinsworth has good bus services to Sheffield and Rotherham. It has excellent access to the strategic road network as it is immediately adjacent to the M1 and is situated between junction 33 and junction 34. **A settlement capital score of 31 indicates a reasonable service role.**
- 7.28 **Thurcroft (population 4,955)** is a small settlement. It offers a reasonable range of services that meet local needs and the needs of residents from Brampton en le Morthen, a small village nearby. There is a small town centre that meets occasional shopping needs. Thurcroft has a reasonable bus service and reasonable access to the

strategic road network. There are some employment opportunities within the settlement but the range of employment choice is limited. There is no secondary school in Thurcroft and residents here are within the catchment of Wales High School. **A settlement capital score of 31 indicates that it has a reasonable service role. This is a peripheral settlement in a predominantly rural area of Rotherham, so the services it provides are important to the local community. Therefore, its role as a middle order settlement is justified.**

- 7.29 **Greasbrough/Wingfield (population 8,451)** is a small, predominantly residential settlement that supports a limited range of services to meet local needs rather than support a wider catchment. There is no defined town centre in Greasbrough/ Wingfield and so retail provision is somewhat limited to several small local centres. It has very good public transport and road links to Rotherham town centre. There are limited employment opportunities actually within Greasbrough/ Wingfield but there is a good range of opportunities located nearby within Rotherham urban area. **A settlement capital score of 32 indicates that it has a reasonable service role. It is the proximity and easy accessibility to the Rotherham Urban Area, which contributes to this score, but overall Greasbrough/Wingfield is considered to be a middle order settlement.**

#### **Low Order Settlements**

- 7.30 **Brampton/West Melton (population 6,795)** is a former mining village, which 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-Deane for secondary school provision. **The proximity of the services at Cortonwood Retail Park contributes to the overall settlement capital score of 29 for Brampton/West Melton. However, overall this settlement is considered to have limited service role as it is reliant on other higher order settlements for services. Therefore it is considered to be a low order settlement.**
- 7.31 **Thorpe Hesley (population 3,352)** is a small settlement that does not support any significant services or a wider catchment. There is no existing local centre in the village and service and shops are located along Upper Worley Road (A629) away from the main built up area of the village. There is no secondary school in Thorpe Hesley and pupils living in this settlement attend the new Winterhill School in Kimberworth. Thorpe Hesley has a reasonable bus service to Rotherham town centre and has excellent access to the strategic road network as it is located immediately adjacent to Junction 35 of the M1 and fronts onto the A629. This enables residents to access employment opportunities in higher order settlements. **A settlement capital score of 24 indicates that it has a more limited service role.**
- 7.32 **Woodsetts (population 1,842)** does not provide any significant services or support a wider catchment area. There is no defined local centre, but there are a limited number of shops and services to meet occasional needs. Woodsetts is reliant on Dinnington Comprehensive for secondary school provision. The village is not isolated however, from the services and facilities of neighbouring settlements as it has a good bus service to Rotherham, Worksop and Dinnington. Woodsetts also has good access to the strategic road network. **A settlement capital score of 25 indicates that it has a more limited service role.**



- 7.33 **South Anston (population 2,568)** is a small settlement, which does not provide any significant services or support a wider catchment. It has a local centre with shops and services to meet occasional needs. South Anston is reliant on Wales for secondary school provision. However, South Anston is not isolated from services and facilities in higher order settlement as it has a good bus service to Dinnington, Rotherham and Worksop and excellent access to the strategic road network. It is also located only a few miles north of Kiveton Park Station. **A settlement capital score of 22 indicates that it has a limited service role.**
- 7.34 **Harthill (population 1,708)** is a small village with a limited range of services that meet local needs. It is located in the far south of the borough. There is a small shopping parade in the village that provides traditional village services to meet local needs. There is no secondary school in Harthill, but pupils from the settlement are within the catchment of Wales High School. Harthill has a reasonable bus service to Sheffield and Rotherham and is located only a few miles from Kiveton Bridge Station. The settlement has reasonable access to the strategic road network, as it is necessary to travel via Wales or Barlborough to reach the M1 motorway. **A settlement capital score of 21 indicates that it has a limited service role.**
- 7.35 **Todwick (population 1,610)** is a small settlement which offers a few services to meet local needs and appears to rely on the services of the surrounding settlements of Kiveton, Dinnington and Aston. There is no defined local centre in Todwick and retail provision is limited as there is no food shop. There is no healthcare provision in this settlement and Todwick is reliant on Wales High School for secondary school provision. Todwick has a reasonable bus service to Sheffield and Dinnington, is located a few miles north of Kiveton Bridge Station and has excellent access to the strategic road network as it is close to both the A57 and Junction 31 of the M1. This facilitates access to higher order settlements for employment opportunities. **A settlement capital score of 21 indicates a limited service role.**
- 7.36 **Treeton (population 2,619)** is a small, settlement that has a limited range of services to meet occasional needs. There is no defined local centre in the village but there are a couple of general stores and a post office. Treeton is reliant on Aston Comprehensive for secondary school provision. The village has a reasonable bus service to Rotherham and reasonable access to the strategic road network. **A settlement capital score of 21 indicates a limited service role.**
- 7.37 **Catcliffe (population 1,807)** is a small settlement that does not provide any significant services and is reliant on neighbouring Brinsworth for wider facilities. There is no local centre in Catcliffe and retail provision is limited to one local shop for the whole settlement. Catcliffe is reliant on Brinsworth Comprehensive for secondary school and healthcare provision. There are no employment opportunities within the village, but several opportunities within close proximity to Catcliffe have reasonable transport links to Rotherham and Sheffield and excellent access to the strategic road network. **A settlement capital score of 24 indicates that it has a more limited service role. This score is boosted by the proximity to Catcliffe Retail Park, the strategic road network and employment opportunities at Orgreave. However, the facilities within the confines of the actual village are very limited and justify a low service role.**
- 7.38 **Laughton Common (population 979)** is a small settlement, which provides few services to support its population and is largely reliant on neighbouring Dinnington.

There is only a post office in Laughton Common. There is no health care or school provision in Laughton Common. There are however, several employment opportunities actually within Laughton Common and in close proximity. The village has good public transport links and has regular services to Rotherham and Sheffield. It also has good access to the strategic road network. **A settlement capital score of 23 indicates that it has a more limited service role. This score is boosted by the proximity to employment opportunities both within the settlement and on the periphery at Dinnington Colliery and the good accessibility profile of the village. However, the facilities within the confines of the actual village are very limited and justify a low service role.**

7.39 **Orgreave (population 749)** is a small settlement and is reliant on neighbouring settlements for services and facilities. There are no facilities actually within the settlement but Orgreave is immediately adjacent to Woodhouse in the Sheffield Urban Area, which has shopping facilities. Orgreave has reasonable public transport links to both Sheffield and Rotherham and there is a train station close by in Woodhouse. The settlement also has good access to the strategic road network and employment opportunities in Sheffield Urban Area. **A settlement capital score of 15 indicates that it has a very limited service role. However, in reality, residents will make use of the facilities available immediately adjacent in Woodhouse and Handsworth, which are part of the Sheffield Urban Area.**

7.40 **Hesley Grange (population 758)** is a modern housing estate that has no services or facilities for its residents. It is reliant on Kimberworth and for healthcare and secondary school provision. It does have good access to the strategic road network and a reasonable bus service to Rotherham. **A settlement capital score of 18 reflects the very limited service role.**

7.41 **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. **This settlement has not been scored separately, but is worthwhile mentioning as it is considered to be physically separate from Brampton/West Melton.**

### **The Role of Urban Neighbourhoods**

7.42 The Rotherham Urban Area is compact and the 11 neighbourhoods share some similar characteristics. All neighbourhoods have good access to the strategic road network and the frequency of bus services is generally higher than the outlying settlements (although bus services in the east urban area are more frequent than the west urban area). The Rotherham UDP has focused the majority of housing change in the outlying settlements rather than the urban area so there is a noticeable absence of new build properties and a higher proportion of pre 19<sup>th</sup> Century and local authority stock. All urban neighbourhoods are reliant on the town centre for higher order shopping facilities and services.

7.43 **Moorgate/Broom and Whiston**, located south west of the town centre, are the most sustainable and attractive parts of the urban area. They have a high standard of built quality, fairly good local shopping provision, lower than Borough average deprivation, unemployment and economic inactivity. Owner occupation is also high.

7.44 **The neighbourhoods immediately adjoining the town centre to the east (St Ann's, East Dene, East Herringthorpe & Dalton), the south (Canklow) and the west (Masbrough)** are less affluent. They are characterised by:

- Low car ownership,
- High levels of economic inactivity,
- Higher than borough average levels of unemployment,
- Low rates of owner occupation, and
- A large proportion of local authority housing stock.

7.45 Service Provision in the Urban Neighbourhoods is focused on schools, healthcare and sports facilities. Employment is typically located in separate parts of the urban area to the residential areas (i.e. Templeborough in west Rotherham and Aldwarke/Parkgate in north Rotherham). There are few retail facilities within the Urban Neighbourhoods as Rotherham Town Centre is the focus for shopping provision. District Shopping centres appear in the neighbourhoods on the periphery of the Urban Area but within neighbourhoods closest to the town centre there may only be a small local parade of shops.

7.46 The neighbourhoods in the east urban area have a higher frequency of public transport services than the west urban area and these services also penetrate the residential areas ensuring easy access to a bus stop. There is an ASDA superstore, which serves the needs of residents in St Ann's, East Dene, Herringthorpe, East Herringthorpe & Dalton and Thrybergh. Other assets to the east urban area include Herringthorpe Leisure Centre, Thrybergh Leisure Centre and Clifton Park.

7.47 The neighbourhoods in the west and south urban area (Kimberworth, Kimberworth Park, Masbrough and Canklow) have less frequent bus services to the town centre. These tend to run along the main arterial routes without penetrating the residential estates. This can limit the number of residents in proximity to a bus stop. Local shopping facilities are more limited and there is no major supermarket provision serving the west and south of Rotherham Urban Area.

### **The Role of Existing Strategic Areas**

7.48 A number of strategic areas have been identified within Rotherham. Their role and function are outlined below:

#### ***Tier 1***

- **Dearne Valley Enterprise Zone/Wath Manvers:** is located within the heart of the Dearne Valley and provides employment, educational and in the future, potential leisure opportunities for many of the Dearne Towns. It has a wide zone of influence and provides opportunities and links to many of the Dearne Towns. The largest employers are Ventura (1,500 employees in 2001), T-Mobile (800 employees). Dearne Valley College, Humphrey Davis School of Nursing, Powergen, CPAC, Lifetime Careers and Royal Mail Ltd are also located at Manvers and have between 100 and 500 employees.
- **Cortonwood Retail Park and Enterprise Zone:** is a Retail Park, key employment site and new residential area which includes B&Q, Boots, Argos, Next and Morrisons. Located south west of Brampton (and between Brampton and

Wombwell). This retail park serves residents of the Dearne Valley, but is difficult to access without a vehicle.

- **Hellaby Industrial Estate:** Located at Junction 1 of the M18 between Bramley & Wickersley and Maltby includes several large employers. Active business services employs between 500 and 1000 people and Pyronix, Stanley Tools Ltd, Rion Ltd and TNT Express (UK) Ltd each employ between 100 and 500 people. This provides local employment opportunities for the residents of Bramley & Wickersley and Maltby. It may also attract a wider employee base due to its proximity to the strategic road network.
- **Parkgate Retail World, Parkgate Industrial Area and Aldwake:** One of five UDP Strategic Regeneration Areas. This area extends north of Rotherham Town Centre and includes a mix of employment and retail uses. Retail World is a Major out of town retail park within the Rotherham Urban Area and includes Marks & Spencer, Comet, Argos and Homebase. Corus Steel is the largest employer in the Aldwarke area, and there is also land available for development. Retail world is an attraction for residents of north Rotherham and Rotherham Urban Area.
- **Templeborough/Masbrough:** One of five UDP Strategic Regeneration Areas. A corridor of land stretching from Rotherham Town Centre westwards towards Junction 24 of the M1 (and to Sheffield City Boundary). This area includes Magna, Centenary Business Park and a significant amount of land available for future development. This area is the main interaction between Sheffield and Rotherham. Together with the Don Valley forms part of a sub-regionally important employment area for South Yorkshire.
- **Former Dinnington Colliery/ North Anston Industrial Estate:** One of five UDP Strategic Regeneration Areas, located in the south east of the Borough. Several existing employment uses are present on this site and the remainder of land is currently being reclaimed by Yorkshire Forward for a mix of uses. J Murphy & Sons Ltd, are located at North Anston Trading Estate and employ between 100 to 500 staff. Dinnington Colliery will become one of the major employment areas in the south west of the borough.
- **Waleswood:** Located in the south east of the Borough close to Junction 31 of the M1. Several existing employment uses present and the site is now almost fully developed. Both Luc (UK) Ltd and CW Fletcher & Sons Ltd are located here and have between 100 and 500 employees. This area provides opportunities for residents in Wales & Kiveton, Aughton/Aston & Swallownest, Killamarsh in North East Derbyshire and the Mexborough area of south Sheffield.

### ***Tier 2***

- **Swinton Meadows/ Swinton Bridge:** This employment area facilitates a link between Swinton and Mexborough as it provides employment opportunities for both settlements. Key employers include Morphy Richards Ltd, Belling Appliances and Caradon Stekrad Ltd all with between 100 and 500 employees.
- **Bramley Lings:** is a retail and leisure park on the edge of Bramley & Wickersley, adjacent to Junction 1 of the M18. It includes a Morrisons Supermarket, Ibis Hotel

and Fitness First Gym. This area serves the needs of residents in Bramley & Wickersley and Maltby.

- **Kiveton Park Station Industrial Area:** is an existing employment area located around Kiveton Park Station which is home to Kiveton Park Steels and Unisco Steels Ltd. They both employ between 100 and 500 people. This area potential provides employment opportunities for residents of Kiveton and South Anston.
- **Swallownest/Fence Industrial Area:** is an existing employment area located west of Aston/Aughton/Swallownest with some land available for development. This site provides employment opportunities for residents of Aughton/Aston & Swallownest, Orgreave and potentially Handsworth and Woodhouse in Sheffield.

### **Potential Impacts of Planned Improvements**

- 7.49      Planned improvements, either currently being developed or under investigation, which could influence the future role of settlements/neighbourhoods within Rotherham. The table below sets out the potential impacts and benefits of these improvements. **This is based on subjective judgement rather than comprehensive technical assessment.**

Table 7.2: Planned Improvements in Rotherham

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
<b>Accessibility</b>			
<p><b>Potential supertram extension between Meadowhall and Rotherham Parkgate (via Rotherham Town Centre).</b></p> <p><b>Also potential to link new development at Waverley.</b></p>	<p>This route has emerged as the strongest case following technical studies and public consultation undertaken by the passenger transport authority.</p> <p>The Hellaby/ Waverley tram link is now unlikely to be pursued and the focus is on achieving the Meadowhall – Rotherham link.</p> <p><b>Deliverability:</b> This scheme is at a very early stage of development and there is no guarantee of delivery.</p>	<p>This will form a stronger link between the Don Valley and Templeborough, Sheffield City Centre and Rotherham Town Centre, linking employment opportunities, attractions (i.e. Magna and Meadowhall) and shopping facilities.</p> <p>The most likely route for the tram runs through employment areas rather than some of the residential communities in east Sheffield and west Rotherham (i.e. Tinsley, Kimberworth, Kimberworth Park &amp; Masbrough) so these residents are less likely to benefit from the increased accessibility to opportunities that the tram will bring.</p>	<p>Depending upon exact route chosen:</p> <p><b>Tinsley</b>  <b>Kimberworth</b>  <b>Kimberworth Park</b>  <b>Masbrough</b>  <b>Rotherham Town Centre</b>  <b>St Ann's</b></p>
<p><b>Quality Bus Corridors (Rotherham to Chapeltown, Maltby QBC and Rotherham to Thrybergh).</b></p>	<p>The LTP identified a need for a number of QBC's in Rotherham which would give priority in traffic to buses, increase frequency of services and number of accessible busses, improved bus shelters and pedestrian crossing points.</p> <p><b>Deliverability:</b> Maltby QBC is currently being implemented but Chapeltown QBC and Thrybergh QBC still under investigation.</p>	<p>Will improve the quality of public transport services for residents of:</p> <ul style="list-style-type: none"> <li>Masbrough, Kimberworth, Kimberworth Park, Hesley Grange and Thorpe Hesley (Chapeltown QBC)</li> <li>St Ann's, East Dene, Dalton and Thrybergh (Thrybergh QBC)</li> <li>Moorgate/Broom, Bramley/Wickersley, Maltby, Dinnington, Thurcroft, Laughton Common, Dinnington, South Anston and Woodsetts (Maltby QBC)</li> </ul>	<p><b>Maltby QBC:</b>  <b>Moorgate/Broom,</b>  <b>Bramley/Wickersley, Maltby,</b>  <b>Dinnington, Thurcroft,</b>  <b>Laughton Common,</b>  <b>Dinnington, South Anston</b>  <b>and Woodsetts.</b></p> <p>If Chapeltown QBC is implemented then <b>Masbrough, Kimberworth, Kimberworth Park, Hesley Grange and Thope Hesley</b> will benefit.</p> <p>If Thrybergh QBC is</p>



Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
			implemented then <b>St Ann's, East Dene, Dalton and Thrybergh</b> will benefit.
<b>Mixed Use Schemes</b>			
<b>Waverley</b>	<p>The Waverley Development Site is a 295ha site. Proposals include around 50 ha of employment land (AMP) on the northern part of the site and around 3,500 new dwellings. The current UDP allocates this site for employment use and greenspace only. A masterplan has been drawn up and some planning applications have been received for development on part of the site.</p> <p><b>Deliverability:</b> Waverley Development Site is subject to planning approval from the local planning authority and Secretary of State. (The proposed development is a departure from the development plan so is likely to be called in).</p>	<p>This site has the potential to meet much of RMBC's future housing requirement.</p> <p>The development would provide strategic employment opportunities and new recreational and community facilities, which could serve surrounding settlements.</p> <p>This site is close to the Sheffield Urban Area and the former Sheffield City Airport site. It is considered that the re-development of both these areas should be consistent and planned consistently.</p>	<p><b>RMBC: Catcliffe, Treeton and Orgreave, Brinsworth</b></p> <p><b>SCC: Handsworth, Woodhouse and Darnall</b></p> <p><b>Rotherham Urban HMR neighbourhoods.</b></p> <p><b>Sheffield Urban HMR neighbourhoods.</b></p> <p><b>Dearne Valley Development Zone.</b></p>
<b>Manvers/ Express Parks</b>	<p>A planning application has been submitted for a range of leisure, employment and residential uses at Express Parks in Manvers. The application includes industrial units, a hotel, conference centre, multiplex cinema, youth hostel, golf course, boating lake, shops a retirement village and approximately 300 dwellings.</p> <p><b>Deliverability:</b> The Express Parks site is subject to planning approval from the</p>	<p>Residential development is also sought for Lakeside and Fitzwilliam Fields which are adjacent to Express parks, so the cumulative impact of these developments could be significant on the neighbouring settlements of Brampton/ West Melton, Wath-upon-Deane and Swinton.</p>	<p><b>Brampton/ West Melton</b></p> <p><b>Wath-upon-Deane</b></p> <p><b>Swinton</b></p>

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
	local planning authority and Secretary of State.		
<b>Employment Opportunities</b>			
<b>Waverley Advanced Manufacturing Park (AMP)</b>	<p>40 ha Site at the north of the whole Waverley site. Led by Yorkshire Forward and it will be the focal point for manufacturing and metals related research and activity in the Region. Aim is to attract a cluster of high technology companies employing about 5,000 people.</p> <p><b>Deliverability:</b> Phase 1 of AMP (100 acres) is under construction and several key firms have set up premises here. Outline planning permission has been granted for AMP Phase 2 (80 acres).</p>	This site will be a gateway to South Yorkshire and will help to secure jobs and retain university graduates in the sub region. It will also be a significant employment area for Rotherham and Sheffield. This site will be located close to Catcliffe and may offer further employment opportunities to residents.	<p><b>RMBC: Catcliffe, Treeton and Orgreave, Brinsworth</b></p> <p><b>SCC: Handsworth, Woodhouse and Darnall</b></p>
<b>Dinnington Colliery</b>	<p>The former Dinnington Colliery, immediately south of the settlement, is one of the 5 Strategic Regeneration Areas identified in the Rotherham UDP</p> <p><b>Deliverability:</b> Yorkshire Forward is currently restoring the site for a mix of uses.</p>	Dinnington Colliery will become one of the major employment areas in the south west of the borough. It will provide opportunities for Dinnington, North Anston and Laughton Common and also help to improve the townscape and quality of Dinnington and Laughton Common.	<b>Dinnington, North Anston, South Anston and Laughton Common</b>
<b>Education</b>			
<b>Rotherham, Schools PFI Project / Transform Schools</b>	Transform Schools is a public-private finance initiative (PFI) to fund new and replacement schools or extensions to existing premises in Rotherham. This includes the construction of 10 new schools and substantial upgrade of a further five (both primary and	<p>The following schools are part of Transform Schools PFI:</p> <ul style="list-style-type: none"> <li>Clifton Comprehensive (St Ann's &amp; East Dene)</li> <li>Maltby Comprehensive</li> <li>Oakwood Technology School (Moorgate)</li> <li>Rawmarsh School</li> </ul>	<p><b>URBAN AREA</b>  <b>St Anns</b>  <b>East Dene</b>  <b>Moorgate</b>  <b>Masbrough</b></p> <p><b>OUTLYING SETTLEMENTS</b>  <b>Maltby</b></p>

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
	secondary schools).  <b>Deliverability:</b> Several of these initiatives are either now complete or currently under construction.	<ul style="list-style-type: none"> <li>• Thrybergh Comprehensive</li> <li>• Wath Comprehensive</li> <li>• Wickersley School</li> <li>• Wingfield Comprehensive</li> <li>• Winterhill School (Kimberworth)</li> <li>• Dinnington Primary</li> <li>• East Dene Primary</li> <li>• Coleridge Primary</li> <li>• Kimberworth Primary</li> <li>• Maltby Craggs Infant and Junior School</li> <li>• Ferham Primary (Masbrough)</li> <li>• Thornhill Primary (Masbrough)</li> <li>• Wath Park Infant School and Wath Central Junior School</li> </ul>	Thrybergh Wath upon Dearne Bramley/ Wickersley Greasbrough/ Wingfield Dinnington Kimberworth Rawmarsh/ Parkgate
<b>Leisure</b>			
<b>Re-organisation of RMBC's public leisure provision</b>	Re-organisation of RMBC's public leisure provision to commence in 2005 and be fully operational by 2007. This will result in the redevelopment/ replacement of some facilities but also closure of sports centres and swimming pools in other parts of the Borough.  <b>Deliverability:</b> to commence in 2005 and be fully operational by 2007.	<b>Loss of:</b> Brampton Leisure Centre, Mowbray Gardens Pool, Oakwood Pool, Wingfield Pool, Swinton Pool, Sheffield Road Pool, Dinnington Pool  <b>Replacement/enhanced facilities at:</b> Aston Sport Centre, Herringthorpe Sports Centre (although there will no longer be a pool here) Wath Sports Centre, Maltby Sports Centre, Thrybergh Sports Centre  <b>New Facilities:</b> Town Centre Pool at St Ann's	<b>NEGATIVELY:</b> Brampton/West Melton, East Dene, Moorgate, Greasbrough/ Wingfield, Swinton, Masbrough and Dinnington.  <b>POSITIVELY:</b> Aughton/Aston/Swallownest, Herringthorpe, Wath-upon-Dearne, Maltby, Thrybergh and St Ann's.
<b>Rother Valley Country Park Extension/ YES! Project</b>	Potential 121 ha extension, on formerly derelict land, to RVCP. The scheme has the support of RMBC and Yorkshire Forward. It would be a combination of entertainment, high-	This would represent a major attraction located at the gateway to Yorkshire. It is estimated that it could create 2,500 jobs. Planning permission has not been granted and it will be subject to national, regional and local planning scrutiny. It	<b>RMBC:</b> Wales, Aughton/Aston & Swallownest,  <b>SCC:</b> Mosborough, Waterthorpe, Beighton

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
	tech, extreme sport and other leisure pursuits.  <b>Deliverability:</b> If the scheme is successful through the planning process it is envisaged that it will be complete by spring 2007.	will border the settlements of Wales, Aughton/Aston & Swallownest, south east Sheffield and North East Derbyshire.	<b>North East Derbyshire: Killamarsh and Eckington</b>
<b>Housing Market Renewal Initiatives</b>			
<b>Joint Eastern Sheffield /Western Rotherham Area Development Framework.</b>	DTZ and HTA appointed as master plan consultants to scope the problems and offer potential solutions for the settlements in this ADF area	Greasbrough & Wingfield, Kimberworth, Kimberworth Park, Masbrough, Canklow, Blackburn	<b>Greasbrough &amp; Wingfield, Kimberworth, Kimberworth Park, Masbrough, Canklow, Blackburn &amp; West Sheffield</b>
<b>Eastern Area, Area Development Framework.</b>	Brief for commission drafted and awaiting to undertake tendering process and appoint consultants.	St Ann's, East Dene, East Herringthorpe, Dalton, Whinney Hill, Herringthorpe	<b>St Ann's, East Dene, East Herringthorpe, Dalton, Whinney Hill, Herringthorpe</b>
<b>Town Centre ADF</b>	Brief for commission drafted and awaiting to undertake tendering process and appoint consultants.	Town Centre	<b>Town Centre</b>
<b>Parkgate &amp; Rawmarsh ADF</b>	Brief for commission drafted and awaiting to undertake tendering process and appoint consultants.	Parkgate, Rawmarsh	<b>Parkgate, Rawmarsh</b>
<b>Wath &amp; Swinton ADF</b>	Brief for commission drafted and awaiting to undertake tendering process and appoint consultants.	Swinton, Kilnhurst, Wath-Upon-Deane, Brampton & West Melton	<b>Swinton, Kilnhurst, Wath-Upon-Deane, Brampton &amp; West Melton</b>
<b>OTHER</b>			
<b>Templeborough to Rotherham Flood Elevation Scheme</b>	RMBC/EA and YF have commissioned option selection and design of a Flood Alleviation Scheme for the Templeborough areas of Rotherham in order to protect existing premises from flood risk but also to protect potential development land and realise regeneration aspirations for this area.	The implementation of the FAS will remove the flood risk constraint on brownfield development land in Templeborough, close to the town centre. This will provide opportunities for redevelopment that will contribute to the townscape, outlook and employment opportunities in Rotherham.	<b>Rotherham Town Centre Templeborough Employment Area</b>

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
	<b>Deliverability:</b> Babbie Brown and Root has recently completed Stage 3 Project Appraisal to review options selected.		
<b>Rotherham Renaissance /Town Centre Masterplan</b>	<p>Draft Town Centre Masterplan issued for consultation in September 2004, which translates YF's 25 year Urban Renaissance strategy for Rotherham.</p> <p><b>Deliverability:</b> The Masterplan sets the bench mark of where it wants Rotherham to be in 25 years time. It is an aspirational document and will need a strong programme of implementation to achieve its objectives.</p>	<p>The Masterplan seeks to reconnect the town centre to adjoining neighbourhoods and uncover the river corridor and make it an asset to the town. There are 10 overall goals.</p> <p>The implementation of the Masterplan will require profound changes to the town's built infrastructure but should lead to an improved townscape, opportunities and accessibility to the town centre.</p>	If successful, the town centre masterplan will have a beneficial impact on urban neighbourhoods close to the town centre (i.e. <b>Masbrough, Canklow, St Ann's, East Dene and Moorgate.</b>
<b>Rawmarsh/Parkgate Town Centre Framework Study</b>	<p>Atkins undertook a Town Centre Framework Study in 2004 to examine future options for the Bellows Shopping Centre and Rawmarsh Hill.</p> <p><b>Deliverability:</b> the study is complete and recommends a number of actions to improve Rawmarsh Town Centre. They now need to be implemented.</p>	Improvement to quality and townscape the shopping areas in Rawmarsh & Parkgate will be beneficial to the settlement	<b>Rawmarsh/ Parkgate</b>
<b>Maltby Town Centre Framework Study</b>	<p>Atkins undertook a Maltby High Street Area Framework in 2004 to ensure the long-term economic future of the town centre.</p> <p><b>Deliverability:</b> the study is complete and recommends a number of actions to improve Maltby Town Centre. They now need to be implemented.</p>	<p>The Framework recommended the following improvements to Maltby.</p> <ul style="list-style-type: none"> <li>• improvements to the Civic Cluster;</li> <li>• improvements to the Library, especially its facade;</li> <li>• suggested uses and improvements for vacant sites in Maltby; and</li> <li>• more trees and shrubs.</li> </ul>	<b>Maltby</b>

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Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
<b>Kiveton Colliery Restoration</b>	<p>As part of the National Coalfields Programme, English Partnerships announced in August 2004 that £9.6 million of funding would be released to reclaim the site of the former coal mine at Kiveton which has remained derelict for nearly 10 years. The redevelopment will see the former colliery site, covering 200 acres and currently covered by spoil, transformed into a sustainable public open space.</p> <p><b>Deliverability:</b> The reclamation scheme is currently underway and will be complete by November 2005.</p>	<p>Renaissance South Yorkshire is working with Rotherham Metropolitan Borough Council and the local community on the delivery of the project, which started on site in August 2004. The key features of the 15-month reclamation programme include:</p> <ul style="list-style-type: none"> <li>• The creation of large public open space, incorporating nature walks and fishing areas.</li> <li>• The planting of around quarter of a million new trees on the cleared site.</li> <li>• Securing the future line for the Chesterfield Canal and investigations into the possible reuse of the Pit Head baths.</li> </ul> <p>It will improve the general environment of Kiveton and provide a soft recreation area for residents.</p>	<b>Wales/ Kiveton</b>
<b>Dearne and Dove Canal Restoration and the potential of the Sheffield and South Yorkshire Canal</b>	<p>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.</p> <p><b>Deliverability:</b> This is a medium term project and it may be 5 years or more</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• Offer a wider range of recreational opportunities to the Dearne Valley;</li> </ul>	<p><b>DMBC: Doncaster, Conisbrough, Denaby Main, Mexborough</b></p> <p><b>RMBC: Swinton, Kilnhurst, Wath -upon -Dearne</b></p>



Planned Improvement	Description and Delivery Status	Potential Impact	Settlements Potentially Impacted
	before the canal corridor is enhanced. The Barnsley Dover and Dearne link with the Sheffield and South Yorkshire Canal is a longer-term project term, which may only be realised within 10 to 15 years time.	<ul style="list-style-type: none"> <li>• Bring tourism to the Dearne Valley;</li> <li>• Bring the wider regeneration benefits associated with canal restoration to the Dearne Valley; and</li> <li>• Increase the attractiveness of the canal side for development.</li> </ul>	
<b>Chesterfield Canal</b>	<p>The Chesterfield Canal runs from Chesterfield in Derbyshire to West Stockwith in Nottinghamshire. It briefly enters Rotherham Borough where the route runs south of Kiveton. Much of the canal has been restored to navigation except the sections from Staveley to Kiveton Colliery, which is key to completing this linear network.</p> <p><b>Deliverability:</b> Need to investigate whether it is possible to restore Norwood Tunnel in order to proceed. Overall the Chesterfield Canal restoration is a longer-term project term, which may only be realised within 10 to 15 years time.</p>	The Chesterfield Canal Partnership aim to restore the whole length of the Chesterfield Canal to navigation. A Cost Benefit Study was completed in September 2004 to recommend the optimal route for the canal to take through Killamarsh. The next challenge is to investigate whether Norwood Tunnel (in RMBC) can be restored or whether a new route around the tunnel is required. 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. The Kiveton Colliery Restoration will secure the line for the Chesterfield Canal in this location.	<p><b>RMBC: Kiveton, Rother Valley County Park</b></p> <p><b>North East Derbyshire: Killamarsh, Renishaw</b></p> <p><b>Chesterfield Borough: Staveley, Brimington and Chesterfield</b></p>

7.50 Based on the scoring assessment and the above analysis of planned improvements the settlements indicated below are likely to derive the most significant benefit. Planned Improvements that are close to delivery are awarded a higher score than planned improvements which are under investigation. Therefore the settlements and neighbourhoods discussed below all typically have planned improvements which are either currently underway, or soon to be implemented.

- **Throapham/ Dinnington/ North Anston (15):** There are several planned improvements, which are occurring in and around this settlement, which are either currently underway, or soon to be implemented. These include: restoration of Dinnington Colliery, Improvements to the B6443 which links Dinnington Colliery to the A57 and a planning brief to promote the development of the Silverdale's housing site. These improvements will increase the employment opportunities in the settlement and attract people to Dinnington to work. This in turn may result in the use of the towns other services. Dinnington's residents have also benefited from several recent improvements including: a new transport interchange, Rotherham-Dinnington, Worksop Quality Bus Corridor, and a new building for Dinnington primary school.
- **Laughton Common (15):** This is a settlement currently in a transitional state of physical change. There are several planned improvements in and around Laughton Common, which are either currently underway, or soon to be implemented. These include: planning permission granted for the redevelopment of the former White City Estate, planning permission granted for retail provision at the corner of Station Road and Rotherham Road, the identification of Laughton Common as a Priority Neighbourhood in RMBC's Draft Regeneration Strategy, restoration of Dinnington Colliery and improvements to the B6443 which links Dinnington Colliery to the A57. There will soon be new housing and employment opportunities in and around Laughton Common.
- **Wath-upon-Dearne (14):** There are several planned improvements, which are occurring in and around this settlement, which are either currently underway, or soon to be implemented. In this settlement, these improvements particularly relate to the services and facilities available to residents. Planning improvements include: HMR status, a new building for Wath Primary School (following the amalgamation of the infant and junior school), the rebuilding of Wath Comprehensive School funded through PFI, upgrading of Wath Pool to a full Sports Centre, improvement to the existing housing stock in Wath Regeneration Area and potential expansion of retail uses north of the town centre, adjacent to Tesco's.
- **Swinton/Kilnhurst (13):** There are several planned improvements proposed for this settlement but some of these have not yet progressed to delivery. These include: HMR status, land available for employment development in Swinton Bridge, Swinton Meadows and Manvers, the potential improvement of the Sheffield and South Yorkshire Canal and a potential Swinton to Felling Airport Bus route.
- **Masbrough (13):** There are several large-scale projects and studies underway that may impact upon Masbrough, particularly if they are progressed to implementation. These include: West Rotherham and East Sheffield ADF (progressed as part of the HMR designation), the Rotherham Town Centre Master Plan and the

Templeborough Flood Alleviation Scheme, which will protect development land from flood risk and help to realise regeneration in west Rotherham.

- **St Ann's (13):** There are several proposed improvements that will be beneficial to residents in St Ann's, which include transport schemes and regeneration initiatives and provision of facilities for the community. These include: the proposed supertram extension from Meadowhall to Parkgate Retail World, bus improvements along the A630 as part of the Quality Bus Corridor to Thrybergh, the proposed new town centre pool and sports centre, Eastern Rotherham ADF (progressed as part of the HMR designation) and the PFI refurbishment of Clifton Comprehensive School.
- **Maltby (12):** There are several planned improvements including strategies under investigation and schemes to be implemented in this settlement. In Maltby these improvements particularly relate to the services and facilities available to residents. They include: the objectives and recommendations of Maltby Community Plan, implementing the recommendations of the Maltby High Street Area Framework, redevelopment of the civic cluster and Maltby Comprehensive School and a package of highway improvements to Maltby Town Centre.
- **Rawmarsh/Parkgate (12):** The planned improvements proposed for this settlement include: HMR status, consideration and implementation of the Rawmarsh Town Centre Framework's recommendations, employment land available at Aldwarke and Northfield and the potential to access land at the rear of Retail World. These schemes are predominantly under investigation.

### Accessibility

7.51 Accessibility is a key aspect of building sustainable communities. The table below provides an indicative accessibility profile and relates this to the functional hierarchy provided by figure 7.3

**Table 7.3: Accessibility and Function**

Settlement	Function	Train Station Within or Close to the Settlement	Served by High Frequency Bus Services	Direct Access to an A Road	Direct Access to the Motorway
<b>Rotherham Outlying Settlements</b>					
<b>Aughton/Aston/Swallownest</b>	H-M			✓	✓
<b>Bramley/Wickersley/Ravenfield Common</b>	H-M		*	✓	✓
<b>Brinsworth</b>	M-L			✓	✓
<b>Catcliffe</b>	L			✓	✓
<b>Harthill</b>	L				
<b>Laughton Common</b>	L		✓		
<b>Maltby</b>	H-M		*	✓	✓
<b>Orgreave</b>	L				
<b>South Anston</b>	L		*	✓	✓
<b>Todwick</b>	L			✓	✓ *

Settlement	Function	Train Station Within or Close to the Settlement	Served by High Frequency Bus Services	Direct Access to an A Road	Direct Access to the Motorway
Treeton	L				
Throapham/ Dinnington/ Anston	H		✓	✓	
Thurcroft	M-L		*		
Wales/Kiveton	M-L	✓		✓	
Woodsetts	L		*		
<b>Rotherham Outlying HMR</b>					
Blackburn	L				
Greasbrough/ Wingfield	M-L		✓		
Hesley Grange	L		*	✓	
Rawmarsh/Parkgate	M-L		✓	✓	
Thorpe Hesley*	L		*	✓	✓
<b>Dearne Valley HMR</b>					
Brampton/West Melton	L			✓	
Swinton/Kilnhurst	H-M	✓	✓	✓	
Wath-upon-Deane	H-M		✓	✓	
<b>Rotherham Urban HMR</b>					
Canklow		✓		✓	
East Dene		✓	✓	✓	
East Herringthorpe/Dalton/ Herringthorpe		✓	✓	✓	
Kimberworth			*	✓	
Kimberworth Park			*	✓	
Masbrough		✓	✓	✓	
St Ann's		✓	✓	✓	
<b>Rotherham Urban Non HMR</b>					
Moorgate/Broom		✓	✓	✓	
Thrybergh				✓	
Whiston				✓	

Based on SYPTe profiles and proximity to the Rotherham Central Area. \* Indicates where improvements to accessibility are under investigation.

## Identifying Future Sustainability-The Potential Benefits of Change

7.52 This stage identifies the potential benefits of plan-led change and qualitative interventions within settlements. It considers the holistic impacts of:

- The potential for new housing or employment change to contribute to functional change through increasing a settlements service role and to increase self-sufficiency in terms of service provision;

- The potential for new development to maintain the existing vitality and viability of existing service provision;
- The potential for new development to contribute towards qualitative change through improving the vitality of existing services, realising opportunities for physical restructuring and regeneration and creating a more vibrant and physically attractive settlement;
- The potential benefit of further change beyond the planned interventions already identified.

7.53 This approach avoids ambiguity and reflects the overall purpose of the study, which is to inform decisions which settlements could provide sustainable change.

7.54 Categories to indicate the potential benefits from plan-led change were developed as part of the BMBC study. These are identified in table 7.4 below. The top tier indicates settlements which have the greatest potential to benefit from plan led change and the bottom tier where plan-led change has the least potential to benefit a settlement.

**Table 7.4: Categories of Change**

**Potential as a Key focus for Change (KF):** Significant development and step change, in terms of increasing existing population size and through enhancing the function and role of the settlement. It has the potential to provide a major benefit in terms of improved sustainability, for example, by increasing the viability of additional infrastructure and service provision. It could also assist in the regeneration of the settlement for example through improving housing choice and quality, contributing towards increasing the vitality of the local housing market and improving the quality of the urban environment. The settlement may also benefit from a significant increase in employment development as it could improve access to jobs and create more sustainable patterns of development through reducing the potential for out-commuting.

**Potential Benefits from Change (PB):** There is the potential for additional development to either provide a positive contribution towards improving the existing sustainability of the settlement or to be planned in a way, which may give rise to sustainable patterns of development. However, significant development and change may have less potential to benefit the settlement than those in the above category. For example, the settlement may already have a higher order role or have good public transport access and therefore it would be difficult to improve its existing sustainability. Other factors influencing if a settlement is placed into this category are that development may not provide the same level of regeneration benefits as for other settlements.

**Limited Potential Benefits from Change (LP):** The settlements in this category are not considered to be suitable for substantial change. This is because they either have a limited service role, because it would be difficult to plan development that would give rise to sustainable pattern of development or the settlement is already functioning at a higher level and is need of little change. Another factors influencing whether a settlement is placed into this category is that it may not require significant regeneration. However, a more limited level of development and change may give rise to a positive benefit such as reinforcing and maintaining the existing role of the settlement, maintaining or increasing the viability of services (for example through helping to fill existing surplus schools provision) or contributing towards housing market renewal.

**No Potential Benefits from Change (NP):** The existing service role of the settlement is limited and there is little opportunity to improve this situation without changing its existing character. Therefore, the settlement is not suitable for additional change, as this would not provide a sustainable pattern of development. However, minor development in the form of small sites or infill may be appropriate.

The categories indicate the potential for a settlement to benefit from additional development, functional change or qualitative intervention in the context of the existing environment and sustainability. The settlement categorisation does not provide an indication of the actual level of change (for example in terms of housing numbers) required to achieve change.

Some neighbourhoods may be recommended as a focus for qualitative intervention or functional improvement but not as a focus for additional housing change or vice versa. This distinction is made clear within the tables below.

- 7.55 Table 7.5 below indicates the function of the settlement and the potential benefits of change. It also identifies if potential sustainability benefits would be gained through plan-led development, qualitative intervention or both. The final column identifies the initial potential of a settlement to benefit from change using the definitions set out in table 7.4 above.
- 7.56 As the scoring criteria are more weighted towards assessing whether a settlement would benefit from sustainable change, the potential benefit of qualitative intervention is also based on the data profiles and visits to each neighbourhood/settlement. **More detailed information on the potential benefits of change in each settlement is set out in the Rotherham Appendices.**

**Table 7.5: Potential Benefits of Change**

Settlement	Function **	Potential for Sustainable Change/ Change Score	Would benefit from Sustainable Change	Would benefit from Qualitative Intervention	Initial Cat ***
<b>Rotherham Outlying Settlements</b>					
Aughton/Aston/ Swallownest	H-M	14			LP
Bramley/ Wickersley/ Ravenfield Common	H-M	14			LP
Brinsworth	M-L	16			LP
Catcliffe	L	21	✓	✓	HP
Harthill	L	12			NP
Laughton Common	L	16	✓	✓✓	HP
Maltby	H-M	19	✓	✓✓	HP
Orgreave	L	12			NP
South Anston	L	14			LP
Todwick	L	14			NP
Treeton	L	19	✓		HP
Throapham/ Dinnington/ Anston	H	19	✓✓	✓	KP
Thurcroft	M-L	15			LP
Wales/Kiveton	M-L	19	✓	✓	HP
Woodsetts	L	13			NP
<b>Rotherham Outlying HMR</b>					
Blackburn	L	15		✓	HP
Greasbrough/ Wingfield	M-L	21	✓✓	✓✓	KP
Hesley Grange	L	11			NP
Rawmarsh/ Parkgate	M-L	20	✓✓	✓✓	KP
Thorpe Hesley*	L	13			LP
<b>Dearne Valley HMR</b>					
Brampton/West	L	23		✓✓	KP



Settlement	Function **	Potential for Sustainable Change/ Change Score	Would benefit from Sustainable Change	Would benefit from Qualitative Intervention	Initial Cat ***
Melton					
Swinton/ Kilnhurst	H-M	23	✓✓	✓	KP
Wath-upon- Dearne	H-M	21	✓✓		KP
<b>Rotherham Urban HMR</b>					
Canklow		23	✓✓	✓✓	KP
East Dene		20	✓	✓✓	KP
East Herringthorpe/ Dalton/		23	✓✓	✓✓	KP
Herringthorpe		19	✓	✓✓	KP
Kimberworth		21	✓✓	✓	KP
Kimberworth Park		20	✓✓	✓	KP
Masbrough		23	✓✓	✓✓	KP
St Ann's		20	✓✓	✓✓	KP
<b>Rotherham Urban Non HMR</b>					
Moorgate/ Broom		15			LP
Thrybergh		19	✓	✓✓	HP
Whiston		13			NP

\* ✓✓ Indicates significant benefits of change. ✓ indicates reasonable benefits of change. No tick indicates there are no significant benefits of change. This should be read in conjunction with the detailed assessment of settlements identified in the separate detailed appendices.

\*\* H-M refers to high to middle order settlement, M-L refers to low middle to low order settlement and low refers to low order settlement as identified in the settlement hierarchy.

\*\*\* See table 7.4 for definitions.

7.57 At this stage of the assessment, the following settlements/neighbourhoods are identified as having the potential to benefit from change. The maximum achievable score is 33.

- **Canklow (23)** This urban neighbourhood has a medium level of planned improvements. A score of 23 indicates that the existing sustainability of the neighbourhood could benefit if the area is identified as a key focus for plan led change. It would also benefit significantly from qualitative intervention.
- **East Herringthorpe/ Dalton (23)** This urban neighbourhood has a medium level of planned improvements. A score of 23 indicates that the existing sustainability of the neighbourhood could benefit if the area is identified as a key focus for plan led change. It would also benefit significantly from qualitative intervention.
- **Masbrough (23)** This urban neighbourhood has a high level of planned improvements. A score of 23 indicates that the existing sustainability of the

neighbourhood could benefit if the area is identified as a key focus for plan led change. It would also benefit significantly from qualitative intervention.

- **Brampton/ West Melton (23):** This is a low order settlement and has a medium level of planned improvements. A score of 23 indicates that the settlement could be a key focus for change although this should mainly be achieved through qualitative intervention.
- **Catcliffe (21)** This is a low order settlement and has a medium level of planned improvements. A score of 21 means that the existing sustainability of the settlement could benefit from plan led change. Catcliffe would also benefit from qualitative intervention.
- **Greasbrough/Wingfield (21)** This is a medium low order settlement and has a medium level of planned improvements. A score of 21 indicates that its existing sustainability of the settlement could be a key focus for plan led change. It would also benefit significantly from qualitative intervention.
- **Rawmarsh/ Parkgate (20)** This is a medium low order settlement and has a high level of planned improvements. A score of 20 indicates that its existing sustainability of the settlement could be a key focus for plan led change. It would also benefit significantly from qualitative intervention.
- **East Dene (20)** This urban neighbourhood has a medium level of planned improvements. A score of 20 indicates that the existing sustainability of the neighbourhood could benefit if the area is identified as a key focus for plan led change. It would also benefit significantly from qualitative intervention.
- **St Ann's (20)** This urban neighbourhood has a high level of planned improvements. A score of 20 indicates that the existing sustainability of the neighbourhood could benefit if the area is identified as a key focus for plan led change. It would also benefit significantly from qualitative intervention.
- **Maltby (19)** This is a high to medium order settlement and has a medium level of planned improvements. A score of 19 means that the existing sustainability of the settlement would benefit from plan led change. Maltby would also benefit significantly from qualitative intervention.
- **Dinnington (19)** This is a high order settlement and has a high level of planned improvements. A score of 19 indicates that its existing sustainability means that it could be a key focus for plan-led change. It would also benefit from qualitative intervention.
- **Treeton (19)** This is a low order settlement and has a medium level of planned improvements. A score of 19 indicates that the existing sustainability of the settlement could benefit from plan led change.
- **Wales/Kiveton (19)** This is a medium low order settlement and has a medium level of planned improvements. A score of 19 indicates that the existing sustainability of the settlement could benefit from plan led change. It would also benefit from qualitative intervention.

- **Thrybergh (19)** This urban neighbourhood has a medium level of planned improvements. A score of 19 indicates that the existing sustainability of the neighbourhood could benefit from plan led change. It would also benefit significantly from qualitative intervention.
- **Laughton Common (16)** This is a low order settlement and has a medium level of planned improvements. A score of 16 means that the existing sustainability of the settlement would benefit from plan led change. Laughton Common would also benefit significantly from qualitative intervention.
- **Blackburn (15)** This is a low order settlement and has a low level of planned improvements. A score of 15 means that the existing sustainability of the settlement would benefit predominantly from qualitative intervention.

### **Potential to Accept Change**

- 7.58 The next stage is to determine whether settlements have the potential to accept change in terms of environmental constraints and land use capacity.
- 7.59 A large proportion of the rural parts of Rotherham Borough (particularly in the north, south and east) are designated as an Area of High Landscape Value (AHLV). The periphery of the urban area and many outlying settlements are adjacent to the AHLV. This would potentially limit the physical expansion of these areas.
- 7.60 Areas of Flood Risk in Rotherham are mainly concentrated within the Urban Area and the Dearne Valley. Areas affected are the employment areas and the town centre within the urban area (Templeborough and Aldwarke). Employment areas adjacent to Swinton (Swinton Meadows) and Wath –Upon-Deane (Manvers) are also affected. The majority of the outlying settlements are not constrained by Flood Risk.
- 7.61 Several Scheduled Ancient Monuments, Sites of Special Scientific Interest and Local Nature Reserves are located within the Borough. The most constrained settlements are Maltby and Canklow. Kimberworth Park, Greasbrough & Wingfield, South Anston, Catcliffe and Harthill are also partly constrained.
- 7.62 Settlements in Rotherham are also physically constrained by other factors such as strategic roads and railway lines and contours of the landscape.
- 7.63 There are sources of underused and previously developed land (PDL) within both outlying settlements and the urban area of Rotherham. Within Maltby, Dinnington, Laughton Common and Wakes/Kiveton there are areas of land available for development following clearance of residential estates. This is also the case in the urban area, particularly Dalton/ Whinney Hill. The Rotherham Urban Potential Study has also found that there is capacity for development within the Borough's Priority Areas (200m radius of defined Town Centres).
- 7.64 Former colliery sites and both former and existing employment areas are also a source of PDL in Rotherham, but it is acknowledged that their location may not be sustainable or that these sites would perform better with non-residential uses. The decision whether to use this land (or whether it is needed) will form part of the wider LDF preparation. The urban potential study has revealed capacity for development throughout the built area

but has been more specific in revealing sites within the priority areas rather than notional yield.

## Potential Settlement Strategy for Rotherham

- 7.65 The four individual stages of the settlement assessment can now be considered holistically to identify which settlements could provide sustainable change based on the definitions provided above. Table 7.6 below provides the overall score for each settlement:

**Table 7.6: Overall Scores for Rotherham Settlements**

Settlement/ Neighbourhood	Existing Capital and Planned Intervention	Potential Benefit of Change/ Change	Potential to Accept Change/ Change	Overall Score *
<b>Rotherham Outlying Settlements</b>				
Aughton/Aston/ Swallownest	39	14	11	<b>64</b>
Bramley/ Wickersley/ Ravenfield Common	41	14	10	<b>65</b>
Brinsworth	37	16	11	<b>64</b>
Catcliffe	35	21	9	<b>65</b>
Harthill	27	12	7	<b>46</b>
Laughton Common	38	16	12	<b>66</b>
Maltby	42	19	9	<b>70</b>
Orgreave	25	12	9	<b>46</b>
South Anston	30	14	8	<b>52</b>
Todwick	29	14	9	<b>52</b>
Treeton	31	19	8	<b>58</b>
Throapham/ Dinnington/ Anston	53	19	10	<b>82</b>
Thurcroft	39	15	11	<b>65</b>
Wales/Kiveton	39	19	10	<b>68</b>
Woodsetts	31	13	8	<b>52</b>
<b>Rotherham Outlying HMR</b>				
Blackburn	29	15	9	<b>53</b>
Greasbrough/ Wingfield	41	21	8	<b>70</b>
Hesley Grange	24	11	9	<b>44</b>
Rawmarsh/ Parkgate	43	20	11	<b>75</b>
Thorpe Hesley*	30	13	10	<b>53</b>
<b>Rotherham Dearne Valley HMR</b>				
Brampton/West Melton	39	23	12	<b>74</b>
Swinton/ Kilnhurst	49	23	10	<b>82</b>
Wath-upon-Dearne	51	21	10	<b>82</b>
<b>Rotherham Urban HMR</b>				

Settlement/ Neighbourhood	Existing Capital and Planned Intervention	Potential Benefit of Change/ Change	Potential to Accept Change/ Change	Overall Score *
Canklow	33	23	9	65
East Dene	43	20	12	75
East Herringthorpe/Dalton/	43	23	12	78
Herringthorpe	39	19	11	69
Kimberworth	37	21	10	68
Kimberworth Park	38	20	11	69
Masbrough	42	23	10	74
St Ann's	42	20	10	72
<b>Rotherham Urban Non HMR</b>				
Moorgate/ Broom	43	15	10	68
Thrybergh	37	19	9	65
Whiston	31	13	9	53

\* Maximum total score achievable is 105.

- 7.66 The detailed findings from each stage are set out in table 7.7. This identifies settlements where plan led change and qualitative intervention has the potential to lead to more sustainable communities taking into consideration the capacity and adaptability to accept change.

Table 7.7: Settlement Identified for Intervention and Plan-Led Change

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
<b>Key Potential</b>					
<b>MASBROUGH</b>	<p><b>Urban neighbourhood</b> largely reliant on Rotherham Town Centre for services and facilities.</p> <p><b>High level of planned improvements.</b></p>	<p><b>KEY POTENTIAL</b></p> <p>Potential to accommodate a proportion of Rotherham's future housing needs.</p> <p>Opportunity to provide a community focus with facilities and services to meet local needs.</p> <p>Opportunity to increase number of homeowners, improve the quality and diversify the type of housing stock.</p> <p>Opportunity to improve pedestrian and transport links between the areas within Masbrough (ie. Ferham and Henley) and to Rotherham Town Centre.</p>	<p>Change should be focused within the existing built up area and encourage links between the fragmented areas within Masbrough.</p> <p>Potential to re- use some of existing employment land for residential use but important to retain some employment uses to ensure this area remains sustainable.</p> <p>Potential to maximise existing assets (i.e. Ferham Park, Rotherham Football Club, town houses on Clough Road).</p>	POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK AND SUPPORT ENHANCED RANGE OF SERVICES IN NEIGHBOURHOOD	IDENTIFIED FOR COMPREHENSIVE QUALITATIVE CHANGE/ RESTRUCTURING

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SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
<b><u>EAST DENE</u></b>	<p><b>Urban neighbourhood</b> largely reliant on Rotherham Town Centre for services and facilities.</p> <p><b>Medium level of planned improvements.</b></p>	<p><b>KEY POTENTIAL</b></p> <p>Neighbourhood is in need of social and economic regeneration.</p> <p>Neighbourhood would benefit from physical restructuring and increased integration.</p> <p>Identified need to diversify housing types and increase number of homeowners.</p> <p>Change would support the vitality and viability of existing local services.</p> <p>Potential to support the viability of primary and secondary schools and reduce surplus places.</p>	<p>Physical expansion is limited as this neighbourhood is part of a wider built up area but there is still potential to accommodate change through development of PDL, underused land and redevelopment.</p> <p>Potential to maximise existing assets (i.e. Clifton Park and the good quality Victorian Villas around the park)</p>	<p>POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK AND SUPPORT ENHANCED RANGE OF SERVICES IN NEIGHBOURHOOD</p> <p>CHANGE SHOULD BE ACCOMMODATED WITHIN BUILT FRAMEWORK OF NEIGHBOURHOOD RATHER THAN THROUGH EXPANSION.</p>	IDENTIFIED FOR COMPREHENSIVE QUALITATIVE CHANGE/ RESTRUCTURING
<b><u>EAST HERINGTHORPE/ DALTON</u></b>	<p><b>Urban neighbourhood</b> largely reliant on Rotherham Town</p>	Neighbourhood is in need of social and economic regeneration.	An Area of High Landscape Value may limit expansion to the east and south.	POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK	IDENTIFIED FOR COMPREHENSIVE QUALITATIVE CHANGE/ RESTRUCTURING



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SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
	Centre for services and facilities. Medium level of planned improvements.	Neighbourhood would benefit from physical restructuring and increased integration.  Identified need to diversify housing types and increase number of homeowners.  Opportunity to improve links to employment areas. Opportunity to improve the provision of recreation opportunities.  Change would support the vitality and viability of existing local services.  Potential to support the viability of primary schools and reduce surplus places.	Change within the existing built framework of the neighbourhood, making use of PDL and underused land is preferable.	AND SUPPORT ENHANCED RANGE OF SERVICES IN NEIGHBOURHOOD  CHANGE SHOULD BE ACCOMMODATED WITHIN BUILT FRAMEWORK OF NEIGHBOURHOOD RATHER THAN THROUGH EXPANSION	
<b>ST ANN'S</b>	Urban neighbourhood largely reliant on Rotherham Town Centre for services	<b>KEY POTENTIAL</b>  Neighbourhood is in need of social, economic and	Expansion to the east, west and south is constrained by neighbouring areas and an area of nature conservation interest	POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK	IDENTIFIED FOR COMPREHENSIVE QUALITATIVE CHANGE/ RESTRUCTURING

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
	and facilities.  <b>High level of planned improvements.</b>	<p>physical regeneration.</p> <p>Opportunity to improve/ restructure/ replace older terraced dwellings and local authority stock and increase number of homeowners.</p> <p>Opportunity to improve the general townscape of this area.</p> <p>Opportunity to maximise the benefit of planned improvements to the area such as the new (St Ann's) Pool and potential supertram line and link them to the community.</p> <p>Opportunity to improve the quality and support the viability of the local shopping facilities.</p> <p>Potential to support the viability of primary schools and reduce surplus</p>	<p>and a 1% Flood Risk Zone would limit expansion to the north.</p> <p>Change within the existing built framework of the neighbourhood, making use of PDL and underused land is preferable and would maximise benefits to the area.</p>	<p>AND SUPPORT ENHANCED RANGE OF SERVICES IN NEIGHBOURHOOD</p> <p>CHANGE SHOULD BE ACCOMMODATED WITHIN BUILT FRAMEWORK OF NEIGHBOURHOOD RATHER THAN THROUGH EXPANSION</p>	

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		places.			
<b><u>DINNINGTON</u></b>	<p>High order settlement.</p> <p>High level of planned interventions.</p>	<p><b>KEY POTENTIAL</b>                      Change could enhance the service role and support the potential of this settlement to meet the needs of rural south Rotherham.</p> <p>Opportunity to improve/restructure/replace older terraced dwellings and local authority stock in the north east of Dinnington and the associated townscape.</p> <p>Opportunity to strengthen the service role and profile of the retailers operating in the town centre.</p> <p>Opportunity to link employment opportunities at Dinnington Colliery to the town.</p>	<p>Focus should be on qualitative change the north east of the settlement to improve the quality and diversify the type of housing stock in this area and development that would support the vitality and viability of the town centre</p> <p>Change should also be focused around Dinnington town centre (there is land available west of the town centre) to ensure that maximum potential benefit is achieved.</p>	POTENTIAL FOR CHANGE TO DIVERSIFY AND IMPROVE THE QUALITY OF HOUSING STOCK AND SUPPORT SERVICES IN SETTLEMENT	IDENTIFIED FOR CONTINUING QUALITATIVE CHANGE
<b><u>BRAMPTON/ WEST MELTON</u></b>	The settlement has a low service role.	<p><b>KEY POTENTIAL</b></p> <p>Settlement is identified as</p>	Physical improvement and the creation of more interaction within the settlement would	IDENTIFIED FOR LIMITED FUNCTIONAL	IDENTIFIED FOR COMPREHENSIVE QUALITATIVE CHANGE/

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
	Medium level of planned improvements.	<p>in need of comprehensive restructuring.</p> <p>Opportunity to improve existing service provision and provide a focus for the settlement with an enhanced local centre.</p> <p>Potential to refocus and realign the physical form and local identity of the townscape.</p> <p>Opportunity to improve the provision of open space and recreation opportunities.</p> <p>Potential to support the viability of primary schools and reduce surplus places.</p> <p>Opportunity to support an improved range of healthcare provision.</p> <p>Potential to improve</p>	<p>enhance the quality of the urban environment.</p> <p>Settlement would benefit from physical restructuring and increased integration rather than significant further change and development.</p> <p>There is capacity to accommodate development within the existing built up area of this settlement.</p>	<p>CHANGE</p> <p>NOT IDENTIFIED FOR CHANGE EXCEPT THROUGH EXISTING OPPORTUNITES.</p>	RESTRUCTURING

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		pedestrian and public transport links to Cortonwood and Manvers			
<b><u>CANKLOW</u></b>	<p><b>Urban neighbourhood</b> largely reliant on Rotherham Town Centre for services and facilities.</p> <p><b>Medium level of planned improvements.</b></p>	<p><b>KEY POTENTIAL</b></p> <p>Opportunity to improve the quality and range of the housing stock to enable improved choice.</p> <p>Opportunity to improve physical interface with Rotherham town centre and link Canklow with the opportunities, services and facilities there.</p> <p>Potential to provide some low-key local services (i.e. local shop) to meet occasional needs.</p> <p>Potential to support the viability of the primary school and reduce surplus places.</p> <p>Potential to maximise the</p>	<p>This neighbourhood is in need of comprehensive restructuring. Physical improvement 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.</p> <p>Physical constraints around Canklow limit potential for expansion so the emphasis is on 'change' within the existing built footprint of the area rather than significant change and expansion.</p> <p>Canklow would benefit from physical restructuring and increased integration with the rest of the urban area rather than significant further change and development.</p>	<p>CONSTRAINTS LIMIT EXPANSION OPPORTUNITIES SO CHANGE SHOULD BE ACCOMMODATED WITHIN BUILT FRAMEWORK OF NEIGHBOURHOOD</p>	<p>IDENTIFIED FOR COMPREHENSIVE QUALITATIVE CHANGE/ RESTRUCTURING</p>

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>linkages with open space and recreation opportunities available on Canklow's doorstep (Boston Park &amp; Canklow Woods).</p> <p>Potential to increase the frequency of bus services to Canklow.</p> <p>Opportunity to improve links between Canklow and nearby employment areas (i.e. Centenary Park).</p> <p>Opportunity to increase number of homeowners.</p>			
<b>HERRINGTHORPE</b>	<p><b>Urban neighbourhood</b> largely reliant on Rotherham Town Centre for services and facilities.</p> <p>Low level of planned improvements.</p>	<p><b>KEY POTENTIAL</b></p> <p>This area is in need of social and economic regeneration.</p> <p>Identified need to diversify housing type, choice and increase number of homeowners.</p>	<p>An Area of High Landscape Value may limit expansion to the east.</p> <p>Change within the existing built framework of the neighbourhood, making use of PDL and underused land is preferable.</p>	<p>POTENTIAL TO SUPPORT VIABILITY OF EXISTING SERVICES</p> <p>CHANGE SHOULD BE ACCOMMODATED WITHIN BUILT FRAMEWORK OF</p>	<p>IDENTIFIED FOR QUALITATIVE CHANGE/ RESTRUCTURING</p>

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>Change would support the vitality and viability of existing local services and perhaps enable the provision of additional services.</p> <p>Potential to support the viability of primary schools and reduce surplus places.</p> <p>Opportunity to improve links to employment areas.</p> <p>Potential to build on existing assets (Herringthorpe Leisure Centre &amp; Herringthorpe Valley Park).</p>		NEIGHBOURHOOD RATHER THAN THROUGH EXPANSION.	
<b>High Potential</b>					
<b><u>MALTBY</u></b>	<p>High to middle order settlement.</p> <p>High level of planned improvements.</p>	<p><b>HIGH POTENTIAL</b></p> <p>Opportunity to redevelop the retail function, services, townscape and quality of</p>	Expansion is limited by physical constraints around the settlement so change is constrained to the existing built framework.	POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK AND SUPPORT SERVICES IN	IDENTIFIED FOR SIGNIFICANT QUALITATIVE CHANGE



SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>Maltby Town Centre.</p> <p>Opportunity to upgrade the service role of the settlement and provide facilities for the wider rural area.</p> <p>Opportunity to improve the general outlook, built form and townscape of the settlement.</p> <p>Opportunity to replace existing poor quality housing in east Maltby (continue replacement of White City Estate).</p> <p>Potential to physically improve Maltby Model Village and make this area an asset to the settlement.</p>		SETTLEMENT	
<b><u>RAWMARSH/ PARKGATE</u></b>	<p>Middle to low order settlement.</p> <p>High level of planned improvements.</p>	<p><b>HIGH POTENTIAL</b></p> <p>Opportunity to redevelop the retail function and services in Rawmarsh/Parkgate.</p>	The settlement is in need of comprehensive restructuring and would benefit from significant qualitative change and townscape improvement.	IDENTIFIED FOR FUNCTIONAL IMPROVEMENT THROUGH QUALITATIVE CHANGE	IDENTIFIED FOR SIGNIFICANT QUALITATIVE CHANGE

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>Potential for a comprehensive restructure of the town centre to refocus identity.</p> <p>Potential to improve the poor townscape of the settlement and refocus its identity by referencing historical features and landmarks</p> <p>Opportunity to replace existing poor quality housing.</p> <p>Potential to support the viability of school provision</p>	<p>Land south and east of the settlement is within the floodplain.</p> <p>There is capacity to accommodate new development within the built framework of Rawmarsh/ Parkgate.</p>	POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK AND SUPPORT SERVICES IN URBAN AREAS	
<b>SWINTON/ KILNHURST</b>	<p><b>High to middle order settlement.</b></p> <p><b>High level of planned improvements.</b></p>	<p><b>HIGH POTENTIAL</b></p> <p>Opportunity to restructure the existing town centre, extend its range of services and provide a focus for activity.</p> <p>Potential to enhance the features of the canal and</p>	<p>Swinton is constrained by railway lines, a canal, several designation nature conservation sites and the floodplain.</p> <p>There is capacity to accommodate new development within the built framework of the settlement.</p>	<p>LIMITED FUNCTIONAL CHANGE THROUGH QUALITATIVE IMPROVEMENT</p> <p>POTENTIAL FOR CHANGE TO SUPPORT EXISTING SERVICES/GIVE</p>	POTENTIAL FOR MEDIUM SCALE QUALITATIVE IMPROVEMENTS TO RESTRUCTURE SETTLEMENT

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>station and create new links to the town centre.</p> <p>Potential to improve the general quality and legibility of the townscape.</p> <p>Potential to support the viability of primary and secondary schools to reduce surplus places.</p> <p>Potential to support additional health care facilities.</p> <p>Potential to enhance green space.</p>		RISE TO SUSTAINABLE PATTERNS OF DEVELOPMENT	
<b>WATH-UPON DEARNE</b>	<p>Wath is defined as a high to middle order settlement.</p> <p>High level of planned improvements.</p>	<p><b>HIGH POTENTIAL</b></p> <p>Opportunity to improve the quality and variety of the built form, particularly the housing stock;</p> <p>Opportunity to support and strengthen the existing service role of the settlement.</p>	<p>There are nature conservation interests south of Wath-upon-Dearne. Land between Wath Town Centre and Manvers link road is within the indicative flood plain.</p> <p>There is capacity to accommodate new development within the built framework of the settlement.</p>	<p>LIMITED FUNCTIONAL CHANGE</p> <p>POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK/GIVE RISE TO SUSTAINABLE PATTERNS OF</p>	SMALLER SCALE QUALITATIVE IMPROVEMENTS REQUIRED

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>Potential to enhance links with the urban green spaces and Manvers.</p> <p>Potential to support the viability of existing schools provision.</p> <p>Potential for change/change to contribute towards a decrease in deprivation and unemployment if co-ordinated with other actions.</p>		CHANGE	
<b>KIMBERWORTH</b>	<p><b>Urban neighbourhood</b> largely reliant on Rotherham Town Centre for higher order services and facilities.</p> <p><b>Medium level of planned improvements.</b></p>	<p><b>HIGH POTENTIAL</b></p> <p>Opportunity to provide an improved range of healthcare provision.</p> <p>Townscape and qualitative improvements are required along Meadowbank Road and diversifying the choice of housing stock in Richmond Park would be beneficial.</p>	<p>The physical layout of Kimberworth (i.e. its location on a steep hill) reduces interaction within the neighbourhood particularly between the north and south.</p> <p>There are some physical constraints to expansion, particularly west of Kimberworth so change is best contained within the existing neighbourhood footprint.</p>	POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK/GIVE RISE TO SUSTAINABLE PATTERNS OF CHANGE	SMALLER SCALE QUALITATIVE IMPROVEMENTS REQUIRED

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>Potential to reduce vacancies and improve the vitality and viability of local shopping provision at Church Street to create a neighbourhood focus.</p> <p>Potential to improve interaction within the neighbourhood through a stronger local centre.</p> <p>Potential to increase the frequency of bus services to Kimberworth in order to improve links to the town centre and nearby employment opportunities.</p>			
<b><u>KIMBERWORTH PARK</u></b>	<p><b>Urban neighbourhood</b> largely reliant on Rotherham Town Centre for higher order services and facilities.</p> <p><b>Medium level of planned improvements.</b></p>	<p><b>HIGH POTENTIAL</b></p> <p>Opportunity to diversify the choice of housing stock and provide a variety of dwelling types.</p> <p>Potential to enhance the townscape, vitality and viability of local shopping provision at the St John's</p>	There are some physical constraints to expansion, particularly north and west of Kimberworth Park so change is best contained within the existing neighbourhood footprint.	POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK/GIVE RISE TO SUSTAINABLE PATTERNS OF CHANGE/	SMALLER SCALE QUALITATIVE IMPROVEMENTS REQUIRED

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>Centre and enhance its role as a neighbourhood focus.</p> <p>Potential to increase the frequency of bus services to Kimberworth Park in order to improve links to the town centre and nearby employment opportunities.</p> <p>Opportunity to increase home ownership.</p> <p>Potential support the viability of existing school provision.</p>			
<b><u>GREASBROUGH/ WINGFIELD</u></b>	<p>This is a middle to low order settlement.</p> <p>Medium level of planned improvements</p>	<p><b>HIGH POTENTIAL</b></p> <p>Opportunity to diversify the choice of housing stock and provide a variety of dwelling types.</p> <p>Potential to improve interaction within the settlement through a developing a stronger local centre at Coach</p>	An Area of High Landscape Value limits expansion to the north and change within the built footprint of the settlement is preferable.	POTENTIAL FOR CHANGE TO DIVERSIFY HOUSING STOCK/GIVE RISE TO SUSTAINABLE PATTERNS OF CHANGE	SMALLER SCALE QUALITATIVE IMPROVEMENTS REQUIRED

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>Road.</p> <p>Opportunity to support the existing bus service and range of healthcare provision.</p> <p>Potential to support the viability of existing school provision and reduce surplus spaces.</p> <p>Opportunity to increase home ownership.</p>			
<b><u>WALES/KIVETON</u></b>	<p><b>Wales &amp; Kiveton is a middle to low order settlement.</b></p> <p><b>Medium level of planned improvements</b></p>	<p><b>HIGH POTENTIAL</b></p> <p>Potential to support the viability of an improved public transport service (train and bus), particularly in terms of the frequency of service to the wide range of destinations already accessible.</p> <p>Potential support the viability of existing primary school provision and reduce surplus places.</p> <p>Opportunity to upgrade the service role of the town centre to support the</p>	<p>Expansion is generally limited around the settlement due to natural and physical constraints (particularly the south east).</p> <p>Change on PDL within the built footprint of the settlement is preferable.</p>	<p>POTENTIAL FOR CHANGE TO SUPPORT EXISTING SERVICES/GIVE RISE TO SUSTAINABLE PATTERNS OF DEVELOPMENT</p>	<p>SMALLER SCALE QUALITATIVE IMPROVEMENTS REQUIRED</p>



SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>rural hinterland.</p> <p>Opportunity for change to enable townscape improvements to the town centre and support its continued vitality and viability.</p> <p>Opportunity to redevelop former White City Estate area.</p> <p>Potential to link settlement with green enhancements to former Kiveton Colliery.</p>			
<b><u>LAUGHTON COMMON</u></b>	<p><b>Laughton Common is a low order settlement</b></p> <p><b>High level of planned improvements</b></p>	<p><b>HIGH POTENTIAL</b></p> <p>Opportunity to redevelop the former white city estate and link the fragmented parts of this settlement to make it whole. This should be a priority before other housing land is released.</p> <p>Opportunity to provide small-scale local services (i.e. local shop) to create a central community focus</p>	<p>Large area of PDL available for development so there is no need to grow the settlement significantly beyond its current limit.</p>	<p>POTENTIAL FOR CHANGE TO ENABLE PROVISION OF SMALL SCALE LOCAL SERVICES</p>	<p>POTENTIAL FOR SUBSTANTIAL QUALITATIVE IMPROVEMENTS TO RESTRUCTURE SETTLEMENT AND LINK TOGETHER ITS COMPONENTS</p>

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		for Laughton Common.  Potential to create a high quality frontage to the Dinnington Colliery re-development.			
<b>CATCLIFFE</b>	<b>Catcliffe is a low order settlement</b>  <b>Medium level of planned improvements</b>	<b>HIGH POTENTIAL</b>  Opportunity to support the vitality and viability of the existing local services and boost the role of the central area as a village centre. This may help to forge links between the three separate elements of the village.  Potential to build on existing assets (Catcliffe Glass Cone & Catcliffe Flash LNR).  Potential to increase the frequency of bus services stopping at Catcliffe.  Opportunity to provide an enhanced range of healthcare provision.	Expansion is constrained to the south and east of Catcliffe. Area of PDL available for development so there is no need to grow the settlement significantly beyond its current limit.	POTENTIAL FOR CHANGE TO ENABLE PROVISION OF SMALL SCALE LOCAL SERVICES (EG LOCAL SHOP)	POTENTIAL FOR QUALITATIVE IMPROVEMENTS TO RESTRUCTURE SETTLEMENT AND LINK TOGETHER ITS COMPONENTS

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		<p>Potential to support the viability of existing primary school provision and reduce surplus places.</p> <p>Opportunity for general townscape improvements in village.</p>			
<b>THRYBERGH</b>	<p><b>Urban neighbourhood</b> largely reliant on Rotherham Town Centre for higher order services and facilities.</p> <p><b>Medium level of planned improvements</b></p>	<p><b>HIGH POTENTIAL</b></p> <p>Improve townscape and quality of local centre and reduce vacancies. Opportunity to improve general townscape and redevelop areas of substandard housing.</p> <p>Opportunity to diversify housing type and choice.</p> <p>Potential to improve range of healthcare provision</p> <p>Potential to support the viability of existing primary schools and reduce surplus.</p>	Land to the north, south and west is constrained which would limit expansion. The focus should be on making the most of PDL and underused land within the built up area of the settlement.	POTENTIAL FOR CHANGE TO SUPPORT EXISTING SERVICES	QUALITATIVE IMPROVEMENTS REQUIRED

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Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		Opportunity to increase home ownership.			
<b>BLACKBURN</b>	<b>Blackburn is a low order settlement</b>  <b>Medium level of planned improvements</b>	<b>HIGH POTENTIAL</b>  The settlement is in need of social and economic regeneration.  Opportunity to improve the quality and townscape of the area and the housing stock.  Potential to support the viability of existing primary school and reduce surplus places  Potential to provide facilities and activities for young people linked to the primary school.  Potential to enhance links to Sheffield to access nearby services.	Expansion is constrained to the south by the M1 Motorway	POTENTIAL FOR CHANGE TO ENABLE PROVISION OF SMALL SCALE LOCAL SERVICES (EG LOCAL SHOP)	QUALITATIVE IMPROVEMENTS REQUIRED
<b>LIMITED POTENTIAL</b>					
<b><u>THURCROFT</u></b>	<b>Thurcroft is a medium to low order settlement.</b>	<b>LIMITED POTENTIAL</b>  Opportunity to support the	Few constraints around and within the settlement, however there is potential to	LIMITED CHANGE COULD SUPPORT EXISTING	QUALITATIVE IMPROVEMENTS REQUIRED TO THE

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
	<b>Medium level of planned improvements</b>	<p>viability of public transport services.</p> <p>Potential to support the viability of existing primary schools and reduce surplus places.</p> <p>Opportunity to increase home ownership.</p> <p>Opportunity for townscape improvements to the local shopping areas.</p>	<p>accommodate new dwellings within the built up framework of Thurcroft.</p>	SERVICES	LOCAL SHOPPING AREAS
<b><u>AUGHTON/ ASTON/ SWALLOWNEST</u></b>	<p><b>Aughton/ Aston/ Swallownest is a high to middle order settlement.</b></p> <p><b>Medium level of planned improvements.</b></p>	<p><b>LIMITED POTENTIAL</b></p> <p>Opportunity for qualitative improvements to town centre and for limited change to support the viability of existing services.</p> <p>Opportunity to support viability of existing public transport services and encourage routes to branch out to peripheral residential areas.</p>	<p>Area of High Landscape Value located immediately east of the settlement.</p> <p>There is potential to accommodate development on PDL and within the built framework of the settlement.</p>	LIMITED CHANGE COULD SUPPORT EXISTING SERVICES	QUALITATIVE IMPROVEMENTS REQUIRED TO THE TOWN CENTRE

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SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
<b><u>BRINSWORTH</u></b>	Brinsworth is a middle to low order settlement.  Low level of planned improvements.	<b>LIMITED POTENTIAL</b>  Potential for limited change to support the continued viability of existing services.	The potential for Brinsworth to accept change or qualitative intervention is not limited by natural or physical constraints.	LIMITED CHANGE COULD SUPPORT EXISTING SERVICES	QUALITATIVE INTERVENTION NECESSARY
<b><u>MOORGATE/ BROOM</u></b>	Urban neighbourhood with a number of services, although reliant on Rotherham Town Centre for higher order services. Low level of planned improvements.	<b>LIMITED POTENTIAL</b>  Potential to contribute to the urban renaissance of Rotherham.  Change would support viability of existing healthcare, local shopping areas and, schools.	Moorgate/ Broom is constrained by existing built uses to the north and south and by natural constraints to the east and west.	LIMITED CHANGE COULD SUPPORT EXISTING SERVICES	QUALITATIVE INTERVENTION NOT NECESSARY
<b><u>BRAMLEY/ WICKERSLEY</u></b>	Brinsworth is a high to middle order settlement.  Low level of planned improvements.	<b>LIMITED POTENTIAL</b>  Opportunity for bus services to penetrate more peripheral residential areas.  Potential to support the viability of existing schools and reduce surplus places  Potential to encourage	Physical expansion of Bramley/ Wickersley is limited in part by both physical and natural constraints to the north, east and south. These constraints include the M18 motorway, Ancient Woodland and an Area of High Landscape Value.  Limited change should therefore be contained within the existing settlement footprint rather than	LIMITED CHANGE COULD SUPPORT EXISTING SERVICES	QUALITATIVE INTERVENTION NOT NECESSARY

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SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
		local shops /corner shops within more peripheral residential areas.	reflect expansion patterns of recent years in this settlement.		
<b><u>SOUTH ANSTON</u></b>	South Anston is a low order settlement.  Medium level of planned improvements.	<b>LIMITED POTENTIAL</b>  Potential for limited change to support the continued viability of existing local services.  Opportunity for bus services to penetrate more peripheral residential areas	Physical expansion of South Anston is limited in part by natural constraints to the south, east and west. These include Anston Brook, Anston Stone Woods SSSI and an Area of High Landscape Value. .	LIMITED CHANGE COULD SUPPORT EXISTING SERVICES	QUALITATIVE INTERVENTION NOT NECESSARY
<b><u>TREETON</u></b>	Treeton is a low order settlement.  Medium level of planned improvements.	<b>LIMITED POTENTIAL</b>  Potential for limited change to support the continued viability of existing local services.  Potential to increase the frequency of bus services stopping at Treeton.  Opportunity to provide a wider range of healthcare facilities.	Physical expansion of Treeton is limited in part by both physical and natural constraints to the east, west and south. These constraints include a railway line, nature conservation sites, flood plain and an Area of High Landscape Value.	LIMITED CHANGE COULD SUPPORT EXISTING SERVICES	QUALITATIVE INTERVENTION NOT NECESSARY
<b><u>THORPE</u></b>	Thorpe Hesley is	<b>LIMITED POTENTIAL</b>	Physical expansion of Thorpe	LIMITED CHANGE	QUALITATIVE



SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change?	Qualitative Intervention?
<b><u>HESLEY</u></b>	low order settlement.  Low level of planned improvements.	Opportunity for limited change to support the viability of existing healthcare provision.  Potential for local shop in centre of village.	Hesley is limited in part by both physical and natural constraints to the south, north, east and west. These constraints include the M1 motorway, ancient woodland and an Area of High Landscape Value.	COULD SUPPORT EXISTING SERVICES	INTERVENTION NOT NECESSARY

**Table 7.8 Settlements Identified For No Change/ Minor Change**

Settlement/ Neighbourhood	EXISTING ROLE AND FUNCTION	REASON WHY CHANGE WOULD NOT IMPROVE SUSTAINABILITY
<b>No Change or Qualitative Change</b>		
<b><u>WHISTON</u></b>	Whiston is a suburb located south west of Rotherham Town Centre and is a high quality neighbourhood but with limited services.	<ul style="list-style-type: none"> <li>• Change would have little impact on the service role of Whiston</li> <li>• Land around Whiston is physically constrained.</li> <li>• There is no need for qualitative improvement or change in this area.</li> </ul>
<b><u>WOODSETTS</u></b>	The study has defined Woodsetts as a low order settlement. It has few local services and is reliant on neighbouring settlements.	<ul style="list-style-type: none"> <li>• Change would have little impact on the service role of Woodsetts or lead to significantly more services.</li> <li>• There is no need for qualitative improvement or change in this settlement.</li> </ul>
<b><u>TODWICK</u></b>	The study has defined Todwick as low order settlement. The settlement has a limited number of services that meet occasional needs and it is reliant on larger neighbouring settlements for wider services.	<ul style="list-style-type: none"> <li>• Land east and west of Todwick is constrained.</li> <li>• Change would have little impact on the service role of Todwick or lead to significantly more services.</li> <li>• There is no need for qualitative improvement or change in this settlement.</li> </ul>
<b><u>HARTHILL</u></b>	The study has defined Harthill as low order settlement. The settlement has a limited number of services that meet local needs in a centrally located and good quality local centre. It is reliant on larger neighbouring settlements for wider services.	<ul style="list-style-type: none"> <li>• There is no need for qualitative improvement in this settlement</li> <li>• Change is unlikely to lead to enhance public transport services</li> </ul>
<b><u>ORGREAVE*</u></b>	The study has defined Orgreave as low order settlement. It has no services or facilities for its residents, although services are available in the immediate vicinity in Woodhouse and Handsworth.	<ul style="list-style-type: none"> <li>• There are no services or facilities in this settlement. Therefore additional change is not suitable. (Although this should be examined in the wider context of the Sheffield Urban Area.</li> </ul>

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Settlement/ Neighbourhood	EXISTING ROLE AND FUNCTION	REASON WHY CHANGE WOULD NOT IMPROVE SUSTAINABILITY
<b><u>HESLEY GRANGE</u></b>	The study has defined Hesley Grange as low order settlement. It has no services or facilities for its resident.	<ul style="list-style-type: none"> <li>• There are no services or facilities in this settlement. Therefore additional change is not suitable, as this would not provide a sustainable pattern of development.</li> <li>• There is no need for qualitative improvement or change in this settlement.</li> </ul>

\* Orgreave is physically linked to the Sheffield Urban Area and therefore should be read in conjunction with, Woodhouse, Handsworth and Darnall in the Sheffield Section of this report.

## **Potential Policy Issues**

- 7.67 The purpose of this chapter is to consider the findings from the assessment of settlement/neighbourhoods in the context of how it can help inform future policy development for the Rotherham LDF.

### **Rotherham Urban Area**

- 7.68 Rotherham Urban Area is fairly compact. All the urban neighbourhoods are reliant on the town centre for higher order services and facilities. They also have good access to the strategic road network. In general, the frequency of bus services is higher than the outlying settlements.
- 7.69 A large proportion of the employment land is separated from residential areas. Masbrough is the only neighbourhood with a mix of residential and employment uses. The employment land is located in a 'belt' west and north of the town centre.
- 7.70 The Rotherham UDP has focused the majority of housing change within the outlying settlements rather than the urban area. For this reason, there is a noticeable absence of new build properties and a higher proportion of pre 20<sup>th</sup> Century and local authority stock within all the Rotherham urban neighbourhoods. Owner occupation is also low at an average of 46%. The future development strategy for Rotherham could re-address this pattern of change and focus new development on the urban area to improve housing choice and quality.
- 7.71 The majority of the urban area is within the HMR Pathfinder. Each neighbourhood has different needs with some in more urgent need of change than others. The neighbourhoods closest to the town centre are recommended as a key focus for change/change. However, it is considered that most of this change could be accommodate on previously developed and underused land. Therefore, significant physical expansion should not be required.
- 7.72 The Town centre has not been assessed although it is within the HMR and is the subject of a Town Centre ADF. The town centre is also considered as a key focus for change.

### **Key Focus for Change and/ or Qualitative Intervention in the Urban Area**

- 7.73 St Ann's, East Dene, Herringthorpe and East Herringthorpe & Dalton are all within the Eastern Area ADF area and face similar social and economic regeneration issues. Masbrough is within the Western Area ADF and also faces similar issues. Generally these neighbourhoods have a good accessibility profile with frequent bus services and pedestrian routes to the town centre. However there is an abundance of older housing stock which may not meet the life long needs of the resident population. These neighbourhoods have the potential to be sustainable communities, building on their existing settlement capital. They are also in need of qualitative change and improvement. Therefore, they are recommended as a key focus for change.
- 7.74 Canklow is located immediately south of the town centre and is recommended as a key focus for change. The emphasis for this neighbourhood is significant qualitative change rather than substantial physical change. Canklow is within the Western Area ADF,

which is being prepared jointly with the East Sheffield ADF. This neighbourhood would benefit from significant improvement and enhanced links with the town centre in order to reduce its isolation from wider opportunities within the Rotherham urban area.

#### **High Potential for Change and/ or Qualitative Intervention in the Urban Area**

- 7.75 Thrybergh, Kimberworth and Kimberworth Park are all identified as having the potential for change. All of these are peripheral suburbs of the Rotherham Urban Area.
- 7.76 Thrybergh is located to the east of Rotherham Town Centre and has good transport links to the town centre. It is outside the HMR but is still in need of social and economic regeneration and general qualitative improvements. Thrybergh has a number of local services and facilities and change would help to sustain them.
- 7.77 Kimberworth and Kimberworth Park are both located to the west of the town centre and are within the HMR, covered by the Western Area ADF. They are served by less frequent bus services to the town centre which mainly travel along the arterial routes rather than penetrate the residential estates. Local shopping facilities are more limited and there is no major supermarket to serve this area. There are also limited leisure facilities. Although the general townscape of these neighbourhoods is good, the diversity and choice of housing stock is limited and may not meet long term needs. Change could help to improve the choice of housing type and tenure.

#### **Limited Potential for Change and/ or Qualitative Intervention in the Urban Area**

- 7.78 Moorgate & Broom are located immediately south west of the town centre and are the more affluent urban areas with a high standard of built quality, lower than average Borough rates of deprivation and a range of local services and facilities. Moorgate & Broom have the highest rate of owner occupation in the urban area (81%) and low rates of unemployment and economic inactivity.
- 7.79 There is little requirement for significant change but limited change could support the continued viability of existing services and contribute to the overall urban renaissance of Rotherham. The availability of existing service provision also means that this could give rise to sustainable patterns of development.

#### **Minor Change and/ or Qualitative Intervention in the Urban Area**

- 7.80 Whiston is a residential suburb located south west of Rotherham town centre. Compared to the rest of the urban area, Whiston has above average owner occupation (71%) and low rates of unemployment and economic inactivity. There is little need for qualitative change or improvement in this area. Therefore, only small scale infill and redevelopment is appropriate.

#### **Dearne Valley/Housing Market Renewal Outlying Settlements**

- 7.81 Settlements within the Rotherham part of the Dearne Valley are also within the HMR. They are included within the Wath and Swinton ADF.
- 7.82 Wath-upon-Deane is identified as having a high order function which serves other settlements within the Dearne Valley. Swinton also has a higher order service role and

has the additional benefit of an integrated bus/rail passenger interchange. Brampton/West Melton has a very limited service role.

- 7.83 Brampton/West Melton is identified as is need of significant qualitative change and intervention and is recommended as a key focus for change. Both Wath-upon-Deane and Swinton require medium scale qualitative change to enhance the quality of the town centres and improve integration within the settlement. They are recommended as having potential for change.

#### **Housing Market Renewal Outlying Settlements**

- 7.84 Rawmarsh & Parkgate and Greasbrough & Wingfield are both HMR outlying settlements. Rawmarsh & Parkgate is within its own ADF area and Greasbrough & Wingfield is part of the Rotherham Western Area ADF. As there is a need for qualitative improvement and diversification of the housing stock, both settlements are identified as having potential for change.

#### **Non Urban Outlying Settlements outside the DVDZ/HMR**

- 7.85 The Rotherham UDP (1999) focused the majority of housing allocations within or adjoining the outlying settlement. As a result, there is more evidence of new housing within these areas. Typically new development is located at the edge of settlements and is not always integrated with the existing settlement fabric. The former Treeton Colliery is a good example of where development is well integrated with the existing settlement and added to the quality of the village.
- 7.86 There is market pressure to develop on the remaining Greenfield allocations some of which are significant in size (e.g. Thorpe Hesley). The development of these sites could stall development on previously developed land in locations which could improve the quality and townscape of the settlement (e.g. Laughton Common).
- 7.87 There is a relatively low amount of employment land actually within the outlying settlements. This tends to be located adjacent to the settlement with easy access to the strategic road network (e.g. Wales Bar, Hellaby Industrial Estate). It is important that accessibility to job opportunities is maintained both in terms of sustainability and social inclusion. The redevelopment of Dinnington Colliery provides an opportunity to link Laughton Common and Dinnington with further employment opportunities and for employees to utilise the facilities and services in these settlements.
- 7.88 The majority of outlying settlements have good access to the strategic road network making it easy to travel by car to Rotherham, Sheffield and Worksop. Bus services are less frequent when compared to the urban area. Wales & Kiveton is the only non-DVDZ outlying settlement with a train station.

#### **Outlying Settlements outside the HMR and DVDZ**

- 7.89 Some outlying settlements outside the DVDZ and HMR are also identified for qualitative change and improvement. These settlements are not currently a focus for policy led change.

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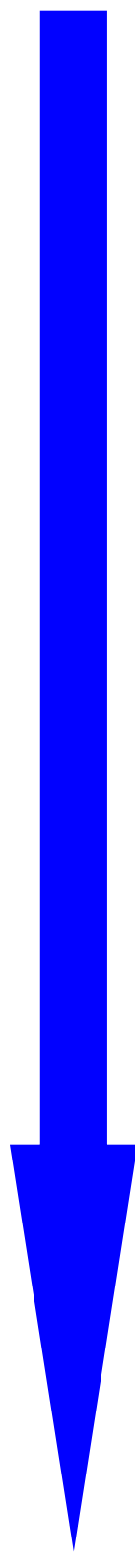
- 7.90 Dinnington is a key settlement serving the south west of the Borough and is recommended as a key focus for change. There is the potential to improve its service role, the quality and choice of the housing stock and the townscape.
- 7.91 Maltby, Kiveton & Wales, Laughton Common and Catcliffe are identified as having the potential for qualitative change and improvement to the housing stock through redevelopment.
- 7.92 Bramley & Wickersley, Brinsworth, Thurgroft, South Anston, Thorpe Hesley and Aughton/Aston & Swallownest have generally experienced significant change over recent years. Therefore, they are reasonably vibrant settlements and are identified as only requiring minor qualitative improvements and limited change to support the viability of existing services.
- 7.93 Harthill, Todwick, Woodsetts and Orgreave have a low service role and rely on neighbouring settlements for higher order services. They have not been identified for change. These villages generally have a high quality built environment and are not in need of economic or social regeneration.



## **Conclusions**

- 7.94 **Rotherham urban area should form the focus for future residential change and development.** The neighbourhoods closest to the town centre (St Ann's, East Dene, East Herringthorpe & Dalton, Herringthorpe, Masbrough and Canklow) are recommended as a key focus for change and/ or qualitative Intervention. These neighbourhoods are within the HMR. Several suburbs are recommended as having potential for change and/ or qualitative intervention (Thrybergh, Kimberworth and Kimberworth Park).
- 7.95 **The Rotherham Dearne Towns should provide a further focus for change and qualitative intervention** as part of a wider strategy for the Dearne Valley. Brampton/West Melton is recommended as a key focus qualitative intervention. Wath-upon Dearne and Swinton & Kilnhurst are in need of qualitative change and have potential to accept housing change.
- 7.96 **A number of settlements outside the HMR and DVDZ are in need of significant qualitative intervention.** This includes Dinnington and Maltby and to a lesser extent Wales & Kiveton, Laughton Common and Catcliffe.
- 7.97 A review of outstanding Greenfield allocations is anticipated to form part of the LDF process. It is recommended that allocations at Thurcroft and Thorpe Hesley should be considered against potentially more sustainable sites in settlements and neighbourhoods which are recommended for change.
- 7.98 For the settlements recommended for change, the emphasis should be on redeveloping previously developed land and derelict sites in preference to Greenfield land, particularly in Laughton Common and Wales & Kiveton. This would ensure effective integration of new development within the settlement and effective improvements to the townscape of the settlement.
- 7.99 Although several settlements have been listed as a key focus for change, the emphasis is on achieving qualitative change and improvement partly through new residential development on previously developed land, underused land and redevelopment opportunities. Greenfield urban expansion of these settlements should be avoided if brownfield land can be identified.
- 7.100 New development should be integrated with existing settlement patterns to ensure that new residents access local services and contribute to maintaining the viability and sustainability of the neighbourhoods and settlements.
- 7.101 There are several planned improvements of sub-regional and regional importance located on the Rotherham and Sheffield boundary. It is important that these schemes are co-ordinated and provide benefits for both local authority areas and the surrounding settlements.
- 7.102 Based on the above, figure 7.2 below sets out a proposed settlement strategy for Rotherham Borough.

Figure 7.2: Suggested Rotherham Settlement Strategy



	UA	HMR	DVDZ
<b>Key settlements for Change</b>			
Masbrough	✓	✓	
East Dene	✓	✓	
East Herringthorpe & Dalton	✓	✓	
St Ann's	✓	✓	
Dinnington			
Brampton & West Melton		✓	✓
Canklow	✓	✓	
Herringthorpe	✓	✓	
<b>Other Settlements Requiring Change to Achieve Significant Change or Intervention</b>			
Maltby			
Rawmarsh & Parkgate	✓		
Swinton & Kilnhurst		✓	✓
Wath-Upon-Deane		✓	✓
Kimberworth	✓	✓	
Kimberworth Park	✓	✓	
Greasbrough & Wingfield		✓	
Wales & Kiveton			
Laughton Common			
Catcliffe			
Thrybergh			
Blackburn		✓	
<b>Limited Change and Smaller Scale Qualitative Change</b>			
Thurcroft			
Aughton/Aston & Swallownest			
Brinsworth			
Moorgate & Broom	✓		
Bramley & Wickersley			
South Anston			
Treeton			
Thorpe Hesley		✓* part	
<b>No Change or Qualitative Change Required</b>			
Whiston	✓		
Woodsetts			
Todwick			
Harthill			
Orgreave			
Hesley Grange			



## **SHEFFIELD SETTLEMENT ASSESSMENT**

## 8.0 Sheffield Assessment

### Introduction

- 8.1 As specified in Chapter 3.0 a slightly different methodology has been used to undertake the assessment of settlements in Sheffield. **This is set out in Appendix 3.** This chapter therefore follows a different format to those for Doncaster and Rotherham.
- 8.2 The main urban area has been divided into 32 urban neighbourhoods/settlements. This includes settlements, such as Stocksbridge and Chapeltown/High Green, which do not physically adjoin the main urban area. **The process for dividing the main urban area into smaller neighbourhoods is set in Chapter 4.0.** A plan of the neighbourhood/settlement boundaries is also provided.
- 8.3 **The settlement profiles, provided as technical appendices,** set out the evidence base used to assess settlements/neighbourhoods against sustainability indicators. **The type of data collected is described in Chapter 5.0.**

### Settlements/Neighbourhoods to be Assessed

- 8.4 The methodology for Sheffield, outlined in Appendix 3, identified that the scoring and detailed descriptive analyse would not be applied to all the Sheffield neighbourhoods. This is because it was decided that the scoring and detailed assessment should only be undertaken for settlement/neighbourhoods where this will help inform future policy decisions.
- 8.5 A broad analysis of the settlement profiles can be used to identify that some settlement/neighbourhoods do not have the capacity to accept change or are not in need of significant intervention as they already perform well in terms of sustainability and social and economic indicators. Therefore, as these settlements/neighbourhoods will not require significant policy intervention they will not be scored or assessed as fully.
- 8.6 The analysis below identifies the broad capacity, sustainability and social and economic issues for all the settlement/neighbourhoods so those which will be taken forward for detailed assessment can be identified.

### Urban Capacity

- 8.7 Sheffield has a significant amount of previously developed land. This is primarily due to its historic focus on heavy industry, the potential for the conversion of existing buildings and the redevelopment of existing housing areas.
- 8.8 A breakdown of urban capacity has been undertaken based on the neighbourhoods used in this study. This has identified the following urban potential on large sites over 0.4ha. This is based on information from the Sheffield Urban Housing Potential Study 2003-2021 dated April 2004.

**Table 8.1: Urban Capacity of Sheffield Settlements/Neighbourhoods**

Over 500 dwellings		500-200 dwellings		Under 200 dwellings	
Fox Hill/ Parson Cross/ Shirecliffe;	1965	Kelham Island/ Owlerton/ Riverside Corridor	379	Netherthorpe/ Walkley/ Crosspool	185
Darnall;	1019	Hillsborough	315	Firth Park/Shire Green/ Wincobank	174
Park/ Wybourn/City Road	532	Kelham Island/Owlerton /Riverside Corridor	379	Mosborough/ Waterthorpe/ Beighton	129
Manor/ Arbourthorne	836	Richmond/ Handsworth	263	Ecclesall/ Millhouses/ Banner Cross/ Carterknowle Nether Edge	142
Stocksbridge	827	Burngreave/ Spital Hill/ Pitsmoor	338	Mosborough/ Waterthorpe/ Beighton	129
Gleadless/ Hackenthorpe/ Frecheville (some Greenfield)	584	Woodseats/ Norton (all Greenfield)	239	Dore and Totley	105
				Heeley	94+ 863 student bed spaces
				Woodhouse	93
				Jordanthorpe /Greenhill	75
				Chapelton/ High Green/	74
				Sharrow	73
				Ecclesfield	62
				Broomhill/ Broomhall/	50

\*based on information on large sites over 0.4ha from the Sheffield Urban Housing Potential Study, 1<sup>st</sup> draft dated April 2004.

- 8.9 The settlements/neighbourhoods in the left hand column of the table have significant urban capacity whereas those in the right hand column have lower capacity.
- 8.10 If a settlement is not listed in the table it has not been identified as containing any large sites over 0.4ha. However, housing opportunities may still exist within these settlement/neighbourhoods. For example, a masterplan for the Lower Don Valley has identified the potential for housing led regeneration. Furthermore, additional windfall sites may have come forward since the urban capacity work was completed

or decisions may also be required on Greenfield allocations. Therefore, although the table above provides a good starting point for sieving the settlements/neighbourhoods these latter aspects also need to be taken into account.

### **Social and Economic Indicators and Broad Sustainability**

8.11 Table 8.2 provides a comparison in terms of social and economic indicators and broad sustainability including housing profiles. It sets out the following information for each settlement/neighbourhood:

- Total population and the percentage of people over 55;
- The percentage of the total population who are economically active;
- The percentage of the total population with a long-term illness or no qualifications;
- The total number of dwellings and the type of housing as a percentage of the total stock;
- The total number of households and tenure as a percentage of the total number of households;
- The percentage of the population within 400m of a bus route;
- Whether a tram route runs through the neighbourhood;
- The percentage of open space in proportion to the total land area;
- The availability of a district centre within the neighbourhood;
- Whether it is within the South Yorkshire Housing Market Renewal Pathfinder.

Table 8.2: Summary of Neighbourhood Characteristics

	population	% Po p Ov er 55	% EA	% long term illness	% no qualific ation	% no car	Total dwellings	% detached	% Semi	% terraced	% flats	Total HH	% owned	% rented from council	% social rented	% private rented or living rent free	% Pop within 400m of hf bus route	Tram	% open space	Open space per 1000 pop ha.	District Centre	Secondary School	Within HMR
<b>City Centre</b>	4633	9	38	12	11	29	2084	2	5	19	74	2028	17	24	22	37	100	Yes	2.9	1.30	-	No	No
<b>SHA-</b> Stocksbridge	12065	29	49	20	21	7	5264	27	39	23	12	5076	76	20	1	4	0	No	12.4	4.5	Yes	Yes	No
<b>SHAA</b> Woodhouse	9677	31	45	23	29	12	4340	12	33	29	25	4285	51	38	5	5	83	No	19.6	6.8	Yes	No	No
<b>SHB</b> Chapelton/ High Green/	22831	27	53	18	23	6	9496	25	46	20	8	9300	77	18	1	4	65	No	15.7	6.6	Yes	Yes	No
<b>SHBB</b> Waterthorpe/ Beighton/ Mosborough	28377	23	54	18	22	6	11927	34	34	22	10	11784	74	18	3	4	62	Yes	18.3	7.5	Yes	Yes	No
<b>SHC</b> Wharcliffe Side	1328	30	48	22	25	6	592	23	53	17	7	586	63	30	0	8	0	No	7.8	7.6	No	No	No
<b>SHCC</b> Dore and Totley	15100	38	46	17	12	3	6744	43	34	10	13	6552	85	9	2	4	51	No	31	18.8	No	Yes	No
<b>SHD</b> Oughtibridge/ Worrall/	3254	31	51	19	22	5	1396	32	37	23	8	1355	79	18	0	3		No	9.2	4.3	No	(Yes)	No
<b>SHE</b> Grenoside	3764	36	52	20	22	4	1621	28	57	10	5	1585	87	8	0	5	32	No	18.3	16	No	No	No
<b>SHEE</b> Ecclesfield	4023	35	49	24	26	7	1833	21	41	27	11	1783	69	24	1	6	60	No	8.9	8.6	No	(No)	No
<b>SHF</b> Foxhill/ Parson Cross	39579	28	41	25	33	16	17882	7	47	32	15	17224	41	53	3	4	85	No	16.9	4.0	No	Yes	No
<b>SHG</b> Firth Park/Shire Green/ Wincobank	33349	23	42	22	31	15	13961	5	41	44	10	13330	50	38	5	7	80	No	27.6	7.2	Yes	Yes	Yes
<b>SHH</b> Kelham Island/Owlerton/ Riverside Corridor	4738	21	52	19	23	14	2128	5	15	54	26	2065	62	15	7	16	63	Yes	14.1	10.1	No	No	No
<b>SHI</b> Parkwood	2279	26	42	23	33	17	1059	9	32	35	24	993	38	55	1	7	69	No	37	35	No	Yes	No
<b>SHJ</b> Burngreave/ Spital Hill/Pitsmoor	13082	25	36	22	30	20	5920	7	27	33	33	5427	45	33	9	13	95	No	17	4.5	Yes	Yes	Yes
<b>SHK</b> Hillsborough	32279	29	51	19	22	8	14184	17	37	34	12	13882	75	16	3	6	51	Yes	13.3	3.3	Yes	Yes	No
<b>SHL</b> Netherthorpe/ Walkley/ Crookes/	30973	23	47	17	17	14	14105	6	25	47	22	13693	54	20	3	23	94	No	16.15	2.5	Yes	No	No



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	population	% Po p Ov er 55	% EA	% long term illness	% no qualific ation	% no car	Total dwellings	% detached	% Semi	% terraced	% flats	Total HH	% owned	% rented from council	% social rented	% private rented or living rent free	% Pop within 400m of hf bus route	Tram	% open space	Open space per 1000 pop ha.	District Centre	Secondary School	Within HMR
<b>SHM</b> Tinsley	3180	21	38	19	31	16	1282	4	33	54	9	1219	65	10	8	18	56	No	4.5	2.6	No	No	Yes
<b>SHN</b> Don Valley	700	24	29	24	37	23	290	6	21	56	18	265	38	42	2	18	69	Yes	6.0	24	No	No	Yes
<b>SHO</b> Attercliffe	335	22	34	16	29	28	156	8	12	40	40	135	27	45	5	23	100	Yes	4.3	35.2	No	No	Yes
<b>SHOD/SHGG</b> Woodseats/ Norton	22786	30	52	19	19	7	10297	15	42	32	11	10062	79	10	2	9	71	No	33.7	12	Yes	Yes	No
<b>SHP/SHQ</b> Sheffield City Airport/Darnall	8208	24	32	24	35	18	3168	4	35	43	18	3069	44	34	9	13	21	No	27.3	19.8	Yes	No	Yes
<b>SHPO(SHDD)</b> Jordanthorpe/ Greenhill	14850	34	42	25	26	14	7467	10	22	30	38	7254	48	48	1	4	98	No	25.4	6	No	(Yes)	No
<b>SHR</b> Park/Wybourn/ City Road	10818	22	42	24	32	26	5589	3	24	30	43	5217	25	54	10	11	96	Yes	14.7	4.1	Yes	No	Yes
<b>SHS</b> Fulwood/ Ranmoor	13200	33	49	16	10	3	5899	36	32	11	20	5701	86	6	3	6	85	No	14.6	5.7	No	Yes	No
<b>SHT</b> Broomhill/ Broomhall/	17832	14	40	10	7	12	5881	9	20	26	45	5724	45	11	8	36	95	No	11.3	2.1	Yes	Yes	No
<b>SHU</b> Sharrow	13988	16	46	15	13	16	5840	9	14	43	34	5690	47	14	6	33	93	No	4.5	0.6	Yes	No	No
<b>SHV</b> Heeley	13030	18	47	17	19	16	5575	5	25	54	16	5337	57	12	5	26	89	No	13.4	2.6	Yes	No	No
<b>SHW</b> Manor/ Arbourthorne	31537	29	40	26	34	19	14605	5	37	35	23	14136	37	48	9	6	92	No	25.3	7	Yes	Yes	Yes
<b>SHX</b> Handsworth/ Richmond	27978	32	45	22	29	10	12352	8	60	20	12	12015	65	30	1	4	73	No	24.4	8.7	No	Yes	No
<b>SHY</b> Ecclesall/ Millhouses/ Banner Cross/ Carterknowle/ Nether Edge	28731	24	51	13	10	5	11588	22	45	20	13	11255	85	2	1	12	47	No	18.9	7	(No)	Yes	No
<b>SHZ</b> Gleadless/ Hackenthorpe/ Frecheville	36902	32	46	22	28	11	16686	9	53	22	16	16267	62	33	2	3	74	Yes	27.3	7	Yes	Yes	No
<b>SHEFFIELD AVERAGE</b>	<b>15793</b>	<b>26</b>	<b>45</b>	<b>20</b>	<b>24</b>	<b>13</b>	<b>6912</b>	<b>14</b>	<b>34</b>	<b>31</b>	<b>21</b>	<b>6697</b>	<b>58</b>	<b>26</b>	<b>4</b>	<b>12</b>	<b>67</b>	<b>-</b>	<b>17</b>	<b>9.1</b>	<b>-</b>	<b>-</b>	<b>-</b>

## Settlement Sieving

- 8.12 Following this description of capacity and key settlement characteristics, the table below sets out which settlements have been identified for scoring and a more detailed assessment and the reasons why. Where necessary, policy decisions have also been introduced where they provide an overriding reason for including the settlement within the detailed assessment.

**Table 8.3: Settlement Sieving**

Reference	Settlement/Neighbourhood	Reason For Inclusion/Exclusion
<b>Settlement/Neighbourhoods to be Included</b>		
SHAA	Woodhouse	Replacement housing/ Housing choice Decisions on Greenfield land
SHBB	Mosborough/Waterthorpe/Beighton	Decisions on Greenfield land
SHA	Stocksbridge	Significant potential capacity to accept change
SHF	Foxhill/Parson Cross	Significant potential capacity to accept change Housing market renewal
SHG	Firth Park/Shiregreen/Wincobank	Housing market renewal
SHH	Kelham Island/Owlerton/Riverside Corridor	Significant potential capacity to accept change
SHG	Parkwood/Shirecliffe	Housing market renewal
SHJ	Burngreave/Spital Hill/Pitsmoor	Significant potential capacity to accept change Housing market renewal
SHM	Tinsley	Housing market renewal
SHN	Lower Don Valley	Housing market renewal/Masterplan proposals
SHO	Attercliffe	Housing market renewal
SHP	Sheffield City Airport	Housing market renewal
SHQ	Darnall	Significant potential capacity to accept change Housing market renewal
SHPO (SHDD)	Jordanthorpe/Greenhill	Replacement housing/housing choice Sustainability
SHR	Park/Wybourn/City Road	Significant potential capacity to accept change Housing market renewal
SHU	Sharrow	Physical renewal and regeneration Sustainability
SHV	Heeley	Physical renewal and regeneration Sustainability
SHW	Manor/Arbournthorne	Significant potential capacity to accept change Housing market renewal

Reference	Settlement/Neighbourhood	Reason For Inclusion/Exclusion
SHX	Handsworth/Richmond	Significant potential capacity to accept change
SHZ	Gleadless/Hackenthorpe/Frecheville	Significant potential capacity to accept change Replacement housing/housing choice
<b>Settlements to Be Excluded From The Detailed Assessment</b>		
SHB	Chapelton/High Green	Limited Capacity High sustainability Better than average economic/social performance Good choice of housing
SHC	Wharnccliffe Side	Limited capacity Good choice of housing Better than average social and economic performance
SHCC	Dore and Totley	Limited capacity Good choice of housing Better than average social and economic performance
SHE	Grenoside	Limited capacity Good choice of housing Better than average social and economic performance
SHEE	Ecclesfield	Limited Capacity Good choice of housing Better than average social and economic performance
SHK	Hillsborough	High Sustainability Good choice of housing Better than average social and economic performance Potential capacity but policy decisions required at site level rather than strategic settlement level
SHL	Netherthorpe/Walkley/Crookes	High Sustainability Good choice of housing in most areas Potential capacity but policy decisions required at site level rather than strategic settlement level
SHOD/SH GG	Woodseats/Norton	Limited capacity High sustainability Good choice of housing Better than average social and economic performance
SHS	Fulwood/Ranmoor	Limited capacity

Reference	Settlement/Neighbourhood	Reason For Inclusion/Exclusion
		Reasonable sustainability Good choice of housing Better than average social and economic performance
SHT	Broomhill/Broomhall	High sustainability Good choice of housing Better than average social and economic performance Potential additional urban capacity but policy decisions required at site level rather than strategic settlement level
SHY	Ecclesall/Millhouses/Banner Cross/Carterknowle/Nether Edge	Reasonable sustainability Good choice of housing Better than average social and economic performance. Potential capacity but policy decisions required at site level rather than strategic settlement level

### Assessment of Existing Sustainability

- 8.13 A series of stages were followed to determine the potential for settlements to accept sustainable change.
- 8.14 Integral to this process was to score each settlement against the defined set of sustainability indicators. The score indicates how sustainable a settlement is at present and if future change would improve or decrease its overall sustainability. The scores were compared to indicate which settlements would derive the most benefit from future change.
- 8.15 Each settlement was scored using a system of high, medium and low. A definition of what constitutes a high, medium and low score for each sustainability indicator was provided to ensure that scores were applied consistently to each settlement. **This is provided as Appendix 4.**
- 8.16 A 'high' score always indicates that the settlement has the capacity or service infrastructure to accept sustainable change or that interventions would help to sustain the settlement by making it a more attractive or vibrant place to live, work or visit. For example, where the indicator relates to urban capacity, a high score indicates there is the capacity to accommodate plan-led change in the settlement. In terms of the vitality and viability of the town centre a high score would indicate that change provides a positive benefit in terms of improving the quality and range of provision.
- 8.17 Conversely, a low score indicates that there is a constraint to plan-led change or that the sustainability of the settlement would not be improved by intervention. For example, where a retail function is already performing well, a low score indicates that further

change in the settlement is unlikely to significantly enhance this role further. It may indicate where an environmental constraint may limit the potential to accept change.

- 8.18 A “low” score can also indicate if additional development could result in a negative impact on its overall sustainability.
- 8.19 The application of high, medium and low includes an element of weighting. For example, it is recognised that settlements/neighbourhoods do not operate in isolation and service provision is not limited to those provided within their boundary.
- 8.20 Therefore, the scoring definitions reflect where services are accessible from adjoining settlements. For example, if there is a secondary school or district centre within close proximity to the settlement/neighbourhood this is given a medium score whereas if it actually within the settlement it is given a high score. As the scoring measures accessibility it is important that a distinction is made to avoid double counting. This is because it is important to distinguish between the services available within a settlement/neighbourhood and access to services available within other settlement/neighbourhoods.
- 8.21 Similarly scoring definitions for planned improvements are weighted. Where an improvement is planned and committed it is given a high score but a medium score means it is under investigation. A low score means there are planned improvements either committed or being investigated.
- 8.22 The evidence base used to score the settlements is based on data collected for each settlement and the detailed descriptions. The full scoring assessment and a detailed appraisal of each individual settlement are provided in the Sheffield Technical Appendices. This also provides other information such as masterplans, flood plain maps etc.
- 8.23 The application of a numerical scoring system to the assessment of each settlement (3 for a high, 2 for medium and 1) provides an overall score.
- 8.24 The detailed assessment and score enables the four key stages of the settlement assessment to be applied.

### **Identifying Existing Sustainability and Planned Improvements**

- 8.25 The first stage identifies the existing availability of services and infrastructure within settlements. This includes the availability of education facilities, public transport access, retail centres, supermarkets, local employment opportunities and recreation and leisure opportunities.
- 8.26 To obtain a comprehensive analysis of each settlement it is also necessary to identify if planned improvements would improve the sustainability of settlements or increase their role and function. Examples of planned improvements include new or modernised schools, public transport investment, new or upgraded strategic highway access, new retail facilities etc. The scoring of planned improvements distinguishes between whether it is committed (i.e. has funding), is currently under investigation or if it is a proposal at this stage.

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- 8.27 Table 8.4 provides overall scores for existing sustainability and planned improvements. These scores have been used to provide a broad rank to indicate the existing settlement capital in terms of high, medium or low. This rank is primarily based on the scores given. The neighbourhoods/settlements ranked as high provide the greatest range of services and are more likely to provide a facility which attracts people from a wider catchment. Those ranked as medium provide for day to day provision and may contain some key facilities such as education facilities or leisure centres. Low indicates that the settlement/neighbourhoods only provide local service provision and rely on other neighbourhoods for most service provision.
- 8.28 Similarly, the table also indicates if there is a high, medium or low level of planned improvements. The total score gives an overall indication of sustainability when existing settlement capital and planned improvements are considered together.

**Table 8.4: Sheffield Scoring of Settlement Capital and Planned Interventions**

Settlement	Existing Settlement Capital		Planned Improvements		Overall Total Score
	Numerical Score	Broad Rank	Numerical Score	Broad Rank	Capital+ Improvement
SHAA: Woodhouse	25	Medium	8	Medium	33
SHBB: Mosborough/ Waterthorpe/ Beighton	32	High	7	Low	39
SHA: Stocksbridge;	27	High	10	Medium	37
SHF: Foxhill/Parson Cross	23	Medium	11	High	34
SHG Firth Park/Shiregreen/ Wincobank	29	High	10	Medium	39
SHH Kelham Island/ Owlerton/ Riverside Corridor	24	Medium	14	High	38
SHI Parkwood/ Shirecliffe	18	Low	11	High	29
SHJ Burngreave	27	High	15	High	42
SHM Tinsley	19	Low	12	High	31
SHN Lower Don Valley	25	Medium	12	High	37
SHO	26	High	11	Medium	37

Settlement	Existing Settlement Capital		Planned Improvements		Overall Total Score
	Numerical Score	Broad Rank	Numerical Score	Broad Rank	Capital+ Improvement
Attercliffe					
SHP Sheffield City Airport	17	Low	12	High	29
SHQ Darnall	24	Medium	10	Medium	34
SHPO (SHDD) Jordanthorpe/ Greenhill	21	Medium	6	Low	27
SHR Park/Wybourn/ City Road	22	Medium	10	Medium	32
SHU Sharrow	29	High	6	Low	35
SHV Heeley	26	High	7	Low	33
SHW Manor/ Arbourthorne	31	High	11	Medium	42
SHX Handsworth/ Richmond	24	Medium	6	Low	30
SHZ Gleadless/ Hackenthorpe/ Frecheville	26	High	8	Medium	34

Ranking of Existing Sustainability=19 and below is low, 20-25 is medium and 26 and above is high. The maximum score which can be obtained is 36. Planned Improvements =7 and below is low, 8-11 is medium and 12 and above is high. The maximum score which can be obtained is 18.

## The Role and Function of Settlements/Neighbourhoods

8.29 The scoring assessment enables the role and function of each neighbourhood to be identified. This classification takes into account its wider service provision and therefore includes education, health, leisure, accessibility etc as well as retail function. This has been used to provide a broad functional classification of each neighbourhood. As Sheffield is a large and diverse City, it has been necessary to identify bespoke classifications which reflect this status. These are:

- **Partially freestanding settlements:** These function as fairly self sustaining settlements outside the urban area which meet day to day needs. The services provided, may, however attract people from urban neighbourhoods. Conversely, people in these settlements will also rely on the main urban area for higher order service needs.
- **Residential neighbourhoods with a wider service function.** These are key hubs which meet the wider service needs of the whole City and are a key focus for existing activity;



- **Residential neighbourhoods which meet local needs only:** These provide some service provision which meet local need but which do not support other neighbourhoods/settlements.
- **Dormitory Residential Neighbourhoods:** These have limited service provision and primarily rely on other neighbourhoods for services.
- **Non Residential Neighbourhoods:** These do not function as residential areas but provide other key strategic activities which serve the whole City.
- **Neighbourhoods with mixed characteristics.** These neighbourhoods are difficult to define and are not dominated by a single land use or function.

8.30 Figure 8.1 sets out the functional classification for Sheffield. A detailed explanation of this hierarchy is provided in the paragraphs below. **The neighbourhoods highlighted in red are within the HMR.**

8.31 Table 8.5, below figure 8.1, sets out why the settlements/neighbourhoods have been given these classifications in terms of existing settlement capital and wider service role.

Figure 8.1: Functional Classification

Partially Freestanding Settlements	Chapelton/High Green Stocksbridge Woodhouse
Wider Service Function	Broomhill/Broomhall Mosborough/Waterthorpe/ Beighton Hillsborough Woodseats/Norton <b>Manor/Arbourthorne</b> <b>Firth Park</b> Sharrow/Hunters Bar Millhouses/Ecclesall/Banner Cross/Nether Edge
Local Needs Only	<b>Burngreave</b> <b>Darnall</b> Netherthorpe/Walkley/ Crookes/ Handsworth/Richmond <b>Parson Cross/Fox Hill</b> Gleadless/Hackenthorpe Heeley Park/Wybourn/City Road Ecclesfield Fulwood/Ranmoor Dore and Totley Jordanthorpe/Greenhill
Dormitory Neighbourhoods	<b>Tinsley</b> Grenoside Wharncliffe Side Oughtibridge/Worrall
Non Residential Neighbourhoods	<b>Lower Don Valley</b> <b>Attercliffe</b> <b>City Airport</b>
Mixed Use Neighbourhoods	Kelham Island/Owlerton Parkwood/ <b>Shirecliffe</b>

Table 8.5: Service Classification of Sheffield Settlements/Neighbourhoods

Settlement/ Neighbourhood	Broad Rank of Service Role	Key Facilities	Relationship With Other Settlement/ Neighbourhoods	Tram	Train Station Within or Close to the Settlement	Over 65% of Pop Served by High Frequency Bus Route
<b>Partially Freestanding Settlements</b>						
<b>Chapelton/ High Green</b>	Based on Data Profile Only	Chapelton/High Green district centre and the Asda supermarket are key facilities. The neighbourhood contains a secondary school and provides some employment opportunities. It also has a railway station on the Sheffield-Barnsley-Leeds line.	Chapelton/High Green serves Ecclesfield within the main urban area and potentially smaller settlements within RMBC (such as Thorpe Hesley) and BMBC (potentially Elsecar).			
<b>Stocksbridge</b>	High	The district centre and local supermarkets serve the town and surrounding rural hinterland. Stocksbridge leisure centre is a key local facility. Schools and medical infrastructure are provided.	Generally it is considered that, whilst the range and quality of services may meet day to day needs of local people, they are unlikely to attract people from a wide catchment. Settlements, such as Oughtibridge/Worrall and Wharnccliffe side, probably have a greater reliance on Hillsborough for services. However, small rural settlements located in BMBC may rely on Stocksbridge for some service provision. The steelworks may attract people into the town for work.			
<b>Woodhouse</b>	Medium	Although part of the main urban	Unlikely to serve any other			

Settlement/ Neighbourhood	Broad Rank of Service Role	Key Facilities	Relationship With Other Settlement/ Neighbourhoods	Tram	Train Station Within or Close to the Settlement	Over 65% of Pop Served by High Frequency Bus Route
		area, the local topography and characteristics of the neighbourhood mean it is effectively separate from the main urban area. It has a small district centre which meets local provision but no major supermarket. It also has a railway station.	neighbourhoods. It also relies on adjoining neighbourhoods for secondary school provision and it is understood that some pupils may travel to Aston within RMBC.			
<b>Key Residential Urban Neighbourhoods Which Have a Wider Service Function</b>						
<b>Broomhill/ Broomhall</b>	Based on Data Profile Only	The district centre is a key focus for activity particularly for the west of the City. It also contains leisure opportunities, which attract people from other neighbourhoods. Key infrastructure includes the University, the City hospitals (Weston Park, The Hallamshire and the Charles Clifford Dental Hospital) and secondary school provision. The neighbourhood has good public transport access.	It is a key neighbourhood providing services for the whole City.			
<b>Mosborough/ Waterthorpe/ Beighton</b>	High	The neighbourhood provides a higher education college, a modern indoor district centre, a leisure centre, secondary school provision and major supermarket provision. A transport interchange is located at Mosborough/Waterthorpe/Beighton. It is also served by the tram and a park and ride facility at the Halfway	The neighbourhood is a major focus for activity in the South East of the City. It serves parts of North East Derbyshire and Rotherham.			

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Settlement/ Neighbourhood	Broad Rank of Service Role	Key Facilities	Relationship With Other Settlement/ Neighbourhoods	Tram	Train Station Within or Close to the Settlement	Over 65% of Pop Served by High Frequency Bus Route
		tram stop. Employment provision is also provided.				
<b>Hillsborough (including Owlerton)</b>	Based on Data Profile Only	The district centre provides a range of service provision and a Morrisons supermarket. Hillsborough leisure centre, a greyhound stadium/casino and SWFC are key leisure opportunities. A number of major employers are located within the area, which provides jobs for local people. The new Hillsborough College will increase the functional role of the neighbourhood. It has a mini-transport interchange and is served by the tram.	Hillsborough is a key focus for activity serving the north of the City.			
<b>Woodseats/Norton</b>	Based on Data Profile Only	The range of services include the district centre, secondary school provision and major supermarket provision.	It is likely to serve neighbourhoods such as Heeley, Jordanthorpe/Green Hill and parts of the Gleadless Valley.			
<b>Manor/ Arbourthorne</b>	High	Manor Top District Centre provides a more limited range of retail and service provision but is a focus for local activity. It is also well located strategically. The neighbourhood contains two leisure centres and secondary school provision. It is also well served by public transport including the tram.	It provides a focus for service provision for a number of neighbourhoods within the south east of the City.			

Settlement/ Neighbourhood	Broad Rank of Service Role	Key Facilities	Relationship With Other Settlement/ Neighbourhoods	Tram	Train Station Within or Close to the Settlement	Over 65% of Pop Served by High Frequency Bus Route
<b>Firth Park/Wincobank/ Shiregreen</b>	High	The neighbourhood provides key urban infrastructure such as a leisure centre, secondary schools and the new Longley Estate Sixth form college. The Northern General hospital is located at the fringe of the neighbourhood. The Firth Park District Centre provides a focus for local activity and provides some key services. It is well served by public transport.	Potentially the services provided in the neighbourhood may provide a focus for the north east area of the City. In particular, neighbourhoods such as Parson Cross, Pitsmoor and Grimesthorpe may depend on the neighbourhood for key services.			
<b>Sharrow/ Hunters Bar</b>	High	This neighbourhood includes the district centres of Ecclesall Road and London Road. There is a high concentration of pubs and restaurants and niche shopping opportunities. There is also a Waitrose supermarket.	Likely to attract people from all parts of the City particularly for leisure opportunities			
<b>Millhouses/ Ecclesall/Banner Cross/Nether Edge</b>	Based on data profile only	The availability of major supermarket provision means that this neighbourhood serves the south west area of the City for food orientated shopping trips. The secondary school catchment also extends beyond the neighbourhood boundary	Serves the south west of the City particularly for supermarket provision.			

Settlement/ Neighbourhood	Broad Rank of Service Role	Key Facilities	Relationship With Other Settlement/ Neighbourhoods	Tram	Train Station Within or Close to the Settlement	Over 65% of Pop Served by High Frequency Bus Route
<b>Residential Urban Neighbourhoods Which Meet Local Needs Only</b>						
<b>Burngreave/Spital Hill/Pitsmoor</b>	High	Burngreave supports a district centre and secondary school provision	The quality and range of these services means that this provision primarily meets local needs only. Some people may travel to use niche provision provided in the district centre.			
<b>Darnall</b>	Medium	The neighbourhood supports a district centre but this primarily meets local needs only. There is no secondary school within the neighbourhood or other key infrastructure such as a leisure centre.	Estates beyond the key bus corridor have poor public transport access, which may make access to some services difficult.	<b>Part</b>		
<b>Netherthorpe/ Walkley/Crookes</b>	Based on the data profile only	Netherthorpe/Walkley/Crookes/Cros spool has a small but relatively vibrant district centre. It does not have a secondary school or provide any other major service provision such as a leisure centre or higher education college.	Provides local provision only but has high accessibility to higher order neighbourhoods.	<b>Part</b>		
<b>Handsworth/ Richmond</b>	Medium	It has major supermarket provision and a secondary school.	It does not have a leisure centre or a district centre and therefore relies on other neighbourhoods for some higher order services.			
<b>Parson Cross/Fox Hill</b>	Medium	It has secondary school and medical provision.	It generally relies on other neighbourhoods for higher order services such as leisure			



Settlement/ Neighbourhood	Broad Rank of Service Role	Key Facilities	Relationship With Other Settlement/ Neighbourhoods	Tram	Train Station Within or Close to the Settlement	Over 65% of Pop Served by High Frequency Bus Route
			and supermarket provision. Parson Cross has good public transport access.			
<b>Gleadless/ Hackenthorpe/ Frecheville</b>	High	The neighbourhood has a small district centre but this provides limited service provision. It also has a secondary school.	The neighbourhood relies on higher order neighbourhoods for retail and leisure provision.			
<b>Heeley</b>	High	Although the neighbourhood has a district centre (and hence scores high on capital) this contains a limited amount of food and mainstream retail provision. It does not have a secondary school and the primary schools have a significant surplus of capacity.	The neighbourhood generally relies on other areas for food and other higher order service provision.			
<b>Ecclesfield</b>	Based on profile only	It is close to a secondary school (but within Chapeltown/High Green) and has major food store provision.	Key service provision is available in Chapeltown/High Green.			
<b>Fulwood/Ranmoor</b>	Based on profile only	Contains secondary school provision.	It relies on other neighbourhoods for most other service provision although public transport accessibility is good particularly to Broomhill/Broomhall District Centre.			
<b>Dore and Totley</b>	Based on profile only	The neighbourhood has a secondary school but no district centre	Dore and Totley is reliant on other neighbourhoods for higher order services. Is not well served by public transport			

Settlement/ Neighbourhood	Broad Rank of Service Role	Key Facilities	Relationship With Other Settlement/ Neighbourhoods	Tram	Train Station Within or Close to the Settlement	Over 65% of Pop Served by High Frequency Bus Route
Park/Wybourn/ City Road	Medium	Park/Wybourn has few local facilities but it is close to the City Centre.	It also has excellent public transport access to adjoining areas.			
Jordanthorpe/ Greenhill	Medium	Jordanthorpe/Greenhill has no service provision. However, the secondary school is close-by in Woodseats.	It also has excellent public transport access to adjoining neighbourhoods.			
Dormitory Residential Neighbourhoods with Limited Service Provision						
Tinsley		Provides a very limited amount of service provision and almost completely rely on other neighbourhoods.	Main service provision provided at Meadowhall or within RMBC.			
Wharncliffe Side			Main service provision available in Chapeltown/High Green, Hillsborough or Stocksbridge.			
Oughtibridge/ Worrall						
Grenoside						
Non Residential Neighbourhoods						
Lower Don Valley		This is a key strategic leisure, retail and employment destination.	The neighbourhood has excellent public transport accessibility. It is not a residential neighbourhood but provides an essential strategic function for the City and the sub-region.			
City Airport		This neighbourhood comprises relatively recent development providing jobs and business activity, which is set to expand.	City Airport provides an important sub-regional employment function. Public transport access has recently been improved			

Settlement/ Neighbourhood	Broad Rank of Service Role	Key Facilities	Relationship With Other Settlement/ Neighbourhoods	Tram	Train Station Within or Close to the Settlement	Over 65% of Pop Served by High Frequency Bus Route
			although this is not comparable with other neighbourhoods. There is a regular job links bus to Darnall.			
<b>Attercliffe</b>		This is an area, which contains a mix of employment, leisure and local service provision. There is a small amount of residential development close to the tram stop. Social infrastructure, such as schools and medical facilities, are not provided in the neighbourhood.	Attercliffe is predominantly characterised by leisure and employment, which serves the whole City.			
<b>Mixed Neighbourhoods</b>						
<b>Kelham Island/Riverside</b> (excluding Owlerton)		This is an historic industrial area where new activity has been introduced over recent years. The area east of Rutland Road has experienced most new activity particularly housing created through the conversion of existing buildings and new build. At present the neighbourhood is a dysfunctional mix of housing, tourist and leisure related uses, some remaining heavy industry and buildings converted to offices. A 24 hour Tesco is located adjacent to the neighbourhood.	Currently lacks some key services such as schools, medical facilities and local retail provision.	<b>Part</b>		
<b>Shirecliffe/ Parkwood</b>		Shirecliffe contains a large proportion of local authority stock	It generally relies on adjoining neighbourhoods for services			

Settlement/ Neighbourhood	Broad Rank of Service Role	Key Facilities	Relationship With Other Settlement/ Neighbourhoods	Tram	Train Station Within or Close to the Settlement	Over 65% of Pop Served by High Frequency Bus Route
		but new housing development has also recently been introduced at the former college site. The area is dominated by the Parkwood Landfill Tip which is subject to long-term restoration proposals. Sheffield Ski Village is a key landmark and is subject to separate private sector proposals.	although Parkwood Secondary school has been revamped and refurbished.			

## The Role of Existing Strategic Areas

8.32 Chapter 4.0 identified a number of strategic areas located within the neighbourhoods identified above. The role and function of these strategic areas is outlined below.

### *Tier 1*

- **Meadowhall:** is located in the east end of the City. The predominant land use is the Meadowhall Retail Centre and associated leisure uses. It also has a key employment focus. The transport interchange is a primary sub-regional public transport hub. It also has the advantage of good motorway access. A masterplan proposing a major restructuring of this area has been produced on behalf of British Land.
- **Sheffield City Airport:** The recent development of the business park provides employment opportunities accessible to both the residents of Sheffield and Rotherham. This employment function is likely to increase further.
- **Lower Don Valley/Upper Don Valley:** Within the South Yorkshire Technology Corridor, both these are predominantly former industrial areas where new activity has recently been introduced.
- **The University/Hospital Areas:** Both Sheffield University and Sheffield Hallam University are a key focus for learning, research and employment. The Hallamshire and Weston Park Hospital are key sub-regional facilities.

### *Tier 2*

- **Broadfield Road:** Recent restructuring of the area has introduced new employment and leisure activity.
- **Land at Cemetery Road/Ecclesall Road:** This is a focus for employment and service activity. It includes Norwich Union, the DVLA regional office and Civil Service occupiers.
- **Mosborough/Waterthorpe/Beighton:** The district centre provides a focus for retail provision which serves the south east of the City and parts of North East Derbyshire.
- **Bramall Lane:** A student village is currently under construction. This will accommodate upto 1000 people. Sheffield United Football Club has recently submitted a planning application for a leisure village on surplus land.
- **Hesley Wood Tip:** South Yorkshire Renaissance is currently investigating the potential future use of the site. The options for the site will need to take account of its location within the Green Belt.

## Potential Impact of Planned Improvements

8.33 Planned improvements, either currently being developed or under investigation, could influence the future role of settlements/neighbourhoods within Sheffield. Table 8.6 below sets out the potential impacts and benefits of these improvements on existing

sustainability and role and function of each neighbourhood/settlement. **This is based on subjective judgement rather than comprehensive technical assessment.**

**Table 8.6: Planned Improvements in Sheffield**

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements/Neighbourhoods Directly Affected
<b>Accessibility</b>			
<b>Potential supertram extension between Meadowhall and Rotherham Parkgate (via Rotherham Town Centre).</b>	<p>This route has emerged as the strongest case following technical studies and public consultation undertaken by the passenger transport authority.</p> <p><b>Deliverability:</b> At a very early stage of development and no guarantee of delivery. Other proposed extensions shelved.</p>	<p>This will form a stronger link between the Don Valley and Templeborough, Sheffield City Centre and Rotherham Town Centre, linking employment opportunities, attractions (i.e. Magna and Meadowhall) and shopping facilities.</p> <p>The most likely route for the tram runs through employment areas rather than some of the residential communities in east Sheffield and west Rotherham (i.e. Tinsley, Kimberworth, Kimberworth Park &amp; Masbrough) so these residents are less likely to benefit from the increased accessibility to opportunities that the tram will bring.</p>	<p><b>Improved accessibility between Meadowhall, Attercliffe and Sheffield City Centre from Rotherham.</b></p> <p>Contribute to City Region concept in that a more integrated functional area would be created.</p>
<b>Quality Bus Corridors Rotherham to Chapeltown/High Green and Sheffield North</b>	<b>Deliverability:</b> Both corridors are under investigation but may be taken forward as proposals in the next LTP.	Will improve the quality and reliability of public transport services to north Sheffield.	<b>Chapeltown/High Green and neighbourhoods located along A61</b>
<b>Woodhouse Interchange</b>	<b>Deliverability:</b> Joint proposal to improve existing rail interchange facility and to provide a bus interchange. Under investigation	Improve integration and accessibility of public transport provision.	<b>Woodhouse</b> Also potential strategic facility for surrounding neighbourhoods
<b>North Sheffield Better Buses Scheme</b>	<b>Deliverability:</b> Being taken forward from investigation to implementation	Improve reliability of public transport provision along main bus corridors	<b>Burngreave, Hillsborough, Fox Hill/Parson Cross</b>
<b>Inner Relief Road</b>	New link road between A61 and Sheffield Parkway. This will complete the inner ring	Will provide restructuring opportunities and improve traffic circulation around the City Centre.	<b>Kelham Island/Riverside Corridor Burgreave/Spital Hill</b>



Planned Improvement	Description and Delivery Status	Potential Impact	Settlements/Neighbourhoods Directly Affected
	road.  <b>Deliverability:</b> Construction programmed to commence shortly.		Improved road accessibility for whole City.
<b>MAJOR DEVELOPMENT PROPOSALS/OPPORTUNITIES</b>			
<b>Upper Don Valley</b>	Study to investigate comprehensive restructuring and qualitative enhancement of the neighbourhood including new leisure, housing and employment opportunities.  <b>Deliverability:</b> Strategic decisions to be taken by Council-Planning applications need to be submitted	Potential to introduce new uses and to intensify activity. This would increase the function and role of the neighbourhood.	<b>Kelham Island/Owlerton/Riverside Corridor Parkwood/Shirecliffe</b>  Strategic links with north Sheffield neighbourhoods
<b>Lower Don Valley Masterplan</b>	Undertaken by British Land/Yorkshire Forward Puts forward proposed restructuring and qualitative enhancements.  <b>Deliverability:</b> Strategic decisions to be taken by Council	Potential to introduce new uses and to intensify activity. This would include introducing new uses such as residential activity.	<b>Meadowhall Attercliffe</b>  Also sub regional issues-area also under consideration as potential location
<b>Bramall Lane</b>	Private sector proposals for a leisure village, including casino,  <b>Deliverability:</b> Planning	This would create a major new leisure destination for the City.	<b>Heeley Sharrow</b>  Sub-Regional leisure attraction

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements/Neighbourhoods Directly Affected
	application submitted.		
<b>Stocksbridge Steelworks</b>	<p>Corus steelworks consolidation and reduction in activity.</p> <p><b>Deliverability:</b> Consultation on masterplan proposal completed. Strategic issue for LDF?</p>	Proposed residential, employment and recreation/civic uses. This may enhance the role and function of the settlement. Proposed extension of secondary school.	<b>Stocksbridge</b>
<b>EDUCATION</b>			
<b>Secondary Schools</b>	<p>A number of primary and secondary schools are proposed for refurbishment. New schools also proposed</p> <p><b>Deliverability:</b> Either completed, under construction or funding secured.</p>	Will improve the quality of the schools infrastructure. A key factor in improving the quality of neighbourhoods as places to live.	<p>Parkwood Secondary School (within Parkwood/Shirecliffe) and Fir Vale already refurbished.</p> <p>Firth Park secondary/Hinde House Primary and Secondary phase planned refurbishments (within Firth Park).</p> <p>Chaucer and Yewlands secondary programmed for refurbishment (Parson Cross/Foxhill)</p> <p>New schools proposed for Manor/Arbourthorne</p>
<b>LEISURE</b>			
<b>Concorde Sports Centre</b>	<p>Complete revamp and refurbishments of existing sports facility.</p> <p><b>Deliverability:</b> Recently completed</p>	Provide higher quality provision serving the north and west of the City.	<b>Firth Park/Shiregreen/Wincobank</b>

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements/Neighbourhoods Directly Affected
<b>HOUSING MARKET RENEWAL INITIATIVES</b>			
<b>Joint East Sheffield/ West Rotherham Area Development Framework.</b>	DTZ and HTA appointed as master plan consultants to scope problems and offer potential solutions for the settlements in this ADF area.  <b>Deliverability:</b> Draft report issued.	Proposed restructuring and renewal.. Masterplan activity to follow.	<b>Tinsley, Darnall, Burngreave, Firth Park/Shiregreen/Wincobank, Meadowhall/Attercliffe City Airport</b>
	Masterplan consultation for Fir Vale/Burngreave.	Focused activity on declining/failing estates. Also new layout of Fir Vale/Barnsley Road junction and opening up of Northern General hospital including new gym.	
<b>North Sheffield ADF</b>	Masterplanning activity for Parson Cross, Foxhill and Southey Green. Masterplan for Shirecliffe to follow.  <b>Deliverability:</b> Proposals to be at an advanced state of readiness by end of 2005.	Restructuring and renewal of existing housing areas including qualitative improvements. Parts of North ADF now included within DTZ Pleda study.  Also centres strategy aims to strengthen 4 of the existing centres in Southey Owlerton including designating Chaucer Buchanan as a District Centre.	<b>Foxhill/Parson Cross Parkwood/Shirecliffe</b>
<b>South ADF</b>	Masterplanning proposals for Wybourn/Arbournthorne. Also activity for Park Hill.  <b>Deliverability:</b> Action and	Restructuring and renewal of existing housing areas including qualitative improvement to district and neighbourhood centres.  New schools and medical facilities also	<b>Manor/Arbournthorne Park/Wybourn/City Road</b>

Planned Improvement	Description and Delivery Status	Potential Impact	Settlements/Neighbourhoods Directly Affected
	renewal already in place	proposed.	
<b>Weaklands/Scowerdon/Newstead Estates</b>	Masterplan proposals for renewal and redevelopment <b>(NOTE LED BY SCC AND NOT PART OF HMR)</b>  <b>Deliverability:</b> Masterplans produced.	Estate renewal and redevelopment.	<b>Gleadless/Hackenthorpe/Frecheville</b>
<b>OTHER</b>			
<b>Sheffield City Airport</b>	Planned redevelopment of part of the airport runway.  <b>Deliverability:</b> Planning application submitted.	Enhanced employment provision but airport would be defunct as a commercial enterprise other than for private aircraft.	<b>Sheffield City Airport</b>  <b>New Robin Hood Doncaster Airport means it is effectively redundant except for private aircraft</b>

### Potential Impact of Planned Improvements

- 8.34 Planned Improvements close to delivery are given a higher score than planned improvements under investigation. However, in some neighbourhoods a number of planned improvements are under investigation or they fall within more than one intervention area (e.g. HMR and Objective 1 Strategic Economic Zone/South Yorkshire Technology Corridor). Therefore, it is possible that a high score can still be obtained even where improvements are under investigation.
- 8.35 Based on the scoring assessment and the above analysis the settlements/neighbourhoods identified below will derive the most significant impact from planned improvements. **The settlement descriptions and data profiles in the technical appendices provide a more detailed analysis of the impact of these planned improvements on all the neighbourhoods.**
- **Burngreave (15):** The neighbourhood is within the HMR and is within the east Sheffield/west Rotherham ADF. Masterplan consultation has already been completed and this proposes estate renewal and clearance and improvements to the local and district centres. The Inner Relief Road will also impact on part of the neighbourhood closest to the City Centre and a study on the potential for a riverside gateway has been completed. The North Sheffield better buses corridor would help improve public transport reliability. The Fir Vale/Barnsley Road layout will also be improved. The neighbourhood also has proposed employment areas.
  - **Kelham Island/Owlerton/Riverside Corridor (14):** This corridor extends from north of the City Centre towards Wadsley Bridge and is within the South Yorkshire Technology Corridor. Planned improvements already being implemented include the Inner Relief Road and the Hillsborough College. Bus corridor improvements along Penistone Road are also included within the LTP. A study of the Upper Don Valley was completed in 2004 and this put forward the potential for major restructuring of the area. This includes introducing new employment, public transport improvements, environmental enhancement and other uses such as additional housing and strategic leisure opportunities.
  - **Tinsley (12):** The neighbourhood is within the HMR and is within the east Sheffield/West Rotherham ADF. DTZ Pinda has recently completed a baseline study. Masterplanning activity is programmed to commence in 2005 with submissions for funding in late 2005. Tinsley is also within the South Yorkshire Technology corridor which is a focus for new employment activity. An extension to the supertram is also under investigation although the proposed route may not lead to a direct improvement in public transport access.
  - **Lower Don Valley (12):** Meadowhall is within the HMR and the South Yorkshire Technology Corridor. A masterplan has jointly been completed by Yorkshire Forward and British Land. This puts forward proposals for comprehensive restructuring including the introduction of new uses such as housing and further employment change. An extension of supertram to Rotherham Centre and Rotherham Parkgate is also under investigation.
  - **Sheffield City Airport (12):** This has scored highly as it is a major focus for employment change and is within the Strategic Economic Zone. It is also within the

HMR and is included in the east Sheffield/west Rotherham ADF. However, future change is likely to remain focused on employment activity.

- **Other HMR Neighbourhoods:** These also generally score highly in terms of planned improvements due to masterplan and other intervention activity.

### **Identifying Potential Future Sustainability-Initial Potential Benefits of Change**

- 8.36 This stage identifies the potential benefits of plan-led development and qualitative interventions in the context of existing sustainability and the potential impact of planned improvements. It considers the holistic impacts of:
- The potential for new housing or employment change to contribute to functional change through increasing a settlements service role and to increase self-sufficiency in terms of service provision;
  - The potential for new development to maintain the existing vitality and viability of existing service provision;
  - The potential for new development or qualitative intervention to contribute towards qualitative change through improving the vitality of existing services, realising opportunities for physical restructuring and regeneration and creating a more vibrant and physically attractive settlement;
  - The potential benefit of further change beyond the planned interventions already identified.
- 8.37 This approach avoids ambiguity and reflects the overall purpose of the study, which is to inform decisions regarding which settlements could provide sustainable change.
- 8.38 Categories to indicate the potential benefits from plan-led change were developed as part of the BMBC study. These are identified in table 8.7 below. The top tier indicates settlements which have the greatest potential to benefit from plan led change and the bottom tier where plan-led change has the least potential to benefit a settlement.

**Table 8.7: Categories of Change**

**Potential as a Key focus for Change (KP):** Significant development and step change, in terms of increasing existing population size and through enhancing the function and role of the settlement. It has the potential to provide a major benefit in terms of improved sustainability, for example, by increasing the viability of additional infrastructure and service provision. It could also assist in the regeneration of the settlement for example through improving housing choice and quality, contributing towards increasing the vitality of the local housing market and improving the quality of the urban environment. The settlement may also benefit from a significant increase in employment development as it could improve access to jobs and create more sustainable patterns of development through reducing the potential for out-commuting.

**High Potential Benefits from Change (HP):** There is high potential for additional development to either provide a positive contribution towards improving the existing sustainability of the settlement or to be planned in a way, which may give rise to sustainable patterns of development. However, significant development and change may have less potential to benefit the settlement than those in the above category. For example, the settlement may already have a higher order role or have good public transport access and therefore it would be difficult to improve its existing sustainability. Other factors influencing if a settlement is placed into this category are that development may not provide the same level of regeneration benefits as for other settlements.

**Limited Potential Benefits from Change (LP):** The settlements in this category are not considered to be suitable for substantial change. This is because they either have a limited service role, because it would be difficult to plan development that would give rise to sustainable pattern of development or the settlement is already functioning at a higher level and is need of little change. A further factor influencing whether a settlement is placed into this category is that it may not require significant regeneration. However, a more limited level of development and change may give rise to a positive benefit such as reinforcing and maintaining the existing role of the settlement, maintaining or increasing the viability of services (for example through helping to fill existing surplus schools provision) or contributing towards housing market renewal.

**No Potential Benefits from Change (NP):** The existing service role of the settlement is limited and there is little opportunity to improve this situation without changing its existing character. Therefore, the settlement is not suitable for additional change, as this would not provide a sustainable pattern of development. However, minor development in the form of small sites or infill may be appropriate.

The categories indicate the potential for a settlement to benefit from additional development, functional change or qualitative intervention in the context of the existing environment and sustainability. The settlement categorisation does not provide an indication of the actual level of change (for example in terms of housing numbers) required to achieve change.

Some neighbourhoods may be recommended as a focus for qualitative intervention or functional improvement but not as a focus for additional housing change or vice versa. This distinction is made clear within the tables below.



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- 8.39 Table 8.8 below indicates the function of the settlement and the potential benefits of change based on the categories identified in the table above. It also identifies if potential sustainability benefits would be gained through plan-led development, qualitative intervention or both.
- 8.40 As the scoring criteria are more weighted towards assessing whether a settlement would benefit from sustainable change, the potential benefit of qualitative intervention is also based on the data profiles and visits to each neighbourhood/settlement. **More detailed information on the potential benefits of change in each settlement is set out in the Sheffield Appendices.**

**Table 8.8: Potential Benefits of Change**

Settlement	Existing Capital	Potential for Sustainable Change/ Change Score	Would benefit from Sustainable Change?	Would benefit from Qualitative Intervention?	Initial Cat * *
SHAA: Woodhouse	Medium	20	✓	✓	HP
SHBB: Mosborough/ Waterthorpe/ Beighton	High	14			LP
SHA: Stocksbridge	High	23	✓	✓	HP
SHF: Foxhill/Parson Cross	Medium	28	✓✓	✓✓	KP
SHG Firth Park/Shiregreen/ Wincobank	High	26	✓✓	✓✓	KP
SHH Kelham Island/ Owlerton/ Riverside Corridor	Medium	21	✓	✓✓	HP
SHI Parkwood/ Shirecliffe	Low	24	✓	✓✓	KP
SHJ Burngreave/ Spital Hill/ Pitsmoor	High	23	✓	✓✓	HP
SHM Tinsley	Low	26		✓✓	KP
SHN Lower Don Valley	Medium	16		✓	LP
SHO Attercliffe	High	19		✓	LP

Settlement	Existing Capital	Potential for Sustainable Change/ Change Score	Would benefit from Sustainable Change?	Would benefit from Qualitative Intervention?	Initial Cat **
SHP Sheffield City Airport	Low	19			LP
SHQ Darnall	Medium	28	✓✓	✓✓	KP
SHPO (SHDD) Jordanthorpe/ Greenhill	Medium	16		✓	LP
SHR Park/Wybourn/ City Road/	Medium	27	✓✓	✓✓	KP
SHU Sharrow	High	18		✓	LP
SHV Heeley	High	21	✓	✓	HP
SHW Manor/ Arbournthorne	High	32	✓✓	✓✓	KP
SHX Handsworth/ Richmond	Medium	18	✓		LP
SHZ Gleadless/ Hackenthorpe/ Frecheville	High	21	✓	✓	HP

\*A double tick indicates significant benefits of change. A single tick indicates reasonable benefits of change. No tick indicates there are no significant benefits of change. This should be read in conjunction with the detailed assessment of settlements identified in the separate detailed appendices.

\*\* See table 8.7 above for definitions. Also see appendices for detailed scoring of each settlement/neighbourhood

8.41 At this stage of the assessment, the following settlements/neighbourhoods are identified as having key potential to benefit from change:

- **Manor/Arbournthorne (32):** The neighbourhood is identified as having a high range of settlement capital although qualitative improvement is an issue in terms of district and neighbourhood centre provision. It has good access and already contains key services. Planned interventions through the HMR have identified qualitative improvements to district and local centres and the renewal of run-down estates as a key focus for activity. New schools are also proposed to serve the area. This neighbourhood has already benefited from significant housing renewal activity but still contains many large estates which are characterised by poor quality and a limited range of modern housing. Overall, this neighbourhood has the potential to provide sustainable change and to benefit from further significant qualitative restructuring.

- **Darnall (28):** The neighbourhood is identified as having a medium range of settlement capital which could be improved. It relies on adjoining neighbourhoods for some service provision and penetration of bus services into the estates is poor. Qualitative improvement is an issue for the district centre. It is within the HMR and is included within the east Sheffield/west Rotherham ADF. The neighbourhood has some good quality housing as well as run down estates. Overall, this neighbourhood has the potential to improve its existing sustainability.
- **Foxhill/Parson Cross (28):** The neighbourhood is identified as having a medium range of settlement capital. It is within the HMR which means there is already a fairly high level of planned improvements some of which are beginning to move towards delivery. It currently lacks some key services. The overall quality and choice of housing is poor. The planned HMR interventions seek to address some of these issues such as strengthening the role of local centres and creating a new district centre. Overall, this neighbourhood would benefit from improved sustainability and comprehensive qualitative restructuring.
- **Park/Wybourn/CityRoad (27):** This is an area of housing market housing renewal and change. Significant activity is already proposed including the redevelopment of existing housing areas and provided a new school. It is well served by public transport and adjoins the City Centre. It has high potential to provide sustainable change.
- **Firth Park/Shiregreen/Wincobank (26):** The neighbourhood is identified as having a high range of settlement capital although the district and neighbourhood centres would benefit from qualitative improvement. The overall quality and choice of housing is better than within some other HMR neighbourhoods and there is evidence of new housing market activity. The planned HMR interventions seek to improve the qualitative environment and tackle estate renewal. Overall, this neighbourhood has the potential to provide sustainable plan-led change and to benefit from further qualitative restructuring.
- **Tinsley (26):** Tinsley has limited service provision and access to public transport is poor from many parts of the neighbourhood. It is also severed by the motorway. It is within the HMR and is included within the east Sheffield/west Rotherham ADF. The housing stock is relatively good quality and much of this has already been subject to qualitative improvement. The settlement would mainly benefit from further qualitative intervention and an upgrade in its existing sustainability. Townscape and qualitative improvement of neighbourhood service provision would improve the overall sustainability of the neighbourhood including improving the existing neighbourhood centre. Improved bus penetration would assist accessibility to public transport.
- **Parkwood/Shirecliffe (24):** It currently has a low service function and relies on other neighbourhoods for some key services. Change is required to stimulate housing market renewal activity and to provide better local service provision. There is high potential to create a more vibrant and sustainable neighbourhood capitalising on existing improvements proposed through the North Sheffield ADF.

8.42 The following settlements/neighbourhoods are identified as having high potential to benefit from change:

- **Burngreave/Spital Hill/Pitsmoor (23):** The neighbourhood is identified as having a high range of settlement capital although qualitative improvement is an issue in terms of district and neighbourhood centre provision. Planned interventions, through the HMR, have identified qualitative improvements to district and neighbourhood centres and the renewal of run-down estates and the replacement of low demand terraced housing as a key focus for activity. The neighbourhood has some good quality housing as well as run down estates. Further intervention includes the construction of the Inner Relief Road, improvements to public transport and restructuring. Overall, this neighbourhood has the potential to accept sustainable plan-led change and to benefit from further qualitative restructuring.
- **Stocksbridge (23):** The settlement has a high level of settlement capital but the district centre is very poor quality. Accessibility is reasonable but it is not served by an overground bus corridor. This settlement has been identified as having key potential for sustainable change if additional development is coordinated with other social infrastructure improvements.
- **Kelham Island/Owlerton/Riverside Corridor (21):** This area currently lacks some key services but has a high potential to benefit from significant restructuring and qualitative improvement. It is within a key strategic gateway location between the City Centre and the main arterial routes into the City from the north. Therefore, its future role and function is an important issue.
- **Heeley (21):** Potentially the neighbourhood would benefit from qualitative improvement and further limited change. In particular, its accessibility and proximity to the City Centre means it may be suitable for high density development. The functional role of the district centre is a key issue as it only provides limited day to day provision.
- **Gleadless/Hackenthorpe/Frecheville (21):** The neighbourhood has high settlement capital although local day to day retail provision would benefit from qualitative improvement. It also has good accessibility including the tram. Although it is not within the HMR, the main issue for this neighbourhood is the quality and choice of housing. Overall, the neighbourhood would benefit from additional housing choice and significant restructuring.

### **Potential to Accept Change**

- 8.43 The next stage is to re-visit whether the settlements/neighbourhoods identified as having a high potential to benefit from change have the capacity to accept change in terms of environmental constraints and land use capacity.
- 8.44 Parts of Sheffield are affected by flood risk and/or are within an Air Quality Action Zone. The neighbourhoods affected by these constraints have been identified through an interrogation of the GIS system. Plans have been provided in the technical background appendices which contain all the background information used to complete the study:
- **Tinsley** is within a Flood Risk Zone although only a small part of the settlement is affected. It is also within an Air Action Zone.
  - **The Lower Don Valley** is within a Flood Risk Zone and an Air Action Zone: This could constrain its potential to accept further development until flood storage

capacity is provided. It is also known that the M1 junctions have limited capacity and could be a potential constraint to further significant development.

- **Attercliffe** is within a Flood Risk Zone and additional flood storage capacity may be required as part of any development proposals.
- **The Owlerton/Riverside** corridor is within a Flood Risk Zone and this would need to be addressed as part of any development proposals.
- **Burngreave** is partly within an Air Action Zone and partly affected by flood risk.

8.45 The urban potential study has identified the following potential on sites over 0.4ha:

- 1965 dwellings in Fox Hill/Parson Cross/Shirecliffe;
- 1019 dwellings in Darnall;
- 908 dwellings in Park/Wybourn/City Road;
- 836 dwellings in Manor/Arbourthorne;
- 827 dwellings in Stocksbridge;
- 584 dwellings in Gleadless/Hackenthorpe/Frecheville (some Greenfield)
- 379 dwellings in Kelham Island/Owlerton/Riverside Corridor;
- 338 dwellings in Burngreave/Spital Hill/Pitsmoor;
- 263 dwellings in Richmond/Handworth;
- 174 dwellings in Firth Park/ShireGreen/Wincobank;
- 129 dwellings in Mosborough/Waterthorpe/Beighton;
- 93 dwellings in Woodhouse;
- 75 dwellings in Jordanthorpe/Greenhill;

8.46 Based on the analysis of environmental constraints and urban capacity, the following neighbourhoods are most constrained in terms of their potential to accept change:

- **The Lower Don Valley, Attercliffe and Tinsley** in terms of environmental constraints and urban capacity;
- **Mosborough/Waterthorpe/Beighton, Woodhouse and Jordanthorpe/Greenhill** in terms of urban capacity only.

8.47 It is possible to overcome environmental constraints such as flooding. Windfall sites may also come forward to provide additional urban capacity. Therefore, existing capacity constraints would not necessarily preclude further development within these neighbourhoods in the future.

### **Developing a Sustainable Settlement Strategy for Sheffield**

8.48 The four individual stages of the settlement assessment can now be considered holistically to identify which settlements could provide sustainable change based on definitions provided above. Table 8.9 below provides the overall score for each settlement:

**Table 8.9: Overall Scores for Sheffield Settlements/Neighbourhoods**

<b>Settlement</b>	<b>Existing Capital and Planned Intervention</b>	<b>Potential Benefit of Change</b>	<b>Physical Potential to Accept Change</b>	<b>Overall Score</b>
SHAA:	33	20	10	63

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Settlement	Existing Capital and Planned Intervention	Potential Benefit of Change	Physical Potential to Accept Change	Overall Score
Woodhouse				
SHBB: Mosborough/Waterthorpe/ Beighton	39	14	9	62
SHA: Stocksbridge;	37	23	10	70
SHF: Foxhill/Parson Cross	34	28	12	74
SHG Firth Park/Shiregreen/ Wincobank	39	26	11	76
SHH Kelham Island/ Owlerton/ Riverside Corridor	38	21	10.5	69.5
SHI Parkwood/ Shirecliffe	29	24	11	64
SHJ Burngreave	42	23	11	76
SHM Tinsley	31	26	10	67
SHN Lower Don Valley	37	16	10.5	63.5
SHO Attercliffe	37	19	10.5	66.5
SHP Sheffield City Airport	29	19	12	60
SHQ Darnall	34	28	12	74
SHPO (SHDD) Jordanthorpe/ Greenhill	27	16	10	53
SHR Park/Wybourn/City Road	33	27	11	71
SHU Sharrow	35	18	12	65
SHV Heeley	32	21	12	65
SHW Manor/Arbournthorne	42	32	12	86
SHX Handsworth/ Richmond	30	18	12	60
SHZ Gleadless/	34	21	12	67

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Settlement	Existing Capital and Planned Intervention	Potential Benefit of Change	Physical Potential to Accept Change	Overall Score
Hackenthorpe/ Frecheville				

\* maximum scores are existing settlement capital and planned intervention 51, physical potential for development-12 and potential benefits of change-33.

- 8.49 The detailed findings from each stage are set out in table 8.10. This identifies settlements where plan led change and qualitative intervention has the potential to lead to more sustainable communities taking into consideration the capacity and adaptability to accept change.



Table 8.10: Settlement/Neighbourhoods Identified for Intervention and Plan-Led Change

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
<b>Key Focus</b>					
<b><u>PARSON CROSS/FOXHILL</u></b>	<b>Medium Settlement Capital</b>  <b>Medium Level of Planned Interventions</b>	<b>Key Potential</b>  It has a large population but no district centre or major supermarket provision.  Improve housing quality and choice.	It is in need of comprehensive restructuring.  Significant urban capacity.  High public transport accessibility.  To reduce the monotone estate structure.  To develop stronger integration with surrounding areas.	FUNCTIONAL IMPROVEMENT  HOUSING CHANGE THROUGH REDEVELOPMENT	COMPRESHENSIVE QUALITATIVE IMPROVEMENT
<b><u>DARNALL</u></b>	<b>Medium Settlement Capital</b>  <b>Medium Level of Planned Interventions</b>	<b>Key Potential</b>  To support and increase the range and quality of services.  To improve public transport access to peripheral estates and integration with surrounding neighbourhoods.	To improve the quality and vibrancy of the district centre.  Significant urban capacity.  It does not have a secondary school and relies on provision in	POTENTIAL FOR FUNCTIONAL IMPROVEMENT  HOUSING CHANGE THROUGH REDEVELOPMENT AND URBAN POTENTIAL	QUALITATIVE INTERVENION TO THE DISTRICT CENTRE  QUALITATIVE IMPROVEMENT TO SOME EXISTING HOUSING

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SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
		Improve housing quality and choice.	adjoining neighbourhoods.		
<b><u>FIRTH PARK/ SHIREGREEN/ WINCOBANK</u></b>	<b>High settlement capital</b>  <b>Medium level of planned Interventions</b>	<b>Key Potential</b>  To undertake qualitative improvements for example through improved neighbourhood centres.  To break monotone estate structure of Shiregreen  To support and provide an increased service function which also serves the needs of surrounding neighbourhoods.  Improve housing quality and choice	Parts of the neighbourhood require restructuring;  To diversify and improve the housing stock particularly in Wincobank.  Topography provides potential for land mark buildings.  More limited urban capacity but this could increase as HMR proposals advance	HOUSING CHANGE THROUGH REDEVELOPMENT	QUALITATIVE INTERVENTION TARGETTED AT SPECIFIC AREAS
<b><u>MANOR/ ARBOURTHORNE</u></b>	<b>High settlement capital</b>  <b>Medium level of planned interventions</b>	<b>Key Potential</b>  To increase the vitality and vibrancy of the district centre.  To support and maintain existing service provision and social infrastructure.	It is in need of continued comprehensive restructuring.  High potential to accept change through the continued redevelopment of existing estates.	FUNCTIONAL IMPROVEMENT CONTINUED HOUSING CHANGE THROUGH REDEVELOPMENT	FURTHER SIGNIFICANT QUALITATIVE IMPROVEMENT

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SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
		<p>Potential for the neighbourhood to be a focus for service activity which supports surrounding neighbourhoods.</p> <p>High quality market housing already introduced. Improve housing quality and choice</p>	<p>Topography which gives rise to opportunities for design innovation.</p> <p>High urban capacity</p>		
<b><u>BURNGREAVE/ SPITAL HILL/PITSMOOR</u></b>	<p><b>High Settlement Capital</b></p> <p><b>High level of planned interventions</b></p>	<p><b>High Potential</b></p> <p>To improve the quality of local services.</p> <p>Improve housing quality and choice</p>	<p>Identified as is need of significant restructuring.</p> <p>The role and viability of the district centre should be investigated.</p> <p>Fairly high urban capacity</p>	HOUSING CHANGE THROUGH REDEVELOPMENT OF FAILING ESTATES	SIGNIFICANT FURTHER QUALITATIVE IMPROVEMENT
<b><u>PARK/WYBOURN/ CITY ROAD</u></b>	<p><b>Medium Settlement Capital</b></p> <p><b>Medium level of planned interventions</b></p>	<p><b>Key Potential</b></p> <p>To diversify the housing stock through redevelopment. It already has some pockets of good quality housing.</p> <p>To provide improvements in local retail provision.</p>	<p>Continued need to restructure and diversify the neighbourhood.</p> <p>Significant capacity to accept change</p>	HOUSING CHANGE THROUGH REDEVELOPMENT	QUALITATIVE INTERVENTION

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Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
		<p>To support existing service provision in adjoining neighbourhoods.</p> <p>Topography which gives rise to the potential for design innovation.</p> <p>To contribute towards the vibrancy of the City Centre.</p>			
<b><u>SHIRECLIFFE/ PARKWOOD</u></b>	<p><b>Low settlement capital</b></p> <p><b>High level of planned improvements</b></p>	<p><b>Key Potential</b></p> <p>Improve housing quality.</p> <p>Create a more attractive and integrated neighbourhood.</p> <p>Improve local neighbourhood centre provision.</p>	<p>Vacant and derelict land available</p> <p>Shirecliffe estate is in need of comprehensive regeneration and redevelopment.</p> <p>Restoration of the landfill site offers a long term opportunity.</p>	<p>REDEVELOPMENT OF EXISTING HOUSING AREAS</p> <p>INTRODUCTION OF ADDITIONAL HOUSING IF INTEGRATED WITH WIDER OPPORTUNITIES</p>	<p>SIGNIFICANT QUALITATIVE INTERVENTION IS REQUIRED.</p>
<b>High Potential</b>					
<b><u>TINSLEY</u></b>	<p><b>Low settlement capital</b></p> <p><b>High level of planned improvements</b></p>	<p><b>Key Potential</b></p> <p>Potential to improve existing sustainability.</p>	<p>Much of the terraced housing stock has already been improved.</p> <p>Limited urban capacity.</p>	<p>LIMITED HOUSING CHANGE IF OPPORTUNITIES ARISE</p>	<p>TOWNSCAPE IMPROVEMENTS</p> <p>FURTHER QUALITATIVE AND SUSTAINABILITY</p>

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Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
<b><u>STOCKSBRIDGE</u></b>	<b>High settlement capital</b>  <b>Medium level of planned improvements</b>	<b>High Potential</b>  Potential to improve the quality of services which serves other communities within the hinterland.  Potential to improve the district centre through an upgrade in provision and qualitative improvement.	High capacity to accept change on previously developed land.  Possibility to improve services as part of masterplan proposals for Corus steelworks (e.g. relocate library to a new building).  May require public transport improvements to provide sustainable change.	HOUSING CHANGE ON PREVIOUSLY DEVELOPED LAND	IMPROVEMENT  QUALITATIVE IMPROVEMENT TO SERVICE PROVISION AND TOWNSCAPE
<b><u>GLEADLESS/ HACKENTHORPE/ FRECHVILLE</u></b>	<b>High settlement capital</b>  <b>Medium level of planned improvements</b>	<b>High Potential</b>  Improve housing choice and quality.  Qualitative improvement of neighbourhood centres	Need for comprehensive restructuring  High capacity to accept change	REDEVELOPMENT OF HOUSING ESTATES	QUALITATIVE IMPROVEMENT TO HOUSING AND NEIGHBOURHOOD CENTRES
<b><u>KELHAM ISLAND AND RIVERSIDE CORRIDOR</u></b>	<b>Medium settlement capital</b>  <b>High level of planned</b>	<b>High potential</b>  Potential to increase employment function which serves north Sheffield.	Environmental constraints need to be mitigated.  Need for restructuring-need to resolve	RE-USE OF VACANT/DERELICT LAND AND BUILDINGS	QUALITATIVE IMPROVEMENT AS PART OF OVERALL PROPOSALS FOR THE AREA

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Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
	improvements	<p>Development opportunities could be linked with upgraded public transport provision focused around the Middlewood supertram stop.</p> <p>Potential to create a strategic environmental corridor which improves access to other adjoining neighbourhoods.</p>	<p>compatibility of new uses with industrial uses.</p> <p>Capacity to accept change</p>		
<b><u>CITY AIRPORT</u></b>	<p>Low settlement capital</p> <p>High level of planned improvements</p>	<p><b>High Potential</b></p> <p>Potential to increase employment role for City as a whole</p>	Potential to increase sub-regional employment role	CONTINUED FOCUS ON STRATEGIC EMPLOYMENT OPPORTUNITIES	
<b><u>ATTERCLIFFE</u></b>	<p>Medium level of service provision</p> <p>Medium level of planned improvements</p>	<p><b>Low Potential</b></p> <p>Study has identified that other existing communities would benefit more from major intervention.</p>	<p>Recent masterplan has identified potential for restructuring and qualitative improvements.</p> <p>Potential to provide a focus for new non-housing activity which supports the east ADF neighbourhoods.</p>	FOCUS ON STRATEGIC OPPORTUNITIES	TOWNSCAPE AND QUALITATIVE IMPROVEMENT

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Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
			Environmental constraints need to be mitigated.  Limited urban capacity		
<b><u>LOWER DON VALLEY</u></b>	<b>Medium level of planned improvements</b>  <b>High level of planned improvements</b>	<b>Low Potential</b>  Study has identified that other existing communities would benefit more from major intervention.	Recent masterplan has identified potential for restructuring and qualitative improvements.  Potential to continue and strengthen the role as strategic employment destination.  Environmental constraints need to be mitigated.  Limited urban capacity	FOCUS ON STRATEGIC OPPORTUNITIES	TOWNSCAPE AND QUALITATIVE IMPROVEMENT
<b><u>HILLSBOROUGH</u></b>	<b>Not subject to detailed assessment</b>  Settlement profile indicates high service capital	<b>Not subject to detailed assessment</b>  High level of service provision means it is a sustainable neighbourhood	Reasonably high level of urban capacity	POTENTIAL FOR SOME SUSTAINABLE PREVIOUSLY DEVELOPED LAND /REDEVELOPMENT OPPORTUNITIES	
<b>LOW POTENTIAL</b>					
<b><u>WOODHOUSE</u></b>	<b>Medium settlement capital</b>	<b>High potential</b>	Limited urban capacity	POTENTIAL FOR FUNCTIONAL	POTENTIAL OPPORTUNITIES FOR



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Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
	Medium level of planned improvements	Potential to improve existing sustainability	Decisions to be taken on Greenfield land allocations	IMPROVEMENT  POTENTIAL DEVELOPMENT ON ALLOCATED GREENFIELD LAND TO IMPROVE FUNCTIONAL ROLE BUT DIFFICULT TO JUSTIFY IN THE CONTEXT OF BROWNFIELD OPPORTUNITIES ELSEWHERE	REDEVELOPMENT OF ESTATE HOUSING?
<b><u>NETHERTHORPE/ WALKLEY/ CROOKES/ CROSSPOOL/</u></b>	Not subject to detailed assessment	<b>Not subject to detailed assessment</b>  Netherthorpe would benefit from an improvement in townscape quality.	Potential small scale urban capacity.  Well served by public transport  Good service provision in adjoining neighbourhoods	POTENTIAL FOR SOME SUSTAINABLE PREVIOUSLY DEVELOPED LAND /REDEVELOPMENT OPPORTUNITIES	QUALATATIVE INTERVENTION AT NETHERTHORPE
<b><u>CHAPELTOWN/ HIGH GREEN</u></b>	Not subject to detailed assessment  Settlement profile indicates high service capital	<b>Not subject to detailed assessment</b>  High level of service provision means it is a sustainable neighbourhood	Limited urban capacity.  Redevelopment land at Hesley Wood Tip-Located within Greenbelt	LIMITED HOUSING CHANGE ON SUSTAINABLE BROWNFIELD SITES	

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SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
<b><u>MOSBOROUGH/ WATERTHORPE/ BEIGHTON</u></b>	High settlement Capital  Low planned improvements	<b>Low Potential for Change</b>  High level of service provision means it is a sustainable neighbourhood	Has experienced significant change and expansion  Limited urban capacity  Some allocated Greenfield sites within neighbourhood	LIMITED LAND RELEASE MAY BE APPROPRIATE ON THE MOST SUSTAINABLE SITES	
<b><u>WOODSEATS/ NORTON</u></b>	High settlement capital	<b>Low Potential for Change</b>  High level of service provision means it is a sustainable neighbourhood	Limited need for qualitative intervention. Small scale urban capacity and windfall site only	LIMITED CHANGE ON SUSTAINABLE BROWNFIELD SITES	
<b><u>HANDSWORTH/ RICHMOND</u></b>	Medium settlement capital  Low level of planned improvements	<b>Low Potential for Change</b>  Limited opportunities to improve existing sustainability- also served by other neighbourhoods	Small-scale urban capacity	LIMITED HOUSING CHANGE ON SUSTAINABLE BROWNFIELD SITES	
<b><u>HEELEY</u></b>	High settlement capital  Low level of planned improvements	<b>High potential for Change</b>  Potential to sustain and improve existing service provision.	Limited urban capacity  Also limited open space provision	LIMITED CHANGE ON BROWNFIELD LAND OPPORTUNITIES	LIMITED TOWNSCAPE IMPROVEMENTS
<b><u>FULWOOD AND</u></b>	Not subject to	Not subject to detailed	Limited urban capacity	REDEVELOPMENT	

Rotherham MBC, Doncaster MBC, Sheffield City Council and Transform South Yorkshire  
 South Yorkshire Settlement Study: Phase II  
 Final Report

SETTLEMENT	EXISTING SUSTAINABILITY	IMPACT OF FURTHER CHANGE		WHAT WOULD CREATE A MORE SUSTAINABLE COMMUNITY?	
Settlement/ Neighbourhood	Existing Role and Function and Planned Interventions	Potential Benefits of Change/ Qualitative Intervention	Potential To Accept Change/ Qualitative Intervention	Plan led change	Qualitative Intervention
<b><u>RANMOOR</u></b>	<b>detailed assessment</b>  Reasonable level of settlement capital based on profile	<b>assessment</b>	although additional windfall opportunities on university owned land. Capacity of local service provision may be an issue, particularly secondary schools.	OF BROWNFIELD SITES MAY BE APPROPRIATE	
<b><u>JORDANTHORPE GREENHILL</u></b>	<b>Medium settlement capital</b>  <b>Low level of planned improvements</b>	<b>Low potential for change</b>  The neighbourhood has limited settlement capital but has good accessibility to services in adjoining neighbourhoods	Potential for qualitative improvement/replacement of the existing housing stock.		QUALITATIVE INTERVENTION TO THE EXISTING HOUSING STOCK
<b>SHARROW</b>	<b>High Service Capital</b>  <b>Low level of planned improvements</b>	<b>Low potential for change</b>	Limited potential to accept development due to high density of the neighbourhood.  Limited qualitative intervention may be appropriate.	LIMITED INFILL AND CONVERSION	LIMITED QUALATIVE INTERVENTION

**Table 8.11: Settlements/Neighbourhoods Which Are Only Suitable for Small-Scale Change**

SETTLEMENT	EXISTING ROLE AND FUNCTION	REASON WHY CHANGE WOULD NOT IMPROVE SUSTAINABILITY
<b>No or Minor Change</b>		
<b>MILLHOUSES/ ECCLESALL/ BANNER CROSS/NETHER EDGE</b>	Medium level of settlement capital (based on settlement profile)	Limited urban capacity Already has good quality housing stock and physical environment Some areas of the neighbourhood are not well penetrated by public transport
<b>DORE AND TOTLEY</b>	Low level of settlement capital	Limited urban capacity Already has good quality housing stock and physical environment Not well served by public transport
<b>ECCLESFIELD, GRENOSE, SIDE, WHARNCLIFFE SIDE, OUGHTIBRIDGE/ WORRALL</b>	Very low level of settlement capital. Mainly rely on other areas for services.	Limited remaining urban capacity Not served by high frequency public transport Already have a good quality housing stock and physical environment

## **Potential LDF Policy Issues**

- 8.50 The purpose of this chapter is to consider the findings from the assessment of settlement/neighbourhoods in the context of how this could help inform future policy development for the Sheffield LDF.
- 8.51 **The detailed settlement/neighbourhood descriptions provide a more detailed analysis of potential planning policy issues for each settlement/neighbourhood.**

## **HMR Areas**

- 8.52 The settlement/neighbourhood assessment has confirmed that existing residential areas of the Pathfinder Area should be a focus for renewal and regeneration activity within Sheffield. They also have high potential to provide sustainable plan-led change.

## **North ADF**

### ***Fox Hill, Parson Cross, Southey Green, Shire Green, Shirecliffe and Longley***

- 8.53 This ADF contains a large population. The neighbourhoods of Fox Hill, Parson Cross, Southey Green, Shirecliffe and Longley all require major intervention. Key issues are the availability and quality of local neighbourhood centres and the uniform nature of the built environment. Existing masterplan activity and key delivery mechanisms are seeking to address these issues.
- 8.54 Creating new market sector housing opportunities and diversifying the range and type of the housing stock are also a priority. More distinctive buildings and areas of local open space provision, utilising the local topography and green aspects of the area, would help to break up and diversify the uniform estate structure. Planned improvements, for example to secondary school provision, will assist the objective of long term sustainable change and contribute to making the area a more sustainable and attractive place to live.
- 8.55 Although Shiregreen requires intervention it has a more attractive physical environment than other neighbourhoods such as Parson Cross. A key issue for this area is to break the monotone structure of the estate and perhaps qualitative intervention (rather than significant redevelopment) to the housing stock. This neighbourhood would benefit from enhanced neighbourhood centres which provide a more attractive and diverse focus for local activity.
- 8.56 The area has been identified as having significant urban potential and limited environmental constraints. Public transport accessibility is also good. It therefore has the capacity to accept plan-led change.

## ***Wider Issues for LDF Policy***

- 8.57 Proposals for the North ADF should potentially create a new service hub in a strategic location which provides a key focus for new activity. This is because a new district facility will be more successful if it is a location which attracts passing trade and is accessible to a wider catchment. This should be supported by the existing network of local neighbourhood provision. A gap in major supermarket provision, to serve north Sheffield, has previously been identified by other studies.

- 8.58 Proposals for the North ADF must be considered in conjunction with adjoining neighbourhoods as there is significant potential to integrate proposals in the North ADF with proposals in the Upper Don Valley and the East ADF. Shiregreen has already been considered as part of the east Sheffield/west Rotherham ADF.
- 8.59 Strategic links to the south and east would help to integrate the North ADF with adjoining neighbourhoods. New and potential future activity, such as Hillsborough and Longley Colleges and the redevelopment of Clay Wheels Lane, must also be considered as a key aspect of proposals to restructure the North ADF.
- 8.60 Parkwood Springs is currently included in the East ADF. Potentially there are strategic advantages in considering this as part of the North ADF particularly as Parkwood Landfill offers a long term opportunity for better integration between Shirecliffe and the Kelham Island area. For example, the restoration proposals could include a multi-user corridor and even a bus only route between the Inner Relief Road and Shirecliffe. Parkwood Springs is also subject to separate proposals as part of the comprehensive redevelopment of land around the ski village which may have an impact on renewal proposal for the North ADF.

#### **East ADF**

- 8.61 The East ADF includes a diverse range of neighbourhoods. DTZ Pinda has recently completed a joint baseline exercise for the east Sheffield/west Rotherham ADF area. The Lower Don Valley and Fir Vale/Burngreave have already been subject to masterplan activity although the latter is being led by the private sector.

#### ***Darnall***

- 8.62 Darnall has high potential to provide an enhanced and more sustainable community. It is within close proximity to strategic areas such as Meadowhall, the Lower Don Valley and the City Airport. It has a reasonable level of settlement capital which has high potential for improvement. For example, the district centre would benefit from significant restructuring and qualitative enhancement. The main service constraint is the absence of a secondary school which means pupils need to travel to adjoining neighbourhoods. It also lacks major supermarket provision although Asda at Handsworth is reasonably close.
- 8.63 Local bus improvements could provide better estate penetration. The supertram stop at Woodbourn Road is also a major asset but is perhaps underused due to its relative isolation from most of the neighbourhood. Similarly, the railway station is also a major asset when compared to other neighbourhoods but again would seem to be underused.
- 8.64 The study has identified that the neighbourhood has a significant amount of urban capacity and no significant environmental constraints. It therefore has significant capacity to accept change and restructuring.

#### ***Tinsley***

- 8.65 Tinsley is peripheral to the ADF. Public transport penetration is poor and it has few local services. It is partly affected by flood risk and is within an Air Action Zone. Much of the housing stock has been improved, owner occupation is high and some new housing has

also been built. Intervention for Tinsley could concentrate on improving strategic links with the urban area, selective redevelopment, improving the local neighbourhood centre, improving open space and environmental mitigation for example increased landscaping along the motorway corridor.

***Burngreave, Spital Hill, Pitsmoor, Firth Park, Wincobank***

- 8.66 Burngreave, Spital Hill and Pitsmoor already contain some areas of good quality housing with evidence of qualitative improvement. Where proposed, wholesale clearance of existing terraced housing areas should be given careful consideration as long term change could eventually stimulate demand for this stock and intervention may be better focused within municipal estate housing. Qualitative improvement to existing housing at Page Hall demonstrates how this can improve the existing housing stock without demolition. New residential opportunities should be maximised in housing clearance areas closest to the City Centre and failing estates around Fir Vale.
- 8.67 Wincobank has experienced very low housing change during the UDP period. However, private sector development adjacent to Holywell Court demonstrates that market demand may be beginning to increase. The topography and potential for redevelopment opportunities means that this neighbourhood could also be a focus for new housing activity.
- 8.68 New housing activity has also been introduced near the Firth Park district centre which demonstrates potential private sector demand if sites are available.

***Wider Issues for LDF Policy***

- 8.69 The role of district and neighbourhood centres within the ADF should be reviewed. Spital Hill district centre is failing and is peripheral to many of the core neighbourhoods. The proximity to the City Centre may also mean that it unlikely to meet more than local and niche needs. There is a strong case for downgrading activity at Spital Hill to a neighbourhood centre. This would provide more of an emphasis on quality rather than quantity.
- 8.70 Firth Park is centrally located between the North and East ADF. It would benefit from further qualitative and functional improvement. The neighbourhood centre at Fir Vale/Page Hall is also vibrant and a focus for local activity. Darnall district centre has the potential to form a focus for new change in the neighbourhood.
- 8.71 Upgraded provision at Attercliffe has the potential to provide a central strategic focus and provide higher order provision to serve the whole East ADF. As strong centres are a central theme of the HMR strategy, masterplan activity should consider innovative and creative solutions which are not necessarily based on maintaining the existing role or function of centres.
- 8.72 Choices will be required if a strategy of consolidating and reviewing the role of existing district centres is pursued. For example, it is unlikely that upgrading Darnall and Attercliffe could be pursued in tandem. A choice would need to be made about which strategy to pursue.
- 8.73 The neighbourhood has a number of smaller scale supermarkets. The nearest major foodstore provision is within Handsworth or at Catcliffe (within RMBC). The Sainsbury's



at Meadowhall also provided provision although this primarily caters for people combining trips with the shopping centre.

- 8.74 Meadowhall, Attercliffe and the City Airport should maintain and enhance their functions as strategic employment and leisure destinations. Elements of the British Land masterplan, which focus on improvements to the existing strategic role and qualitative improvement, should be welcomed. However, this study has identified that there is greater potential to create more sustainable communities in other neighbourhoods than there is within the Lower Don Valley. The introduction of new residential uses, at least in the short-medium term, is not considered to be appropriate until strategies for the renewal of adjoining neighbourhoods have delivered comprehensive change. Furthermore, housing is only one aspect of improving communities and creating new employment within the HMR should be an equal aspect of regeneration activity. If housing led regeneration is pursued then this has the potential to undermine activity in adjoining neighbourhoods.
- 8.75 Strategic links with Rotherham are a major opportunity with new activity at Templeborough offering the potential to serve the East Sheffield ADF. Therefore, the consideration of cross boundary issues should form a central theme of change in the area.
- 8.76 The East ADF is diverse and contains many positive attributes which provide a basis for creating a more vibrant and sustainable community. This includes facilities such as Concorde Leisure Centre, Longley Sixth Form College, the Don Valley Stadium, the Sheffield Arena, the English Institute of Sport, the Ice Centre, supertram etc. There is also the potential to improve access and integration with Meadowhall.
- 8.77 **South ADF:**
- Manor, Arbourthorne, Wybourn, City Road, Hyde Park***
- 8.78 The urban capacity study has identified the potential for over 1500 dwellings within the South ADF. It offers comprehensive opportunities for housing change.
- 8.79 Recent development at the Manor demonstrates it is possible to create market sector interest and to diversify and improve housing opportunities.
- 8.80 The South ADF generally has good social infrastructure with access to secondary schools, leisure centres and medical facilities. It also has excellent public transport access with the tram providing a major asset.
- 8.81 Change within the South ADF should concentrate on improving the quality and range of service provision and the continued restructuring and diversification of the housing stock. Masterplanning activity is well advanced with Park Hill, Wybourn, Arbourthorne and Norfolk Park representing a key focus for change. New schools and medical facilities are also proposed. There is already significant evidence of estate clearance and land being made ready for new housing.

***Wider Strategic Issues***

- 8.82 The district centre at Manor Top is well located in strategic and public transport terms but has a small footprint and provides a relatively limited choice of retail provision.

There is significant potential to enhance its service role so it provides a key service hub for the south east of the City.

### **Non HMR Urban Neighbourhoods**

#### **8.83 South East:**

8.84 **Gleadless/Hackenthorpe/Frecheville** has a high potential to accept change. It is also generally well served by public transport access. The Gleadless Town End district centre is relatively small and offers limited provision. Therefore, an increased role for the district centre at Manor Top has the potential to serve this neighbourhood as the main public transport corridors provide frequent access to Manor Top. Although it is not within the Housing Market Renewal Area, there is a general lack of modern housing and a number of estates have been identified for restructuring by Sheffield City Council.

8.85 **Mosborough/Waterthorpe/Beighton** does not require significant qualitative intervention and has experienced significant housing change over recent years. It has a high level of settlement capital although some parts of the neighbourhood are not well penetrated by public transport. Further change should primarily be limited to sustainable brownfield sites although the phased release of the most sustainable Greenfield may be appropriate in the long term, particularly where the quality of this land is relatively unattractive.

8.86 **Handsworth/Richmond** has a reasonable level of service provision although it does not have a district centre. It is not in need of significant qualitative intervention and has limited urban capacity to accept change. Further housing change should be limited to the most sustainable brownfield sites.

### **Wider LDF Policy Issues**

8.87 The district centres at Mosborough/Waterthorpe/Beighton and Manor Top should provide the focus for service provision serving the South East neighbourhoods as they both have good public transport access.

### **South West**

8.88 **Woodseats, Ecclesall, Dore and Totley, Nether Edge and Banner Cross** are not in need of qualitative intervention and have limited capacity to accept housing change. Additional change should be limited to the most sustainable urban capacity sites and windfall/infill/conversions where they are appropriate.

8.89 **Jordanthorpe/Greenhill** would benefit from qualitative intervention in terms of improving the housing stock. Although it has a low settlement capital it has good accessibility to services in adjoining neighbourhoods. It may, however, benefit from improved neighbourhood centre provision.

8.90 **Heeley/Sharrow:** Specialist housing provision (such as the student village within Sharrow) may be appropriate where this would contribute towards the vitality of the area. New employment and leisure opportunities may be appropriate where it can be demonstrated that they would improve quality and vitality. However, these areas have limited urban capacity to accept significant housing change and open space provision is also limited when compared to other neighbourhoods.

***Wider LDF Issues***

- 8.91 The Heeley district centre primarily provides for a niche goods market rather than day to day service provision. Given its proximity to both the district centres at London Road and Woodseats, it would be difficult to change its existing role. It may therefore be appropriate to downgrade its role in future LDF policy.

**North West:**

- 8.92 **Hillsborough** has a high level of settlement capital and is well served by public transport. Therefore, it is potentially a sustainable place to focus additional housing change where this capacity exists.
- 8.93 **Netherthorpe/Walkley/Crookes** has a reasonable level of settlement capital and has good access to the adjoining neighbourhoods of Broomhill/Broomhall and Hillsborough. Localised intervention in Netherthorpe would help create a better physical environment and create better quality and more housing choice.
- 8.94 **The Owlerton/Riverside Corridor** represents a long term strategic opportunity for change and to promote a diverse range of new activity. This needs to be integrated and planned to complement and facilitate improvements in adjoining neighbourhoods. The location along a main gateway means it could provide a strategic focus of new activity to serve the whole City. Key opportunities would seem to be an economic and learning focus with outdoor recreational opportunities where appropriate. Housing led regeneration may be suitable closer towards the City Centre and along the river corridor although this will need to be phased in the context of potential opportunities in the HMR neighbourhoods.

***Wider LDF Issues***

- 8.95 The proposals for Clay Wheels Lane (and wider regeneration proposals for the Upper Don Valley) point towards a major strategic opportunity to improve public transport and neighbourhood integration for the north of the City. For example, the existing tram stop at Middlewood could provide a new transport hub providing improved interchange with buses to Stocksbridge and an enhanced Park and Ride facility which also serves the A61 corridor which is heavily congested at peak times. It also provides a strategic opportunity to provide a focus for new activity which serves Hillsborough, Stocksbridge (and intermediate communities) and also the North ADF. The existing housing area at Wyn Gardens could provide part of these overall proposals.

**Partially Freestanding Settlements**

- 8.96 **Stocksbridge** has high settlement capital but the district centre would benefit from significant qualitative intervention. Although the settlement has a relatively high frequency bus service this does not penetrate all the estates and some parts of the settlement are isolated. Therefore, enhanced bus services to the main urban area, for example through an overground route which integrates with the tram stop at Middlewood, would help improve overall accessibility to the settlement. Consolidation of the steelworks also means that the settlement may suffer a decrease in activity. As it has significant capacity to accept housing change, there is the potential for this to

contribute towards a more vibrant and sustainable settlement if this is coordinated with wider opportunities for change in the settlement.

8.97 **Chapelton/High Green** has a vibrant district centre and is well served in terms of settlement capital. It is not in need of significant change and has limited capacity to accept housing change. It should not therefore be a focus for additional housing. Good road and public transport access means it has a reasonably successful employment role. A strategic decision regarding the future of role of Hesley Wood Tip is required but future uses would need to be compatible with its location in the Greenbelt.

8.98 **Woodhouse** district centre provides limited service provision and contains a row of vacant units which appear to be primed for redevelopment. Functional improvement to the district centre could be linked to wider change if long term housing change is deemed to be appropriate. The railway station is also a major asset and the potential for a new bus/rail interchange has been identified. There is the potential to increase the function of the settlement and to undertake qualitative intervention to some of the existing housing stock. However, development on allocated Greenfield sites may not be appropriate in the short term given the high potential for development on brownfield land elsewhere in the City.

#### **Wider LDF Issues**

8.99 The future role and function of the partially freestanding settlements will need to be defined. Stocksbridge and Woodhouse both offer the potential for sustainable change but this would need to be coordinated with other interventions and improvements to some key services. Functional improvement in Woodhouse could also serve settlements within RMBC, such as Orgreave.

8.100 Stocksbridge has significant urban capacity to provide change on previously developed land whereas in Woodhouse the capacity to accept change is mainly on Greenfield land.

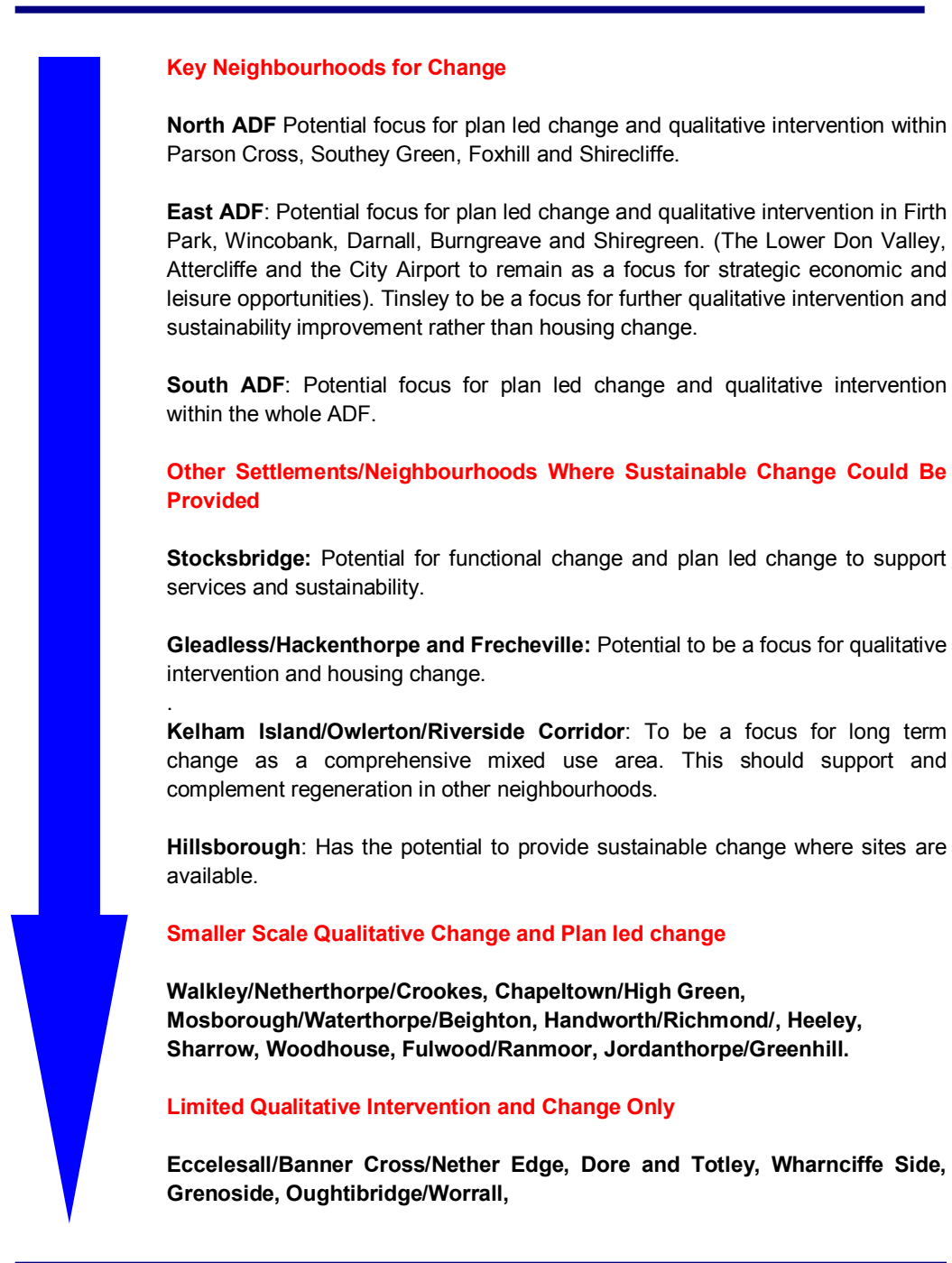
#### **Other Neighbourhoods**

8.101 **Ecclesfield, Wharncliffe Side, Oughtibridge/Worrall and Grenoside** are only suitable for small scale infill and conversions as they do not provide significant service provision and mainly rely on higher order centres.

## Conclusion

- 8.102 Figure 8.2 below illustrates a potential settlement/neighbourhood strategy for Sheffield based on the assessment provided by this study.

**Figure 8.2: Sheffield Neighbourhood Strategy**



### **HMR Neighbourhoods**

- 8.103 The ADF's are recommended as the key focus for qualitative and plan led change. Within these areas, spatial choices between neighbourhoods may be required to build sustainability communities and to avoid piecemeal proposals.
- 8.104 The ADF's must not be considered in isolation. For example, some neighbourhoods within the North and East ADF are closely linked. Other opportunities outside the ADF, such as the Upper Don Valley, could also have positive and negative implications for the restructuring of these areas.

### **Non HMR Neighbourhoods**

- 8.105 Outside the ADF, Stocksbridge has the potential to accept change. The Urban Capacity opportunities could provide positive impacts for the town if they are planned and co-ordinated with wider restructuring.
- 8.106 Gleadless/Hackenthorpe/Frecheville is identified as a major focus for qualitative change and where there is high potential for new housing to provide sustainable change.
- 8.107 The Kelham Island/Owlerton/Riverside corridor offers long term potential for change through the development of a mixed use neighbourhood. This should be planned to complement renewal activity in other neighbourhoods and to provide benefits for the City as a whole.
- 8.108 Although not in need of qualitative intervention, development on urban capacity sites in neighbourhoods such as Hillsborough has high potential to provide sustainable change.

### **Strategic Areas**

- 8.109 The Lower Don Valley and the City Airport are key strategic employment and leisure destinations. This role should be maintained and enhanced where this would not jeopardise land use policies for other areas (e.g. the City Centre). These areas would benefit from qualitative intervention and further diversification. Elements of the recent masterplan could be coordinated with renewal activity. However, residential uses should not be encouraged until longer term judgements on the success of renewal activity can be made. This study has also identified that other neighbourhoods have a higher potential and capacity to provide sustainable change. Furthermore, as access to employment is an equally important aspect of neighbourhood renewal it is important that land for strategic employment uses is maintained.

### **Urban Potential in Neighbourhoods Not Identified for Significant Change**

- 8.110 A number of urban potential opportunities exist on sites outside the neighbourhoods identified as key areas for qualitative intervention and change. In many cases, these sites could contribute to creating more sustainable patterns of change due to their close proximity to existing service provision and good accessibility. The detailed sustainability appraisal, already developed by the Council, will be important for making decisions on which sites represent the most sustainable solutions to further change.

### **District Centres**

- 8.111 Many of the district and neighbourhood parades offer a poor range of service provision and suffer from physical degradation. A review of their future role and function should be undertaken with downgrading and upgrading where necessary. This is particularly important if they are to provide a central focus for building sustainable communities.

**Greenfield Land**

- 8.112 In terms of greenfield land, difficult choices may need to be made. In some cases these sites may be poor quality land and be accessible to public transport and service provision. The allocations at Woodhouse could also offer the potential to contribute towards an improved service function for the neighbourhood. Detailed sustainability testing as part of overall policy development will be important for making decisions on these sites.



## 9.0 Potential Policy Issues for South Yorkshire

### Introduction

- 9.1 The table below provides a comprehensive list of the settlements assessed as part of this study by their spatial location.

**Table 9.1: Settlements Assessed**

Settlement/Neighbourhood Location			
Barnsley	Doncaster	Rotherham	Sheffield
Outlying Settlements			
Cudworth	Adwick/Woodlands	Aughton/Aston/	Chapelton
Grimethorpe	Arksey	Swallo Nest	Oughtibridge
Dodworth	Armthorpe	Bramley/Wickersley/	Stocksbridge
Royston	Askern	Ravenfield Common	Wharncliffe Side
Darton/Mapplewell/	Auckley	Brinsworth	
Staincross/	Barnburgh and	Catcliffe	
Kexborough	Harlington	Harthill	
Hoyland	Barnby Dun	Hesley Grange	
Penistone	Bawtry	Laughton Common	
Shafton	Branton	Maltby	
Brierley	Campsall	Orgreave	
Jump	Dunsford, Dunsville	South Anston	
Oxsproing	and Hatfield	Todwick	
Cawthorne	Finningley	Treeton	
Silkstone	Moorends	Throapham/Dinnington/	
Silkstone Common	Norton	North Anston	
Little Houghton	Rossington	Thurcroft	
Hemingfield	Skellow and Carcroft	Wales/Kiveton	
	Stainforth	Woodseats	
	Tickhill		
	Thorne		
	Toll Bar		
	Wadworth		
	Warmsworth		
Urban Neighbourhoods Outside HMR			
Lundwood	Balby	Moorgate/Broom	Broomhill
Ardsley	Bentley	Thrybergh	Crookes
Athersley	Bessacar and	Whiston	Waterthorpe/
Carlton	Cantley		Mosborough/
Monk Bretton	Hexthorpe		Beighton
Worsborough	Kirk Sandall/		Dore and Totley
Kingstone	Edenthorpe		Eccelesfield
Barugh	Lakeside, Hyde Park		Ecclesall/Banner
Gawber	Belle Vue / Town		Cross/Nether Edge/
	Moor		Carterknowlee
	Scawsby and		Fulham/Ranmoor
	Cusworth		Gleadless/
	Scawthorpe		Hackenthorpe/

Settlement/Neighbourhood Location			
Barnsley	Doncaster	Rotherham	Sheffield
	Sprotborough (Richmond Hill) Woodfield Plantation Wheatley, Intake and Town fields		Frecheville Grenoside Handsworth Kelham Island/Owlerton/ Riverside Corridor Jordonthorpe/ Greenhill Heeley Hillsborough Sharrow Woodhouse Woodseats/Norton
HMR			
	Edlington	Blackburn Greasborough Rawmarsh/Parkgate Thorpe Hesley* Canklow East Dene East Herringthorpe/Dalton/ Whinney Hill Herringthorpe Kimberworth Kimberworth Park Masbrough St Ann's	Attercliffe Burngreave Foxhill/Parson Cross Firth Park/Shiregreen/ Wincobank Parkwood/ Shirecliffe Park/Wybourn Manor/Arbouthorne Meadowhall Sheffield City Airport Tinsley
DVDZ/HMR			
Great Houghton Little Houghton Thurnscoe Goldthorpe Bolton-upon- Dearne	Mexborough Denaby Main Conisbrough	Brampton/West Melton Swinton/Kilnhurst Wath-upon-Deane	
DVDZ Only			
Wombwell Darfield			

9.2 The purpose of this chapter is to identify potential sub-regional policy issues in the context of the South Yorkshire Settlement Assessment. This chapter provides:

- A summary of the potential sources of further housing supply in South Yorkshire;
- Where decisions still need to be on major strategic development sites, either in terms of allocating land in LDF's or granting permission on allocated sites;
- Other cross boundary policy issues;
- Spatial issues which arise when this study is considered within the overall policy context for South Yorkshire.

## **Potential Sources of Housing Supply in South Yorkshire**

9.3 This study has identified that future housing supply in South Yorkshire could be delivered through several different sources. These are:

- Existing housing commitments;
- Urban potential opportunities through the redevelopment of previously developed land and the conversion of buildings and the creation of new neighbourhoods, particularly in former industrial areas;
- Redevelopment and restructuring of existing residential areas particularly focused (although not exclusively) in the HMR;
- The further development of city centre living opportunities;
- Other urban potential opportunities such as living over shops or reducing vacancy rates;
- The development of major strategic previously developed sites; and
- The retention and acceptance of development on Greenfield land currently allocated in existing UDP's.

9.4 An over-supply of housing has been identified as a potential threat to delivering the objectives of the HMR if significant alternative opportunities exist where housing demand is higher and new dwellings are easier to deliver and sell. The extent to which this actually represents a threat is difficult to quantify.

9.5 A summary of the potential level of supply from these sources by local authority area is identified below.

### **Barnsley**

9.6 The remaining housing land supply, consisting of the capacity on both UDP housing proposals and windfall sites with planning consent of both below and above 0.4 ha, as at 31<sup>st</sup> March 2002, is 6037. This is the equivalent to 7.5 years of housing supply based on the annual RPG 12 completion figure of 810 dwellings per annum. The percentage of remaining capacity on greenfield/brownfield sites is unclear.

9.7 The discounted urban potential by area for Barnsley is estimated by the draft Urban Housing Capacity Study to be:

	Barnsley Urban	DVDZ	Elsewhere	Total
Brownfield	2220-2402	2432-2653	999-1158	5651-6213
Greenfield	1695-1970	1591-1821	1315-1537	4601-5338
<b>Total</b>	<b>3915-4372</b>	<b>4023-4474</b>	<b>2315-2695</b>	<b>10252-11541</b>

9.8 Total urban potential in Barnsley is the equivalent to approximately 14.2 years supply based on existing RPG annual completion figures. It is estimated that 7.76 years of this supply is potentially available on brownfield land of which 3 years supply is within Barnsley urban and 3.3 years is within the DVDZ.

9.9 BMBC and Jacobs Babbie jointly completed a study to identify the residential capacity of Barnsley Town Centre. This estimated discounted potential in the town centre of between 1200 and 1900 dwellings or the equivalent of 2.37 years supply at RPG rates.

- 9.10 The city living market in Barnsley is not well developed. In particular, very few planning enquiries have been received and existing residential development in the town centre is virtually non-existent. The market testing exercise, undertaken as part of the BMBC/Babtie Residential Capacity Study, indicated that the environmental quality of the town centre is a factor which could be holding back the development of city living. Therefore, city living may increase as remaking Barnsley and the redevelopment of the market area takes shape.

### **Doncaster**

- 9.11 Doncaster's housing requirement for the LDF set by RPG is 735 dwellings per annum for the period 1998-2016. The current Doncaster UDP contains a number of unimplemented Greenfield allocations which, if granted planning permission, would form a substantial element of the RPG housing requirement but mean that the brownfield element of the overall housing supply for the new plan period would be likely to be below 50%. In response to this situation, DMBC imposed a moratorium on new Greenfield housing permissions pending the completion of the Urban Potential Study.
- 9.12 The Doncaster Urban Potential Study, Public Consultation Draft, has estimated that the discounted potential over the plan-period is 6430 dwellings. In addition, 2750 are potential on unimplemented brownfield sites in the current UDP. The Urban Potential Study takes into account potential opportunities in the town centre.
- 9.13 Doncaster currently has very low levels of residential development in the town centre. The Yorkshire Forward renaissance town initiative has, however, identified specific areas for residential development in the Doncaster Renaissance Master Plan. An advantage of Doncaster is the presence of a water front and some city living developments are beginning to be realised for example there are plans for the waterfront as a whole. Therefore, town centre living in Doncaster may increase as more land is released through restructuring existing areas.
- 9.14 Opportunities on major previously developed sites include land at the former Askern and Hatfield Collieries and in the Don and Dearne Valley area between Conisbrough and Mexborough.

### **Rotherham**

- 9.15 In terms of outstanding commitments, for Greenfield sites 591 dwellings are currently under construction, 865 have planning permission but have not been started and 2492 are allocated but do not have planning permission. For previously developed sites, 191 dwellings are currently under construction, 13 have planning permission but have not yet started and 407 are allocated but do not have planning permission. Overall, outstanding commitments in Rotherham total 4559 dwellings of which 55% are on allocated Greenfield land but where planning permission has not been granted. This equates to the equivalent of 5.7 years supply based on existing RPG 12 annual completion figures of 800 dwellings.
- 9.16 The majority of Rotherham UDP's outstanding housing land allocations are in outlying settlements rather than the urban area. Many of the Greenfield sites do not have planning consent. Unlike Doncaster MBC, Rotherham MBC does not have a Greenfield

moratorium. The development industry is keen to secure development through these allocations.

- 9.17 Major previously developed land opportunities in Rotherham include Waverley, where 3,500 dwellings are proposed as part of a new settlement.

### **Sheffield**

- 9.18 The Sheffield Housing Land Survey for 2003 indicates that, overall, a total of 253 hectares of land are identified for house building giving a total capacity figure of 6,565 dwellings on 459 sites. This is the equivalent of 8.5 years supply based on Sheffield's annual housing requirement of 770 dwelling per annum between 1998-2016 set by RPG.
- 9.19 The Sheffield Housing Land Survey, 2003, has identified that 95 dwellings are currently under construction or have planning permissions on Greenfield sites which have not yet started. Allocated Greenfield sites without planning permission could yield a capacity of 1394 dwellings.
- 9.20 Sheffield offers significant potential in terms of focusing new development opportunities within the main urban area. It contains significant areas of existing or former industrial land which could be restructured to form new neighbourhoods and areas where good accessibility to services means that high densities could be achieved. An early indication from the Sheffield urban potential study is that there could be the capacity to provide 13,225 dwellings on large sites where more than 30 dwellings could be provided. This estimate includes the potential from restructuring housing market renewal masterplan areas.
- 9.21 Sheffield has a fairly successful market for 'city living'. This represents a significant source of urban potential, particularly as high densities can be achieved through multi-storey buildings, conversions and apartment living (the Sheffield Urban Capacity study assumes a density of 120 dwellings per hectare in the City Centre). City living opportunities are mainly realised in the City Centre and core inner city areas at the edge of the city centre although apartment living/conversions of existing dwellings to flats is increasingly migrating towards the suburbs. If Sheffield City Centre continues to experience similar levels of development then it has been suggested that the population could increase from 6000 to 15000 by 2015. The Sheffield Urban Capacity Study has identified the City Centre as a major source of housing potential.
- 9.22 Other significant urban potential opportunities include land at the former Corus Steelworks where 400 dwellings are proposed in a consultation development brief produced by GVA Grimley on behalf of Corus. Restructuring of University residential accommodation also represents a further potential opportunity.

### **Potential Supply from the DVDZ**

- 9.23 The Barnsley urban capacity study has identified the potential for approximately 2563 dwellings on brownfield sites within the DVDZ. For the Rotherham part of the Dearne, Wath-upon-Deane is identified as having potential capacity of 144 dwellings, 306 in Swinton/Kilnhurst and 113 in Brampton West Melton (all on brownfield land) giving an overall total capacity of 563. The Doncaster urban capacity study has considered the urban potential opportunities within the Dearne Valley but has not provided a quantitative spatial assessment of this potential.

- 9.24 If a basic assumption is made that the Doncaster part of the Dearne could supply the equivalent level of brownfield opportunities as for Rotherham (563), this would provide a total potential of approximately 3500 dwellings on previously developed land or the equivalent of 4-5 years supply based on current RPG targets of circa 800 dwellings per annum.
- 9.25 However, as the approach to the different urban capacity studies may be different, it is necessary to undertake consistent urban capacity work to establish an accurate picture across the Dearne.

### **Potential Supply from HMR**

- 9.26 A potentially significant source of urban capacity is the redevelopment of existing housing areas, particularly in the HMR. In particular, demolition or clearance programmes may focus on lower density housing areas which provide opportunities to increase densities and provide additional housing. A number of restructuring proposals are currently being progressed throughout South Yorkshire.
- 9.27 The Sheffield urban capacity study has made some allowance for the restructuring of HMR masterplan areas. However, it acknowledges that the designation of the HMR could accelerate the rate of demolitions and suggests that an average rate of 1000 dwellings over the period 2003-2021 is not an unreasonable assumption. This could yield around 450 hectares of land over the period 2003-2021, which could theoretically be used for new house building.
- 9.28 It is understood that the RPG annual completion figures are gross rather than net. Therefore, even where a dwelling is demolished and replaced this still counts towards the overall completion target. Similarly, if a single dwelling is demolished and replaced by two dwellings the total number of completions is counted as two. Therefore, the demolition and replacement of housing within the Pathfinder area could have a major influence on future annual RPG completion rates.
- 9.29 As this study has identified which settlements have the potential for sustainable change, the final section considers what the spatial implications of these sources of supply may be at an individual settlement level.

### **Key Development Sites**

- 9.30 The study has identified a number of strategic development sites which are located or proposed along the motorway corridors or at the edge of settlements. Some of these sites are not currently allocated and will need to be tested through the LDF process. Others are allocated but are not yet subject to planning applications. Potential impacts and policy issues are identified below.

### **Barnsley**

- 9.31 Within BMBC, the main cross boundary implications are development decisions, which need to be taken on motorway corridor sites around J36 and J37. Most of these sites are currently allocated for employment generating uses within the UDP.
- 9.32 The private sector is also pursuing the release of Greenfield land to the east of the M1 around J37 for mixed use housing and employment development. A decision on this area will be made in through the LDF process.

### **Doncaster**

- 9.33 A planning application was submitted in 2001 for residential development at Askern Colliery. However no planning applications have yet to be submitted for development at the Don and Dearne Valley Area. These are allocated mixed use sites within the DMBC UDP
- 9.34 The development of Lakeside and Town Moor as an employment, leisure destination and residential is of regional importance. Development at Woodfield Plantation is also ongoing.

### **Rotherham**

- 9.35 The YES project represents a scheme of wider sub-regional importance. The cross boundary implications of this project need to be considered. In particular, its impact on existing strategies for regenerating surrounding communities and the town centres will need to be addressed.
- 9.36 Waverley is one of the five UDP strategic areas. The scale and type of development proposed at Waverley would create a new neighbourhood supported by new infrastructure. This new development could potentially improve the physical links between surrounding settlements and provide new employment, community and recreation facilities.
- 9.37 As the site is surrounded on three sides by a main trunk road and two separate railway lines, the potential for walking and cycling between the site and the surrounding areas may be physically constrained. Public transport access is also an issue particularly as the tram extension is not being pursued.
- 9.38 A clearer strategy for the urban areas, the Dearne, the HMR and other outlying settlements identified in need of change should be established before the timing and potential level of housing on Waverley is determined. Although Waverley could provide 4.3 years of housing supply on previously developed land, it does not represent the restructuring and redevelopment of existing communities, such as those within the HMR.
- 9.39 Given that the employment uses are located on the western side of the site close to the Sheffield Parkway (and that phase 1 of the Advance Manufacturing Park already has planning permission) it would appear that these uses could be delivered as a stand alone part of the scheme. The AMP provides economic benefits for the sub-region.



9.40 The consideration of Waverley represents a significant future policy choice. To take forward debate and subsequent decisions on this site, potential key actions in the light of this study are identified as:

- Whether it is appropriate to deliver the employment elements first, potentially as a stand alone scheme, and then consider delivering the housing proposals over a longer timescale following the identification (and subsequent successful delivery) of other opportunities within the main urban areas, the HMR, the Dearne Valley and other outlying settlements which may be in need of change. In particular, the proposed extension of supertram to Rotherham could form a catalyst for change in the urban area if delivered;
- If the acceptance of housing provides benefits to the surrounding settlements and whether people would use these facilities. This should also be considered in the light of this study which identifies that Catcliffe would benefit from qualitative intervention. An increased service function at Woodhouse also has the potential to serve Orgreave.
- Whether major strategic public transport accessibility improvements should be required as a precursor (i.e. through a Grampian style condition) to accepting development and to identify what the technical constraints to the delivery of this infrastructure are. In particular, if the consultation exercise has indicated that people consider the supertram link as an integral part of the scheme, then its apparent abandonment may change people perceptions of the site. If major development takes place before key strategic public transport links are implemented, there is a danger that long term car borne commuting patterns will be established;
- If the types of non housing/employment uses are appropriate. This study has identified that the residents of Treeton/Catcliffe may benefit from improved access to health care and leisure provision;
- Commission a detailed and independent analysis of the impacts of the proposal against the factors that are identified as what makes a sustainable community in the ODPM Sustainable Communities documents;
- Consider the impacts in the context of housing renewal activity in both Rotherham and Sheffield. In particular, this study has identified the east Sheffield ADF and the Rotherham urban area as having significant potential to accept housing change.

9.41 Templeborough is part of the Strategic Economic Zone which includes east Sheffield. This area is a focus for employment uses not only in Rotherham but also for the wider sub-region. The Templeborough Flood Alleviation Scheme aims to remove flood constraints so that additional land is available for future development. This area is within the East Sheffield/West Rotherham ADF and it is important that the strategic employment function is retained.

### **Sheffield**

9.42 A decision on the Stocksbridge steel works will be required where a mixed use scheme is being proposed following a reduction in activity. The Corus plant is within close proximity to Stocksbridge Town Centre and this development has the potential to support and improve the viability of this centre particularly as one of the main reasons for the existence of the settlement will have reduced significantly. Although Stocksbridge is reasonably well served by public transport, and already has strong links with the main urban area of Sheffield, there is the opportunity to improve public transport accessibility to the main urban area.

- 9.43 A strategic decision is also required about the future use of Hesley Wood Tip adjacent to junction 35 of the M1 at Chapeltown. This will need to have regard to its strategic location within the Green Belt.
- 9.44 The LDF will need to make policy choices on the future of the Lower Don Valley. Although this study has identified that the Lower Don Valley would benefit from an enhanced strategic function and has good accessibility, it has identified that housing led regeneration would not provide the same level of sustainability benefits as for other adjoining existing residential neighbourhoods.
- 9.45 Key strategic policy choices also need to be taken for the Upper Don Valley. The study has identified that functional change within this area could potentially benefit the City as a whole if opportunities are considered within the wider strategic context of surrounding settlements and provide wider strategic benefits.

### **Other Policy Issues**

- 9.46 The assessment of settlements has also identified that there are a number of other cross boundary policy issues which require consideration. These are identified below.

### **District Centres**

- 9.47 The South Yorkshire authorities do not have a consistent approach to defining town, district and local centres. There is significant potential to consolidate and align these definitions. Chapter 10 analyses different place typologies and puts forward a suggested approach to alignment.

### **Transport Infrastructure**

- 9.48 Major strategic proposals, such as proposed Supertram extensions and Robin Hood Airport will impact on the whole sub-region. Their potential to maximise economic inclusion and regenerate settlements/neighbourhoods should be given careful consideration.

### **Greenfield Land Allocations**

- 9.49 Several Greenfield land allocations are located adjacent to authority boundary's. The impacts of these may need to be considered on a sub-regional rather than an authority basis.

### **Key Spatial Areas**

- 9.50 The HMR and DVDZ are not aligned to local authority boundaries. In some circumstances it may be better to plan for these on an 'area' rather than an authority basis. For example, the East Sheffield and West Rotherham ADF is being undertaken jointly.

### **Environmental Constraints**

- 9.51 Environmental constraints, such as flood risk management, often need to be mitigated on a catchment basis. This is because decisions in one area may impact on another.

The potential for joint flood risk strategies and catchment management plans may need to be considered.

### **Key Spatial Issues for Future Regional and Local Planning in South Yorkshire**

- 9.52 A number of potential policy issues can be identified when the overview provided in this chapter is considered in the context of the assessment of settlements and the overall policy context provided as Chapter 2.0.
- 9.53 This study has identified settlements where future plan led housing change could improve overall sustainability if it is coordinated with other interventions. Therefore, the sustainability of settlements has been considered in a wider context than just housing. As a result, the settlements identified for plan led change or qualitative intervention are not necessarily areas of existing housing demand and in many cases are recognised for their failing housing markets.
- 9.54 Many potential sources of housing supply are also in areas where significant intervention is required to provide more sustainable and vibrant communities which are capable of being sustained in the long term. However, the future supply and provision of replacement housing is not infinite and it will not be possible to intervene in every settlement. This will give rise to spatial choices regarding where new development should be focused in order to provide the maximum benefit for the whole of South Yorkshire.
- 9.55 Based on the findings of this study, the spatial choices which need to be addressed in South Yorkshire are set out below.

#### **The Urban Areas**

- 9.56 From the review of housing supply, the main urban areas may provide the greatest quantitative opportunity to deliver new housing on previously developed land. Potential sources of housing opportunity are the redevelopment of town centres, large areas of vacant and derelict land and the redevelopment of existing estates.
- 9.57 This study has identified that the urban areas of Rotherham and Sheffield have significant capacity and high potential to accept sustainable change. Doncaster and Barnsley also have a number of urban neighbourhoods where change and qualitative improvement would contribute to creating more sustainable communities.
- 9.58 The town centres of Barnsley, Rotherham and Doncaster also represent a significant source of future potential. This may be a critical issue for the City Region concept put forward through the Northern Way. The city centre living market in Sheffield is well developed and it is likely that this will continue to represent a significant source of future potential at least in the short-medium term.
- 9.59 Observations from this study have identified that new housing development in Rotherham and Barnsley has predominantly been dispersed within the outlying settlements. As such, these urban areas may offer less housing choice and lack all types of modern housing. There may be a need to shift some of this change through diversification and improvement in the quality of housing choice within the urban areas.

- 9.60 A large proportion of the Rotherham and Sheffield urban areas are within the HMR but Doncaster and Barnsley are not. The restructuring of HMR neighbourhoods may represent a significant source of future potential within the Sheffield and Rotherham urban areas. Although not within the HMR, replacement and renewal of existing housing is still an issue in Barnsley and to a less extent Doncaster. Therefore, a number of neighbourhoods within these urban areas are still identified as a focus or having high potential for change.
- 9.61 RPG 12 and the emerging RSS identify the main urban areas as a focus for future development. This study has validated this approach in that many neighbourhoods within the main urban areas are identified as having key potential for change. The concept of city regions in the Northern Way may also mean that the urban areas of Barnsley, Doncaster and Rotherham are identified as a key aspect of the Sheffield and Leeds City Region.
- 9.62 This study has highlighted that there is the potential to create new residential neighbourhoods within existing urban areas through introducing housing into former industrial areas. This may require significant investment in social infrastructure and major restructuring including potentially high levels of new housing. Therefore, this may not always be appropriate where there is more opportunity for sustainable change within existing residential neighbourhoods. Furthermore, housing renewal is only one aspect of creating more sustainable communities.
- 9.63 The availability and sustainability of development sites within the urban area is a major issue if these existing Greenfield sites are to be de-allocated and deleted in LDF's. This may give rise to spatial choices between urban and non-urban areas. For example, there may be the opportunity to focus more quantitative change within urban areas than the outlying settlements. There is potentially competing demand for change and restructuring of the urban areas and supporting the vitality and viability of other non-urban area settlements.

### **The Dearne Valley and the Housing Market Renewal Area**

- 9.64 The Dearne Valley is identified in RPG 12 as a key focus for change. Its set higher annual completion rates for Barnsley, Doncaster and Rotherham in the anticipation that Objective One funding will make the Dearne Valley a more attractive place to live post 2006. It does not define how many annual completions should be achieved in the Dearne by authority area.
- 9.65 Many settlements within the Dearne Valley are also within the HMR. Therefore, a key policy issue is how change within the Dearne/HMR will be planned and which settlement should be a focus for change.
- 9.66 This study has identified that Wath-upon-Deane, Swinton/Kilnhurst, Mexborough and Goldthorpe have high potential to focus sustainable change. Denaby Main is identified as having key potential for significant qualitative intervention and where new and replacement housing would contribute towards its long-term sustainability and provide sustainable change. Brampton/West Melton is identified for small scale functional change and qualitative intervention. Wombwell (not within the HMR) is identified as having high potential for qualitative intervention and small-scale functional change.

- 9.67 The extent to which Greenfield land release should be used to accommodate change in the outlying settlements should be considered carefully. In particular, this study has identified a number of settlements where previous development has not necessarily created more integrated or more sustainable communities. Furthermore, this development may be at the expense of brownfield redevelopment opportunities which may exist in either the urban area or other settlements.
- 9.68 Identifying the urban potential of the Dearne settlements to accommodate plan-led change may help to make more robust choices on future policy.
- 9.69 Barnsley has a lower brownfield land target than Rotherham and Doncaster in recognition of its more limited potential. It may be possible to achieve a higher rate of brownfield completions if development is planned for the Dearne area as a whole rather than an authority basis. The latter may give rise to more fragmented and dispersed development and undermine the fundamental purpose of the DVDZ policy.
- 9.70 LDF's must plan for focusing change within the DVDZ until the existing Regional Spatial Strategy is replaced by new guidance. This study has identified that there is high potential to provide sustainable change by concentrating development and intervention within the core settlements identified.

### **The HMR**

- 9.71 The redevelopment of existing estates within the HMR is recognised as a potentially significant source of urban capacity. Further work may be required to consider how much of this would be replacement housing and how much land could provide additional supply.
- 9.72 Redevelopment provides the opportunity to diversify and provide a range of new dwelling types not currently provided in these areas. This may help to retain the existing population and attract new people improving the long-term sustainability of the neighbourhoods.
- 9.73 A large proportion of the Rotherham and Sheffield urban areas are within the HMR. Many of these neighbourhoods have been identified as having key or high potential to provide sustainable change. Within Sheffield, it is clear that the HMR neighbourhoods could provide a significant source of urban capacity. The capacity for the Rotherham Urban Area is less clear but this study has identified that it has high potential to benefit from change.
- 9.74 The settlements of Edlington and Rawmarsh/Parkgate have close functional links with the main urban areas of Doncaster and Rotherham respectively. Therefore, these settlements have also been identified as having high potential for change as this will help support the main urban areas.
- 9.75 Within the Dearne HMR, change and qualitative intervention should be focused within a core set of settlements which are identified as having the greatest potential for sustainable change.
- 9.76 Some neighbourhoods/settlements are identified as only being suitable for qualitative change or replacement of the existing housing stock rather than for plan-led change. For other settlements, plan-led change may support viability through improving the

quality and choice of services and also give rise to opportunities for creating more sustainable and viable communities.

- 9.77 The restructuring of neighbourhoods should also where appropriate include new service provision, employment opportunities and recreational facilities as well as housing renewal.
- 9.78 Some HMR neighbourhoods are not currently dominated by a residential role (e.g. Don Valley, Attercliffe and Templeborough). The future role of these neighbourhoods may not necessarily involve housing led regeneration as employment led regeneration is an equally, if not, more important aspect of regeneration. Therefore, the restructuring of HMR areas should not assume that land must be re-used for housing.

### **Settlements outside the Urban Area/HMR/DVDZ**

- 9.79 Restructuring issues are not exclusively limited to the Urban Areas, HMR and the DVDZ. The study has identified that some settlements outside the main spatial and intervention zones also require qualitative intervention and improved sustainability through plan-led change. Therefore, a further spatial choice is that it is not necessarily appropriate to focus all the future intervention strategies on the existing priority areas.
- 9.80 Within Rotherham, Dinnington and Maltby are identified as having the potential to provide sustainable change. In Doncaster, where only a limited number of settlements are within the HMR, Stainforth, Thorne, Rossington, Askern and Adwick-le-Street/Woodlands are identified as having high potential for sustainable change. In Sheffield, Stocksbridge is identified as a settlement which has the potential to provide sustainable change.

### **Phasing of Development**

- 9.81 This chapter has identified that there are potentially many sources of housing supply in South Yorkshire. However, the release of this supply will be more effective in delivering sustainable communities if it is managed and coordinated with other interventions. As interventions will be required in settlements which currently have low housing demand, the phased release of the housing supply is an important issue if this situation is to be transformed over the long-term.
- 9.82 Housing led regeneration in areas which are not currently characterised by residential uses or creating new communities on brownfield sites at the edge of settlements may not be appropriate in the short-medium term. The release of future housing supply will need to be managed to avoid undermining the key objectives of transformation and rebalancing areas of demand and market failure.



## 10.0 Comparative Review With Place Typologies

### Introduction

- 10.1 A further aspect of the study brief is to provide a comparative assessment between existing settlement service centre typologies established at the regional, sub-regional and local levels and the findings from this study. This chapter draws similarities and differences and makes conclusions on how differences can be resolved.

### Comparison against Regional Planning Guidance Place Typologies

#### Regional Planning Guidance for the Yorkshire and Humber (RPG 12)

##### Place Typologies

- 10.2 Regional Planning Guidance for the Yorkshire and the Humber (RPG12, October 2001) provides a broad development strategy for the region.
- 10.3 Policy P1 on strategic patterns of development sets out principles to secure urban and rural renaissance. It establishes a regional emphasis on South Yorkshire as the first priority for regional regeneration initiatives and programmes and a focus on urban areas for new development. Sub-regional guidance in the Regional Spatial Strategy identifies Barnsley, Doncaster, Rotherham and Sheffield as the main urban areas in South Yorkshire.
- 10.4 Outside the main urban areas, market and coalfield towns are identified as a focus for developing local services. Examples of Market and Coalfield towns are listed as including Chapeltown, Goldthorpe, Mexborough, Stocksbridge, Wath-upon-Dearne and Wombwell. However, this list is not meant to be exhaustive and the mechanism for defining these settlements is through development plans.
- 10.5 Small-scale development should support other rural settlements, which includes small towns and villages.
- 10.6 The table below summarises the RPG typologies and spatial guidance for South Yorkshire:



**Table 10.1: Summary of RPG Spatial Guidance and Typologies**

**Regional Planning Guidance for Yorkshire and the Humber (RPG 12)**

**Main Urban Areas of Barnsley, Doncaster, Rotherham and Sheffield**

The urban areas are identified as a focus for economic and housing development within the South Yorkshire sub-region.

**Dearne Valley Development Zone (DVDZ)**

The DVDZ covers settlements within a broad triangle covering the North East Towns of Barnsley and The Dearne Towns. As a regionally significant location, the following scale and type of development is appropriate to settlements within these areas:

*'developments related to meeting employment needs, the regeneration of existing settlements and improved transport accessibility will be promoted in the DVDZ'.*

**Coalfield and Market Towns**

Settlements outside the main Urban Areas are categorised into two main settlement types:

- Market and coalfield towns
- Other rural settlements i.e. smaller towns and villages

In terms of defining which towns fall into these categories, it is clear that this is the responsibility of local authorities. However, the following broad guidance is provided:

*'market and coalfield towns should be locations which support sustainable development objectives, provide a range of local services and are the most accessible in the area by a range of transport modes'.*

Notwithstanding guidance provided for the DVDZ the scale of development appropriate to coalfield and market towns is defined by RPG 12 as:

*'market and coalfield towns are the main focus for developing local services and employment in the rural and coalfield areas whilst supporting appropriate small-scale developments to maintain the viability and vitality of other rural settlements'.*

**Smaller rural towns and villages**

Settlements, which are not coalfield or market towns, are defined as other smaller rural towns or villages. The scale of development appropriate to these types of development is:

*'small scale housing change in and around smaller towns and villages where this is a type which will contribute to meeting local needs, support local services and does not lead to increased long-distance commuting'*

- 10.7 A Selective Review of RPG 12 has been undertaken. 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."*

### Potential Definition of Coalfield and Market Towns

- 10.8 Based on the findings of the South Yorkshire Settlement Assessment, it is considered that the following settlements meet the criteria for defining coalfield/market towns as prescribed in RPG:

**Table 10.2: Classification of Coalfield/Market Towns based on RPG Typologies**

	Accessibility	Services/Employment
<b>Barnsley</b>		
<b>Cudworth</b>	Access to A628 and new link roads. High frequency bus service to Barnsley/potential QBC.	Town centre which serves a local catchment of smaller villages.
<b>Darton*</b> Encompassing Mapplewell, Stainborough and Kexborough	Darton Railway Station. Regular bus services and QBC. Good access to M1.	Limited service role.
<b>Goldthorpe/Thurnscoe/Bolton-upon-Deerne</b>	Goldthorpe Railway Station. Accessible in terms of bus services. Deerne Towns Link Road.	Town centre/main service centre for (Barnsley) Deerne Towns. Increasing employment role.
<b>Hoyland</b>	Regular bus services to Barnsley although public transport accessibility to other area more limited. Close proximity to M1.	Town centre, leisure centre and employment opportunities. Self sustaining settlement but mainly serves a local hinterland.
<b>Penistone</b>	Penistone railway station. Access to A628.	Town Centre settlement serving rural hinterland. Limited employment opportunities and primarily a commuter settlement.
<b>Wombwell</b>	Wombwell railway station. Accessible in terms of bus services. Deerne Town Link Road.	Largest retail area outside Barnsley town centre. Wider service role and key settlement for the Deerne Valley.
<b>Doncaster</b>		
<b>Thorne</b>	Railway station.	Principal service centre outside the main urban area
<b>Mexborough</b>	Railway station. Also good bus links and bus interchange. Access to A630 (T).	Market, key retail centre which serves wider hinterland. Key settlement for the Deerne Valley.

	Accessibility	Services/Employment
<b>Adwick le Street / Woodlands</b>	Railway station Direct access to the A1(m) and A638 Good bus links	Provides range of employment opportunities as well as key settlement for leisure and education
<b>Conisbrough</b>	Railway station. Good bus links.	Small town centre which serves local hinterland.
<b>Askern</b>	Railway Station Relatively good bus links Access to A19	Small town centre which serves the local area
<b>Armthorpe</b>	Good links with the M18 and A630	Town centre is self sustaining Major employers to the east of the settlement
<b>Bawtry</b>	Good links to the A614	Town centre supports surrounding smaller rural settlements
<b>Rotherham</b>		
<b>Swinton</b>	Combined railway station and bus interchange.	Town centre and provides services which serve a local hinterland.
<b>Wath-Upon-Deerne</b>	Good bus services.	Town centre with other services which serve a wider hinterland. Key settlement for the Dearne Valley.
<b>Dinnington</b>	Access to A57. Within a QBC with a high frequency bus service and bus interchange	Principle Town centre in south Rotherham. It provides services, which serve a local hinterland.
<b>Maltby</b>	Access to A631 and M18. Within a QBC with a high frequency bus service.	Town centre and provides services, which support local catchment.
<b>Aughton/Aston &amp; Swallownest</b>	Direct Access to A618, A57 and Junction 31 of M1	Town centre and provides services, which serve a local hinterland.
<b>Bramley &amp; Wickersley</b>	Direct Access to A631. Within a QBC with a high frequency bus service.	Two town centres and retail park that serve a local hinterland.
<b>Sheffield</b>		
<b>Chapeltown</b>	Railway station. Served by overground high frequency bus services	Self sustaining settlement which also supports some parts of the main urban area.
<b>Stocksbridge</b>	Reasonable bus service to Sheffield City Centre but no	Reasonable service role which supports local catchment only.

	Accessibility	Services/Employment
	railway station	

\*Darton performs well on accessibility criteria but less so on service role and function

## **Emerging Regional Spatial Strategy**

### **Regional Spatial Strategy Study Report**

- 10.9 The Yorkshire and Humber Regional Assembly published a Project Plan in January 2004 setting out the issues and principles which will underpin the preparation of the Regional Spatial Strategy. This identified the need for the RSS to include a coherent settlement strategy covering the whole region.

### **Methodology and Settlement Place Typologies**

- 10.10 The Assembly identified the lack of a settlement database as a serious constraint to policy formulation. North Yorkshire County Council was commissioned to undertake a Regional Settlement Study to establish an information base for the development of a settlement strategy. The project brief required the study to identify, map and collate key information for all settlements in the region. This also included the development of a functional classification of settlements.
- 10.11 Following further discussion with the study reference group, it was decided to exclude Bradford, Hull, Leeds and Sheffield from the study. Broadly, the study has collected information for settlements above 3000 in population. Data was gathered for a total of 233 settlements.
- 10.12 The boundaries of settlements were defined using a 'best-fit' approach. Data was collected using postcode sectors, Census Output Areas or Ward information. A total of 70 data sets covering 48 factors were collected by the study.
- 10.13 The next stage of the study was to analyse the data collected for each settlement. This included ranking each settlement in terms of deviance from the regional average for factors which could be measured in statistical terms (e.g. demography, economic factors etc.). In terms of services which could not be measured against the regional average, a ranking system was used to score the level and range of services on a scale of 1-10.
- 10.14 The score given to each settlement, and other criteria, were then used to classify each settlement in terms of its existing role and function. These classifications are:

**Table 10.3: Regional Settlement Study Place Typologies**

Typology	Classification	Factors Determining Classification
<b>Location</b>	Linked settlements	Based on population and distance from other centres.
	Stand alone settlements within an urban hinterland	
	Stand alone settlements outside an urban Hinterland	
	Remote Settlements	
<b>Service Role</b>	Sub-regional centre	High rank of service availability. Better than regional average employment and below average deprivation.
	Principal service centre	Medium ranking of service availability. Average or below average deprivation of access to services.
	Local service centres	Low rank of service availability. Lower than regional average jobs/economically active. Higher than regional average deprivation of access to services.
	Basic service centres	
<b>Functions</b>	Commuter settlement	Higher than regional average car ownership. Lower than regional average employment deprivation, income deprivation, jobs/economically active.
	Employment centre	Higher than regional average jobs/economically active. Lower than regional average employment deprivation.
	Tourist centre	High number of bed spaces/high level of leisure facilities.
	Settlements with no dominant role	Where it characteristics do not fit the criteria above.

### Comparison of South Yorkshire Settlements against RSS Study Place Typologies

- 10.15 The regional study considered settlements against regional benchmarks, whereas this study has examined settlements within the local and sub-regional context. Furthermore, whereas the regional study relies entirely on statistical information, the South Yorkshire Settlement Assessment also takes into account; the quality, vitality and capacity of services, land use allocations (including strategic employment areas) the accessibility of settlements and local information data sets and officer knowledge.
- 10.16 The key differences between the functional typologies identified in this report and those in the regional study are outlined in table 10.4 below:

**Table 10.4: Comparison of South Yorkshire Settlement Assessment with Regional Settlement Study**

Settlement	Regional Spatial Study Classification	South Yorkshire Settlement Study Classification
<b>Barnsley</b>		
Barnsley	Sub regional centre	Although Barnsley is a key settlement, at present its retail, service and employment function mean that its classification as a sub-regional centre (in terms of serving more than one local authority area) is perhaps misleading. At present, although Barnsley does provide some key employment opportunities, it is still probably a net exporter of labour and its good motorway access to other key centres means that it could also be classified as a commuter settlement. Evidence of this is provided by the target 2020 rail study which identifies Barnsley to Meadowhall as the highest passenger flow in South Yorkshire and Barnsley to Sheffield as the fourth highest flow. Although Barnsley has good access to the road network, it is only served by local rail except for some limited Midland Mainline rail services. However, remaking Barnsley, plan-led housing change, the further development of its employment base and planned transport improvements means that it has the potential to fulfil a wider sub-regional role in the medium to long-term.
Cudworth, Goldthorpe, Hoyland, Penistone, Wombwell	Local service centre	<p>These settlements are classified as town centres in the Barnsley UDP and this study has demonstrated that these settlements generally provide services for a wider hinterland. Although they may be considered as local centres in the context of the regional classification, they are principal service centres in the context of Barnsley. The classification of other lower order settlements, such as Grimethorpe, as local service centres provides a misleading analysis of the function and service roles which these settlements currently provide.</p> <p>A further observation is that Goldthorpe, Hoyland and Wombwell provide retail, leisure and employment opportunities but are not classed as employment centres and are identified as having no dominant role. Their employment role is also likely to increase as</p>

Settlement	Regional Spatial Study Classification	South Yorkshire Settlement Study Classification
		<p>employment allocations are developed.</p> <p>The accessibility of Penistone means that, although it does provide employment opportunities, it is mainly a commuting settlement for higher order settlements such as Barnsley, Sheffield, Wakefield, Leeds and even Manchester. It is surprising that, whilst Hoyland is classed as prosperous, this settlement is not.</p> <p>Hoyland has good accessibility to the four main urban areas of Rotherham, Barnsley, Doncaster and Sheffield. Therefore, it is considered that this is also a commuter settlement. It is surprising that this settlement is classed as prosperous, particular in the context of regional benchmarks.</p> <p>A further observation is that, in terms of the existing RPG typology, many of these settlements would be classified as market/coalfield towns. This does not fit with their classification as a 'local centre' particularly as existing RPG identifies coalfield/market towns as 'higher order' settlements.</p>
Bolton-upon-Dearne, Darfield, Darton, Dodworth, Grimethorpe, Royston, Thurnscoe	Local service centres	<p>Bolton-upon Dearne, Darfield, Darton, Dodworth, Grimethorpe, Royston and Thurnscoe are considered to broadly fit the local service centre typology. However, the accessibility of Darton, Dodworth, and Royston means that they are primarily commuting settlements for higher order settlements. Future planned employment development at Dodworth, Grimethorpe and Thurnscoe may increase their future employment role.</p> <p>Bolton-upon-Dearne, Darton, Dodworth and Thurnscoe all have access to the rail network which provides them with a major advantage in terms of sustainability.</p>
<b>Doncaster</b>		
Doncaster	Sub-Regional Centre	<p>Doncaster has repositioned itself over recent years and provides a significant level of employment and retail opportunities. In particular, Lakeside provides a significant level of service sector employment</p>



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Settlement	Regional Spatial Study Classification	South Yorkshire Settlement Study Classification
		opportunities, which is set to expand further. Furthermore, the town centre is undergoing significant redevelopment to improve its retail core and passenger interchange facilities which will further increase its vibrancy. Doncaster lies at the heart of the motorway network (the A1 (M) and M18), is served by the East Coast mainline and the cross-country rail network and is within close proximity to the Humber Ports. The 2020 rail study identifies Doncaster as a key destination in terms of local and intra-regional rail flows. Therefore, it is considered that Doncaster is currently fulfilling a wider sub-regional role which is likely to increase in the short-medium term.
Mexborough	Local Centre	The South Yorkshire settlement study has confirmed that Mexborough provides a high level service role. It contains a range of services and supports a wider hinterland particularly for the rest of the Dearne Valley. It has a high level of accessibility including a train station and a bus interchange. Therefore, its designation as a local centre is inconsistent with other typologies particular the market/coalfield town classification applied in RPG.
Thorne	Local Centre	The South Yorkshire settlement study has confirmed that Thorne provides a high level service role. It contains a range of services and supports Moorends. It is a key location for employment and has a high level of accessibility, including two train stations and a relatively high level of bus services. Its centre is one of the largest within the Doncaster borough therefore, its designation as a local centre is inconsistent with other typologies particular the market/coalfield town classification applied in RPG.
Barnby Dun, Denaby Main,	Local Centres	The South Yorkshire settlement study has confirmed that these settlements provide a lower order service role. Each settlement contains more basic provision, but crucially lack a retail centre. They are reliant on higher order service settlements for provision and facilities. Therefore their designation as local centres is inconsistent with the findings of this study. Within the RSS hierarchy, these settlements should be recognised as “basic

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Settlement	Regional Spatial Study Classification	South Yorkshire Settlement Study Classification
		service centres”.
<b>Rotherham</b>		
Rotherham	Sub-regional centre	<p>Similar to the comments made for Barnsley, although Rotherham provides some key employment opportunities (such as RMBC, Parkgate Retail, Corus Steels, Rank Hovis) and a major tourist destination (Magna) it is arguable whether it can be regarded as having a significant sub-regional role at present. Furthermore, like Barnsley, the retail role of Rotherham town centre has declined considerably since the construction of Meadowhall.</p> <p>The proximity and accessibility of both the urban area and some outlying settlements to Sheffield may also mean that, for some parts of the Borough, Sheffield is as accessible as Rotherham town centre.</p> <p>The 2020 rail study illustrates this point. For example, Sheffield-Rotherham and vice versa, is the only journey with Rotherham as the destination to feature in the top 20 rails flows in South Yorkshire. This point is further demonstrated if rail flows from Swinton are examined. Although this settlement falls within Rotherham Borough, the highest rail flows are to Doncaster and then Sheffield with journey's to Rotherham not featuring in the highest 20 South Yorkshire rail flows. This suggests that Doncaster and Sheffield, rather than Rotherham, provide a key employment and service destination for some of the outlying Rotherham settlements.</p>
Dinnington	Local Service Centre	The South Yorkshire Settlement Study classifies Dinnington as a High Order Settlement as it offers a range of retail, employment opportunities and services to its residents and the surrounding hinterland. The Regional Spatial Study (RSS) considers that Dinnington falls within the local service centre category, which includes settlements with a more limited role than Dinnington such as Thurgroft. This is inconsistent.
Aughton Aston/ Swallownest/ Bramley/	Local Service Centre	The South Yorkshire Settlement Study classifies these settlements as High to Medium Order Settlements as they provide a range of services to meet local needs and

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<b>Settlement</b>	<b>Regional Spatial Study Classification</b>	<b>South Yorkshire Settlement Study Classification</b>
Wickersley, Maltby, Swinton, Wath-Upon-Dearne		support smaller neighbouring settlements. In effect they are small town centres. The Regional Spatial Study (RSS) considers that these settlements fall within the local service centre category, which includes settlements with a more limited role.
Brinsworth, Greasbrough, Rawmarsh/ Parkgate, Thurgroft, Wales/ Kiveton	Local Service Centre	The South Yorkshire Settlement Study classifies these settlements as Medium to Low Order Settlements as they provide a more limited range of services to meet local needs rather than a catchment. This is consistent with the Regional Spatial Study (RSS) local service centre category.
Thorpe Hesley, Brampton/ West Melton	Local Service Centre	The South Yorkshire Settlement Study classifies these settlements as Low Order Settlements as they do not provide any significant services and are not self-sufficient. The Regional Spatial Study (RSS) considers that these settlements fall within the local service centre category, which includes settlements with wider role such as Dinnington. This is inconsistent and Thorpe Hesley and Brampton/West Melton should be classed as 'basis service centres'.
Kimberworth, Kimberworth Park, Thrybergh	Local Service Centres	The South Yorkshire Settlement Study classifies these area as Urban Neighbourhoods so they do not feature in the functional hierarchy. However, the RSS definition of their role is appropriate.
Whiston	Basic Service Centre	The South Yorkshire Settlement Study classifies this area as an Urban Neighbourhood so it does not feature in the functional hierarchy. However, the RSS definition of Whiston's role is appropriate.
Bramley/ Wickersley, Thorpe Hesley, Whiston	Less Prosperous	The Regional Spatial Study (RSS) considers that these settlements are less prosperous but this inconsistent with the findings of the South Yorkshire Settlement Study. It is considered that these settlements should at least be identified as 'stable', if not 'prosperous'.
Sheffield	Chapelton/ Stocksbridge	Both defined as having a local service role only. However, both contain employment opportunities, which mean that they attract people from a wider area. They also potentially serve a wider hinterland which includes other settlements in adjoining authority areas.

### **Emerging Regional Spatial Strategy: Draft Spatial Vision and Strategic Approach**

- 10.17 The Draft Spatial Vision and Strategic Approach (August 2004) acknowledges that South Yorkshire faces a difficult balance, between the need for sustainable development by concentrating both homes and jobs in major settlements, and to transform communities to provide attractive and sustainable places to live. It includes a more holistic vision for the Dearne Valley and emphasises the need to focus new investment in settlements which offer the greatest potential for viability.
- 10.18 The document provides, in draft form for discussion, some of the priority strategic spatial planning responses arising from the South Yorkshire spatial strategy. These are identified as:
- The spatial strategy identifies Barnsley as a 21<sup>st</sup> Century Market Town for the North of England. Economic development will be focused within Barnsley and along the Dearne Town links road and other appropriate settlements to the east of Barnsley. New housing will be concentrated in Barnsley, the Dearne Towns, Wombwell and Cudworth with some level of housing in other settlements such as Penistone and Royston.
  - Doncaster is identified as a regional gateway city and the introduction of new rail links to Barnsley and the airport are identified as important transport and economic opportunities. Other freestanding settlements, such as Mexborough and Thorne, are identified as places which will continue to provide a range of locally generated employment opportunities;
  - Rotherham is identified as benefiting from planned change in Doncaster and Sheffield. It will regenerate its centre and economic activity will be focused in Dinnington, Manvers and Waverley. Steps will be taken to strengthen the housing market and diversify housing types to suit all income levels;
  - For Sheffield it identifies the lower Don Valley as an area where there will be working, leisure and commerce with housing where sustainable. Sheffield faces increasing demand for new and varied housing development both to satisfy existing demand and projected new demand. It is addressing the decline in demand in some of its neighbourhoods whilst seeking to extend the areas where demand is buoyant. Priority is given to providing new housing in the main urban areas but settlements close to the city, both within and outside its boundaries, may contribute to meeting the needs of the Sheffield housing market.
  - Away from these core urban areas, the most accessible and environmentally sustainable places in the Dearne and other outlying settlements including Southern Rotherham and eastern Doncaster will offer competitive locations to the more urban areas.
- 10.19 Within the emerging Regional Spatial Strategy, a concept diagram is provided to help develop the South Yorkshire Spatial Strategy. This identifies a broad hierarchy/typology of settlements which includes:
- Main urban areas;
  - Smaller urban areas;
  - Core cities;
  - Key cities;
  - Principal Centres; and
  - Smaller Centres.

- 10.20 The concept diagram identifies the main urban areas and an area roughly equivalent to the Transform South Yorkshire HMR Pathfinder for housing change/regeneration within settlements.
- 10.21 The emerging spatial strategy is developed further under the 'spatial planning responses for the South-Yorkshire sub-area' which seeks to:
- Adapt isolated and declining coalfield settlements with the potential to be more viable, where this would meet the demands for convenient socially and economically linked locations and providing residential opportunities for people employed locally, sub regionally and regionally; and
  - Create a series of vibrant, mixed neighbourhoods in the urban areas, which become locations of choice for both existing and future residents of South Yorkshire; and
  - To integrate housing market areas, allowing them to transcend district boundaries, so as to make South Yorkshire a realistically attractive location for all the types of housing demand and remove the patchwork of disconnected areas of over-heated demand and market failure;
  - Focus on existing settlements/neighbourhoods rather than create new ones.
- 10.22 A potential move away from the current RPG approach towards an approach based on the more specific needs of settlements is highlighted. It states that '*sustainability does not automatically mean allocating development to settlements solely on the basis of population size, as larger settlements are not necessarily more sustainable. South Yorkshire is in the process of developing a framework for judging the viability of its settlements*'.

### **Comparison against Emerging RSS Place Typologies**

- 10.23 The emerging RSS provides a focus on regenerating and creating more sustainable communities. It seeks to provide a balance between regenerating the main urban areas whilst also focusing change within outlying settlements in the Dearne and other areas. It also provides an emphasis on developing a strategy on focusing future development where it has the potential to provide sustainable change. At this stage a broad settlement strategy appears to be emerging but is not well developed or supported by significant evidence. Therefore, this study should help inform future sub-regional spatial decisions in RSS.

## Sub-Regional Context

### Transform South Yorkshire Scheme Prospectus

- 10.24 The South Yorkshire HMR scheme prospectus sets out the need to create more distinctive towns and neighbourhoods. The link between housing market renewal and economic development is identified as a critical factor in the Pathfinder development strategy with a focus on supporting service centres as key economic hubs. The development strategy highlights the role and distinctiveness of service centres as key drivers of market renewal based on two principles:
- Accessibility to vibrant and high quality service centres is considered to be a key spatial determinant of housing market demand and quality of life given their role as local economic hubs and service providers to associated residential neighbourhoods; and
  - The clear definition of neighbourhood settlement and neighbourhood function and futures based around service centres which provide a sustainable framework for housing renewal investments.
- 10.25 With the above principles in mind the development strategy promotes interventions which support housing market renewal by strengthening the role and influence of service centres in relation to the residential neighbourhoods they serve. This could include:
- Increasing housing densities and the quality and choice within zones of influence around defined service centres;
  - Delivering qualitative, but not necessarily quantitative gains, in housing stock beyond zones of influence of defined service centres. Complimentary support for local neighbourhood services, including transport and community facilities is also promoted, where appropriate; and
  - Reduce housing volumes and diversify land use on the urban fringe, where appropriate and particularly where housing provision on existing scales and tenure mix is no longer sustainable.
- 10.26 The prospectus is clear that the identification of service centres and their current and future roles will be a matter for the ADF to determine. This should be based on the Service Centre and Place Typology set out in the prospectus. These are:
- *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;
  - *Market Towns in the Dearne Valley* – principal centres providing a wide range of retail and community services and facilities for a number of settlements;
  - *District Centres in the Dearne Valley* – towns providing a range of retail and essential community facilities; and
  - *Neighbourhood Centres in the Dearne Valley* – local centres providing a range of limited but essential, normally retail, facilities.

- 10.27 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 Babbie Settlement Assessment study for Barnsley. The Rotherham ADF has not categorised settlements at this stage.
- 10.28 One of the purposes of preparing ADF's for the HMR areas is to identify and define the roles of settlements/urban neighbourhoods against the place typologies set out in the Scheme Prospectus. It is understood that the ADF's will be updated annually. It is unclear whether, as yet, all of the HMR settlements have been classed against these typologies.

### **Assessment against HMR Place Typologies**

- 10.29 The table below sets out potential typologies for the HMR settlements within the Dearne Valley based on the findings of this study. This can then be used to consider the classifications identified in the ADF's.

**Table 10.5: Consideration of Settlements against HMR Dearne Valley Place Typologies**

<b>Market Towns in the Dearne Valley</b>  (Principal centres providing a wide range of retail and community services and facilities across the Dearne Valley)	<b>District Centres in the Dearne Valley</b>  (Towns proving a range of retail and essential community facilities)	<b>Neighbourhood Centres in the Dearne Valley</b>  (Local centres providing a range of limited but normally retail, facilities).
Goldthorpe Mexborough Swinton/Kilnhurst Wath-upon-Deane	Conisbrough	Bolton-upon-Deane Denaby Main Thurnscoe

\*Other settlements in the Dearne/Pathfinder area are not considered to meet any of these typology criteria. It should also be noted that other centres, such as Wombwell, also serve some of the Pathfinder settlements although they are not within it.

- 10.30 The urban parts of the HMR are difficult to classify as neighbourhood parades have not been assessed as part of this study. A more comprehensive assessment would be required to complete this.



**Table 10.6: Consideration against Urban Centre Typologies**

<b>Main Urban Centres</b>	<b>Urban District Centres</b>	<b>Urban Neighbourhood Centres</b>
<b>Principal Centres of Cultural Activity</b>	<b>Established (or projected) and sustainable centres providing a wide range of retail and community service facilities to a number of neighbourhoods</b>	<b>Established (or projected) sustainable neighbourhood-based centres providing a range of essentially normally retail, facilities</b>
	Rawmarsh/Parkgate Edlington Firth Park Manor Top Attercliffe/Darnall (projected based on this study)	Burngreave (Spital Hill-projected 'downgrade' based on this study).

## Unitary Development Plans

### The South Yorkshire Unitary Development Plans

- 10.31 The current Unitary Development Plans (UDPs) have a strong strategy emphasis on regeneration and economic change. 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. As set out in table 8.7, different approaches are evident to defining the retail function in each of the UDPs:

**Table 10.7 Centres identified in Unitary Development Plans**

<b>UDP</b>	<b>Centre Hierarchy</b>
The <i>Barnsley UDP</i> 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.	<b>Principal Town Centre</b> Barnsley <b>Other Town Centres</b> Wombwell, Cudworth, Hoyland, Goldthorpe, Penistone <b>District Centres</b> Mapplewell, Thurnscoe (Houghton Road), Stairfoot, Royston (the Wells), <b>Local Centres</b> Darton, Thurnscoe (Shepherd Lane), Hoyland Common, Dodworth, Grimethorpe, Lundwood, Worsborough (Park Road), Royston (Midland Road) <b>Neighbourhood Parades</b> Identified just in the Barnsley Urban Area
The <i>Doncaster UDP</i> identifies separate policies and proposals for Doncaster town centre and 20 Small Town and District Centres. Neighbourhood shopping centres	<b>Doncaster Town Centre</b> <b>Small Town and District Centres</b> Adwick, Carcroft, Armthorpe, Askern, Bawtry, Bentley, Conisborough, Edlington, Hatfield, Dunscroft, Mexborough, Rossington,

UDP	Centre Hierarchy
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.	Stainforth, Thorne, Balby, Moorends, Intake, Tickhill, Edenthorpe, Woodfield * Primary shopping frontages defined in Mexborough and Thorne
The <i>Rotherham UDP</i> 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.	<b>Defined Town Centres</b> Rotherham, Wath, Swinton, Rawmarsh-Parkgate, Bramley-Wickersley, Maltby, Thurcroft, Ashton-cum-Aughton, Dinnington, Wales-Kiverton-Park: <b>Local Provision</b> Extensive coverage-defined on proposals map only.
The <i>Sheffield UDP</i> identifies the City Centre, district centres and neighbourhood parades.	<b>District Centres</b> Broomhill, Chapeltown, Crystal Peaks, Darnall, Eccesall Road, London Road, Spital Hill, Stocksbridge, Hillsborough, Gleadless Townend, Manor Top, Heeley, <b>Local Provision</b> Neighbourhood parades are also defined.

### Consideration against UDP Centre Classifications

- 10.32 The approach taken in Barnsley is primarily based on the definition of centres provided in PPG 6, whereas the approach in Rotherham includes a wider definition and takes into account a settlements employment function. Doncaster has a narrower definition mainly based on retail function.
- 10.33 A further difference between the categorisation of settlements/neighbourhoods is that some UDP's provide a more comprehensive distinction between the role of centres:
- The Barnsley UDP defines five functional categories from Principle Town Centre to Neighbourhood Parades;
  - Sheffield defines three hierarchies which are City Centre, District Centre and Local Neighbourhood Parades;
  - Two tiers of centre definitions are defined in Doncaster. These are Doncaster Town Centre and Small Town District Centres;
  - In Rotherham there are defined Town Centres with local provision defined on the proposals map only. This puts Rotherham Town Centre on a parallel with other town centres in the outlying settlements.
- 10.34 Overall, there is scope to review and develop a consistent approach to defining the role and function of settlements across South Yorkshire. The definition of settlements could encompass wider aspects such as transport, leisure, employment and education rather than just focus on their retail role. A suggested approach is provided in the conclusions section.

## **Overall Conclusions**

- 10.35 This chapter has identified several approaches to identifying place typologies for South Yorkshire settlements. This has created an inconsistent, and sometimes inaccurate approach to defining settlements. Key conclusions from this review and based on the finding of this study are set out below.

## **Conclusions from the Review Against Regional Planning Typologies**

- 10.36 RPG seeks to focus development within the DVDZ and the main urban areas. This study has identified that there are also other Coalfield settlements outside these areas which would benefit from qualitative improvements or plan-led change. This is particularly important in Doncaster and to a lesser extent Rotherham.
- 10.37 The typologies offered by RPG may require more flexibility in approach and application. Although it is useful to 'classify' or apply typologies, the needs of settlements also need to be considered from the 'bottom-up' if new development is to contribute towards creating more sustainable communities.
- 10.38 Further clarification is also required regarding the context of future change in terms of the DVDZ. For example, RPG is unclear whether coalfield/market towns within the DVDZ are a greater priority for investment and plan-led change than market towns outside the DVDZ by virtue of their regeneration status. This study has also identified that smaller settlements within the DVDZ may be a greater priority for qualitative change than other Coalfield/Market Towns not within the DVDZ. For example, Denaby Main is identified as requiring significant change whereas Penistone and Chapeltown are not.
- 10.39 Although the purpose of the Regional Settlement Study is to compare places at a regional level, it is considered that further validation is required if it is to be used as a basis for further regional settlement strategy work. The conclusions from reviewing this in the context of this study are:
- Even when considering settlements at a regional level, further functional tiers should be developed so that clearer and more defined distinctions are made between settlements;
  - In particular, an extra tier of centre should be added ('such as 'Principal Town Centre') so that a clearer distinction is made between towns, such as Barnsley and Rotherham, which have a significant functional role but do not currently fulfil a sub-regional role;
  - A further tier of 'Small Town Centres' could also be added to classify smaller towns such as Mexborough, Chapeltown, Wath-upon-Deane and Wombwell, which clearly serve a wider hinterland and are an important feature of the settlement hierarchy within their respective local authority areas;
  - The local service centre typology should be retained but should be limited to settlements which provide local service functions and do not particularly serve a wider hinterland;
  - A clearer and more definite distinction between local and basic centres is required as they provide very different functional roles;
  - Further validation should be undertaken to correct some anomalies in the classifications. For example, Dodworth is classed as a tourist centre. Other

centres are classed as prosperous or with no dominant role when this is considered to be not the case; and

- The typologies should not be used as the only basis to decide where future development should be focused. A higher order service function does not necessarily mean that this will represent the most sustainable or beneficial location for change.

10.40 It is not yet clear if the typologies developed for the existing RPG will be taken forward to the RSS or whether their concepts will be abandoned. It is also unclear if the spatial focus for plan-led change in the Dearne Valley in existing RPG will be carried forward to the RSS.

10.41 The Regional Spatial Strategy could reconcile the regional and local place typologies developed for different purposes over recent years. The place typologies should provide a clear and distinctive basis for long-term planning in the region. The place classifications identified on the concept plan could be simplified.

### **Key Conclusions from Comparison against Sub-Regional Place Typologies**

10.42 In terms of the roles of places as service centres the typologies do not particularly emphasise transport/accessibility or employment function. Therefore, whilst Bolton-upon-Deane, Denaby Main and Thurnscoe do not feature highly in terms of their retail and service function they do provide local employment opportunities. Similarly, all these settlements have immediate access to a train station whereas Wath-upon-Deane does not. In practice, the actual difference between settlements in terms of their existing service function can be difficult to classify.

### **Key Conclusion from an Assessment against UDP Place Classifications**

10.43 The preparation of LDF's offers the scope to adopt spatial strategies to articulate which settlements should be a focus for plan-led change and where functional/qualitative change may be sought. There is also merit in seeking to standardise the service classifications of settlements to encompass wider functions such as transport accessibility, education provision, employment and leisure opportunities. These definitions could then be used to produce a more aligned and consistent settlement hierarchy across South Yorkshire.

10.44 BMBC has already produced a settlement hierarchy. This identifies settlements using the following classifications:

- The main urban area,
- The main towns,
- Small towns/service centres,
- Large villages, and
- Small villages and hamlets.

10.45 It is considered that the settlement hierarchy adopted by BMBC provides a good basis in which the functions and hierarchy of settlements outside the main urban areas could be aligned for South Yorkshire. A suggested approach is identified in table 10.8 below. This takes into account both existing function and the potential functional improvements suggested through this study.

- 10.46 It is more difficult to align and develop neighbourhood hierarchies for the main urban areas. Therefore, it is more appropriate to develop these on a case-case basis as set out within each authority chapter.

**Table 10.8: Potential South Yorkshire UDP Settlement Hierarchy Alignment**

<b>The Main Urban Areas</b>			
<b>Barnsley:</b> ⇒ Main Urban Centre: Barnsley Town Centre, Main Urban District Centres Lundwood, Ardlsey/Stairfoot <b>Doncaster:</b> ⇒ Main urban centre: Doncaster Town Centre <b>Rotherham:</b> ⇒ Main urban centre: Rotherham Town Centre <b>Sheffield:</b> ⇒ Main Regional Centres: Sheffield City Centre and Meadowhall. Main District Centres-Broomhill, Firth Park, Manor Top, Darnall or (Attercliffe), Crystal Peaks, London Road, Ecclesall Road, Hillsborough and Woodseats-Also potential intervention at Parson Cross/Foxhill.			

<b>Non-Urban Settlement Hierarchy</b>			
THE MAIN TOWNS	SMALL TOWNS/SERVICE CENTRES	LARGE VILLAGES	SMALL VILLAGES AND HAMLETS
<b>Function Typologies</b>			
High Order Settlements	Higher or Middle Order Settlements	Lower Order Settlements	Limited service and functional role
<b>Barnsley</b>			
Cudworth Goldthorpe Hoyland Penistone Wombwell	Thurnscoe Darton	Bolton-upon-Deerne Darfield Dodworth Grimethorpe Royston	Brierley Cawthorne Great Houghton Hemingfield Little Houghton Jump Oxspring Shafton Silkstone Silkstone Common
<b>Doncaster</b>			
Mexborough Thorne	Adwick le Street / Woodlands Armthorpe Askern Carcroft/Skellow Conisborough Bawtry Tickhill	Moorends Barnby Dun	Norton Toll Bar Campsall Barnburgh and Harlington Branton Wadworth Finningley Warmsworth Auckley Arksey

Non-Urban Settlement Hierarchy			
THE MAIN TOWNS	SMALL TOWNS/SERVICE CENTRES	LARGE VILLAGES	SMALL VILLAGES AND HAMLETS
Function Typologies			
High Order Settlements	Higher or Middle Order Settlements	Lower Order Settlements	Limited service and functional role
	<b>Based on Futher Intervention:</b>  Dunscoft, Dunsville and Hatfield Stainforth Denaby Main Rossington Edlington		
<b>Rotherham</b>			
Dinnington	Wath-Upon Dearne Swinton/Kilnhurst Maltby Bramley/Wickersley Aughton/Aston/Swallownest Rawmarsh/Parkgate	Wales/Kiveton Brinsworth Thurcroft Greasbrough/Wingfield  <b>Based on Intervention</b>  Brampton/West Melton	Thorpe Hesley Woodsetts South Anston Harthill Todwick Treeton Catcliffe Laughton Common Blackburn Orgreave Hesley Grange
<b>Sheffield</b>			
Chapeltown  <b>Based on Intervention</b>  Stocksbridge			Wharncliffe Side Oughtibridge/Worrall

## 11.0 Key Conclusions

- 11.1 This section provides overall conclusions which emerge following the completion of the South Yorkshire settlement assessment. They are intended to provide a basis for future debate.

### **Spatial Policy**

- 11.2 Existing RPG (now RSS) identifies Urban Areas, the DVDZ and Coalfield and Market towns as a focus for change.
- 11.3 Within the Rotherham and Sheffield urban areas, a number of pathfinder neighbourhoods have been identified for plan-led change or significant qualitative intervention. In particular, the redevelopment of these neighbourhoods provides a significant opportunity to provide new housing and create more sustainable communities. The capacity of the HMR to deliver both new and replacement housing may represent a significant issue in the way that future supply is counted and monitored.
- 11.4 Other urban neighbourhoods also require qualitative intervention and provide an opportunity to provide sustainable plan-led change. This is particularly relevant to the Barnsley and Doncaster urban areas which are not within the housing market renewal area.
- 11.5 The study has identified that some urban areas do not have a significant existing residential role and may require significant levels of development and change to deliver sustainable residential neighbourhoods. Housing-led regeneration may not always be appropriate particularly where there is greater capacity and potential for sustainable change in other neighbourhoods. Furthermore, housing is only one aspect of creating more sustainable communities.
- 11.6 Defining the boundary of the main urban areas will be important to transpose RSS into LDF policy.
- 11.7 Within the Dearne, this study has identified Swinton/Kilnhurst, Wath-upon-Deane, Wombwell, Goldthorpe (incorporating Bolton-upon-Deane/Thurnscoe) and Mexborough/Consiborough/Denaby Main as the main focus for plan-led change and intervention. Brampton/West Melton is identified for qualitative intervention and small scale functional change.
- 11.8 There may be sustainability benefits in undertaking planning for the Dearne on an 'Area' rather than an authority basis and focusing future development and/or qualitative intervention in this core set of settlements
- 11.9 There are also other settlements/neighbourhoods outside these areas which are in need of significant change and renewal. This is particularly important in Doncaster which has fewer settlements within the main intervention areas of the DVDZ and the HMR.
- 11.10 It will be necessary to make high level policy choices in terms of whether the main urban areas provide a greater opportunity for sustainable change than focusing



development within the outlying settlements. Decisions on major development sites outside existing settlement boundary's will also be required. The findings of this study should help to inform these decisions in the RSS/LDF.

- 11.11 It would also be beneficial to broadly establish the quantity and location of outstanding housing commitments and areas of significant urban potential across South Yorkshire. This could provide a clearer understanding of how development opportunities could be managed to overcome the problem of 'overheating demand' and 'areas of market failure' as identified in the emerging sub-regional strategy for South Yorkshire. In particular, it would provide a better understanding of where and how much new development could be delivered in the four main urban areas, the Dearne Valley, the Pathfinder and other settlements where change or change could provide significant functional or qualitative benefits. Scenario testing could be used to help identify the quantitative capacity of settlement/neighbourhood areas to accept change based on different strategy options.
- 11.12 LDFs could adopt a phased approach to ensure that new development is focused in areas most in need of change. There may be a need to prioritise opportunities in settlements/neighbourhoods which provide the most potential to deliver the greatest benefits in the short term.
- 11.13 Where physically possible, new development should be concentrated within the existing urban core to maximum the functional and regeneration benefits of new development. This is because the study has identified a number of settlements where new housing is not well integrated into the existing urban fabric. Where it is proposed to expand beyond a settlement limit, it should be demonstrated that this would contribute towards the vitality and viability of existing settlements.
- 11.14 Area Development Frameworks could also be produced for those settlements most in need of regeneration, renewal and functional/qualitative change.

### **Alignment and Definitions of Place Typologies**

- 11.15 It is unclear whether the typologies and settlement classifications offered by the Regional Settlement Study will feed into the RSS. If so, they should be reviewed to provide a clearer distinction between sub-regional and principal town centre functions and between small town centre/district functions.
- 11.16 Future development decisions should not necessarily be based on existing settlement typologies set by RPG 12. For example, although Chapeltown, Penistone and Hoyland could be classified as market/coalfield towns they do not require significant renewal or regeneration and would not necessarily benefit from further plan-led change. Conversely, settlements such as Denaby Main and Edlington which have a more limited service role are identified as settlements which would benefit from plan-led change and significant qualitative intervention. Therefore, decisions should follow a more bottom-up approach based on the potential of individual neighbourhoods/settlements to provide sustainable change.
- 11.17 There is significant merit in seeking to standardise and to provide a more consistent way in which the hierarchy of service centres is defined in LDF's. This is particularly relevant to the Dearne Valley and the HMR which cover more than one local authority

boundary. This would help to ensure consistency in the way that future planning policy is applied.

- 11.18 At present, the definition of service roles is heavily reliant on the retail function of a settlement. This should be based on a more broad definition of function which includes services such as education, health, leisure and employment.
- 11.19 If creating vibrant centres is a key aspect of regenerating communities, a more radical response to defining district centres may be required. This study has identified a number of settlements where 'downgrading' or 'upgrading' an existing centre may represent an appropriate policy intervention.
- 11.20 Policy decisions must be focused on the long-term future of communities. Intervention and policy change should not only be based on the needs of the existing community but also consider the action required to sustain and attract new activity to the settlement/neighbourhoods.
- 11.21 The study has identified that, in some circumstances, there are benefits in providing new development within settlements which do not currently have a high order function. This is because some lower order settlements have higher potential for plan-led change to provide sustainable change.
- 11.22 The functional role of settlements may change over the life of a development plan. For example, the development of new employment opportunities and other planned infrastructure or qualitative improvements may increase the role of some settlements or make them more attractive places to focus new development.

### **Potential South Yorkshire Settlement Strategy**

- 11.23 A suggested settlement strategy, based on the findings of the South Yorkshire Assessment, is set out below. This is also illustrated in figure 11.2.

**Figure 11.1: Suggested South Yorkshire Settlement Strategy**





### Limited Change

#### *Barnsley:*

Barugh, Brierley Dolton-upon-Dearne, Carlton, Darton/Mapplewell/Kexbrough/Staincross/ Darfield, Dodworth, Great Houghton, Jump, Hoyland Kingstone, Monk Bretton, Penistone, Royston, Shafton, Worsborough,

#### *Rotherham:*

Aughton, Aston & Swallownest, Bramley & Wickersley, Brinsworth, Moorgate&Broom, South Anston, Thorpe Hesley, Treeton, Thurcroft.

#### *Doncaster:*

Armthorpe, Bawtry, Bentley, Carcroft and Skellow, Conisbrough Dunscroft/Dunsville and Hatfield, Edenthorpe/Kirk Sandall, Wheatley, Intake and Town Fields, Scawsby and Cusworth, Tickhill, Toll Bar, Wadworth.

#### *Sheffield:*

Netherthorpe/Walkley/Crookes, Chapeltown/High Green, Waterthorpe/Beighton/Mosborough, Fulwood/Ranmoor Handsworth/Richmond, Heeley, Hillsborough, Jordonthorpe/Greenhill, Sharrow, Woodhouse

### Minor Change

#### *Barnsley:*

Cawthorne, Gawber, Little Houghton, Hemingfield, Oxspring, Silkstone Common, Silkstone

#### *Rotherham:*

Harthill, Hesley Grange, Orgreave, Todwick, Whiston, Woodsetts,

#### *Doncaster:*

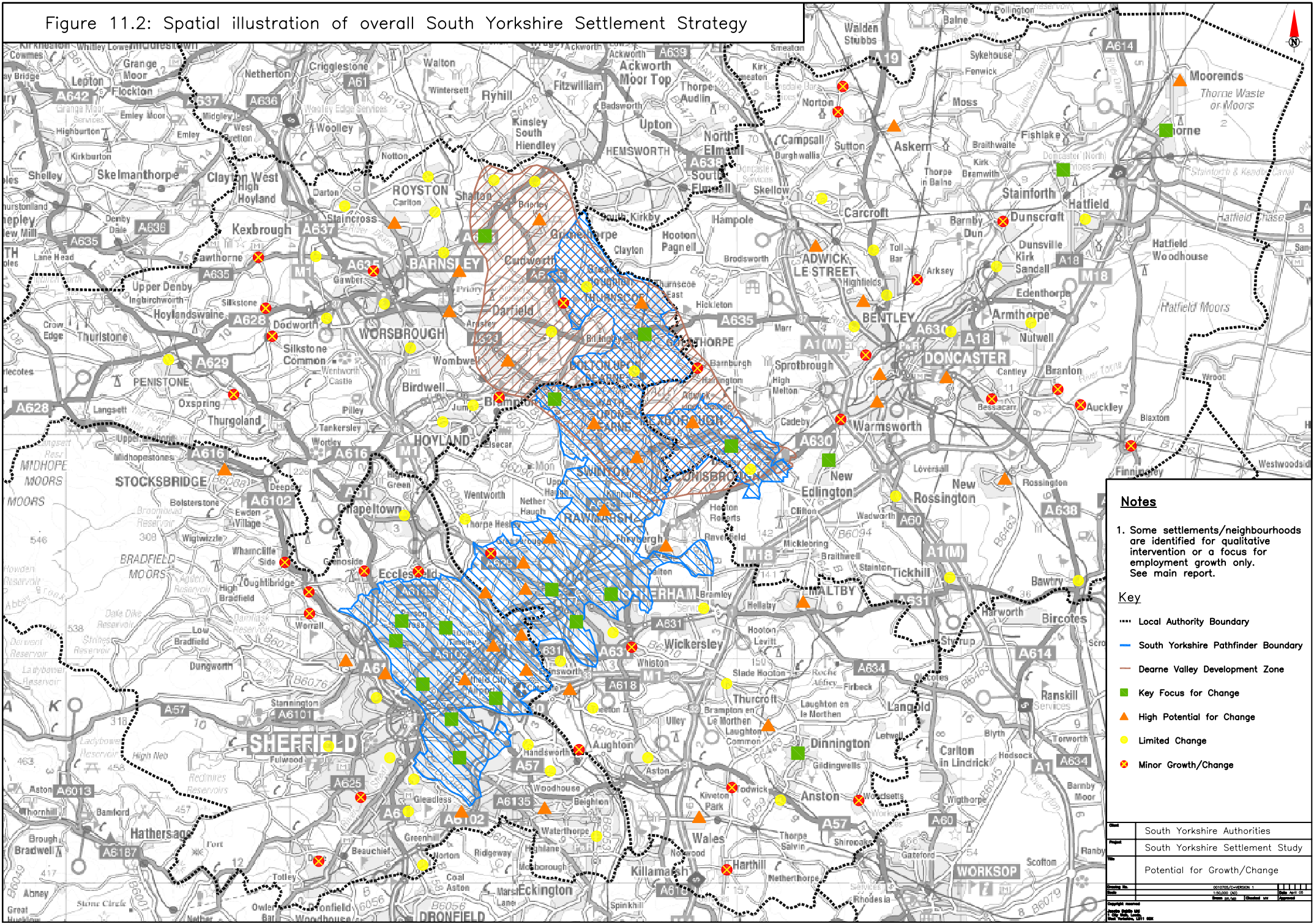
Arksey, Auckley, Barnburgh and Harlington, Barnby Dunn, Bessacarr and Cantley, Branton, Campsall, Finningley, Norton. Richmond Hill-Sprotbrough, Warmsworth

#### *Sheffield:*

Dore and Totley, Millhouses/Ecclesall/Banner Cross/Nether Edge, Ecclesfield, Grenoside, Oughtibridge. Wharnccliffe Side

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Figure 11.2: Spatial illustration of overall South Yorkshire Settlement Strategy



**Notes**

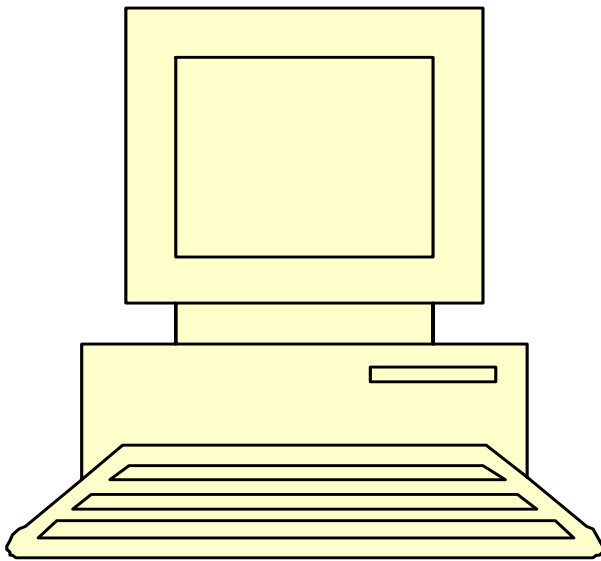
1. Some settlements/neighbourhoods are identified for qualitative intervention or a focus for employment growth only. See main report.

**Key**

- Local Authority Boundary
- South Yorkshire Pathfinder Boundary
- Deane Valley Development Zone
- Key Focus for Change
- High Potential for Change
- Limited Change
- Minor Growth/Change

Client	South Yorkshire Authorities
Project	South Yorkshire Settlement Study
File	Potential for Growth/Change
Drawn by	01/07/2010/CH/Version 1
Scale	1:50,000 (A3)
Copyright	Copyright reserved This map is the property of South Yorkshire, 2011

## **Appendix 1: Strategic Conclusions from the Pathfinder Alignment Study**



**Rotherham MBC, Doncaster MBC, Sheffield City Council and Transform South Yorkshire  
South Yorkshire Settlement Study: Phase II**

**Final Report**

**Theme 1 - National Emphasis on Urban Renaissance and Renewal**

**Recommendation 1**

<b>Action</b>	<ul style="list-style-type: none"> <li>Increased recognition of housing market renewal in national planning guidance.</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>PPG 3 Housing places a strong emphasis on the sequential approach to the identification of land and buildings for housing development and redevelopment. The Guidance recognises that achieving sustainable patterns of development should be a driving factor.</li> <li>There may be instances where a straightforward interpretation of the sequential approach may not support housing market renewal. For example sites within a Pathfinder area (within or on the edge of an urban area) may need to be prioritised ahead of other sites in an urban area.</li> <li>National guidance is designed to be interpreted locally but reflecting the more recent priorities of The Sustainable Communities programme would usefully reflect current priorities.</li> </ul>
<b>Mechanisms</b>	<ul style="list-style-type: none"> <li>Future revisions to PPG3 housing or other interim advice.</li> <li>Revisions to the regional sequential approach through the Regional Spatial Strategy.</li> </ul>
<b>Responsibilities</b>	<ul style="list-style-type: none"> <li>Office of the Deputy Prime Minister.</li> <li>Yorkshire and Humber Assembly.</li> </ul>

**Recommendation 2**

<b>Action</b>	<ul style="list-style-type: none"> <li>National advice on density levels should take account of the particular issues in Pathfinder areas</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The pathfinder initiatives potentially include the scope for significant demolition and redevelopment. National guidance requires a minimum of 30 dwellings per ha</li> <li>It should be recognised that this level may not be achievable in Pathfinder areas, for example there may be a need for significant land take for the provision of open/civic spaces and/or community facilities, larger sizes houses may be required to expand the choice of housing available, and existing development patterns may be low density (high density development may be out of character)</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Issues should be reflected in national planning and best practice guidance</li> <li>Density advice in the Regional Spatial Strategy and the Regional Framework for Urban Potential Studies should reflect these potential circumstances</li> </ul>
<b>Responsibilities</b>	<ul style="list-style-type: none"> <li>Office of the Deputy Prime Minister</li> <li>Yorkshire and Humber Assembly</li> </ul>



### Recommendation 3

<b>Action</b>	<ul style="list-style-type: none"> <li>The Planning Delivery Grant should reflect the national priorities on housing market renewal through the Pathfinder Initiative</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The further recommendations in this report highlight the additional demands on planning in South Yorkshire to maximise the opportunities presented by the Pathfinder initiative</li> <li>Criteria for the allocation of additional resources include high housing demand but fail to recognise the</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Future formulas for the allocation of planning resources, particularly the Planning Delivery Grant, should reflect the national emphasis on the pathfinder areas</li> </ul>
<b>Responsibilities</b>	<ul style="list-style-type: none"> <li>Office of the Deputy Prime Minister</li> </ul>

### Recommendation 4

<b>Action</b>	<ul style="list-style-type: none"> <li>Discounting processes in urban capacity studies should reflect the Pathfinder approach</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>Tapping the Potential and the Regional Good Practice Guide on Urban Potential Studies both recommend that discounting for urban potential studies should take place based on market demand</li> <li>The discounting aims to provide a more realistic level of potential</li> <li>This may serve to significantly reduce the level of urban potential identified in the pathfinder and other low demand areas – despite positive strategies/national imperative to tackle the low demand</li> <li>The lower level of potential will technically result in additional requirements outside the pathfinder area</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Future formulas for the allocation of planning resources, particularly the Planning Delivery Grant, should reflect the national emphasis on the pathfinder areas</li> </ul>
<b>Responsibilities</b>	<ul style="list-style-type: none"> <li>Office of the Deputy Prime Minister</li> </ul>

**Theme 2 - Emphasis on regional led spatial planning**

**Recommendation 5**

<b>Action</b>	<ul style="list-style-type: none"> <li>Increased cross boundary working within this region and within other regions</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The plans of neighbouring authorities demonstrate very variable degrees of recognition of issues in South Yorkshire</li> <li>Cross boundary working has a historic “county focus” within South Yorkshire, Derbyshire and Nottinghamshire</li> </ul>
<b>Mechanisms</b>	<ul style="list-style-type: none"> <li>Proactive involvement in the preparation of planning strategies (e.g. joint officer/member meetings)</li> <li>Representations to Local Development Frameworks for neighbouring authorities</li> <li>Preparation of the Regional Spatial Strategy for the Yorkshire and Humber region</li> </ul>
<b>Responsibilities</b>	<ul style="list-style-type: none"> <li>Individual South Yorkshire Authorities</li> <li>The South Yorkshire Housing Market Renewal Pathfinder</li> <li>Yorkshire and Humber Regional Assembly</li> </ul>

**Recommendation 6**

<b>Action</b>	<ul style="list-style-type: none"> <li>The Regional Spatial Strategy (RSS) for the Yorkshire and the Humber region should reflect the Pathfinder initiative and issues of low housing demand in it's regeneration priorities</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>Regeneration priority areas in the current Regional Planning Guidance include South Yorkshire and the Coalfields as the first priority for regional regeneration initiatives and programmes. This is derived from the Coalfields Task Force report and also reflects Objective 1 status. The rationale for the current regeneration priorities is therefore closely linked to structural economic difficulties.</li> <li>In a South Yorkshire context it is important that regional regeneration priorities include the Pathfinder area to provide a regional steer to all the South Yorkshire and neighbouring authorities, to demonstrate the significance of housing market renewal and in terms of the RSS influencing the regional economic and housing strategies, and subsequently the allocation of funding</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Regional Spatial Strategy that will replace the current Regional Planning Guidance</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Yorkshire and Humber Assembly to prepare the RSS</li> <li>South Yorkshire authorities, South Yorkshire Forum and the Pathfinder all have the scope to input to the RSS proactively and reactively</li> </ul>

**Recommendation 7**

<b>Action</b>	<ul style="list-style-type: none"> <li>Housing requirements need to be transparent and a new methodology for determining requirements should be developed, reflecting low housing demand issues</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>There is a lack of understanding about the way in which the housing requirements in Regional Planning Guidance have been derived (this links to recommendation 7)</li> <li>A range of factors have been taken into account in arriving at the amount and distribution of new housing provision in RPG 12, this does not include housing market renewal</li> <li>There is a need for demand issues to be part of the process of determining requirements to ensure that a more mixed top-down/bottom up process results</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Preparation of the Regional Spatial Strategy</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Lobbying for change – South Yorkshire authorities</li> <li>Yorkshire and Humber Assembly</li> </ul>

**Recommendation 8**

<b>Action</b>	<ul style="list-style-type: none"> <li>A clear and consistent technical approach for accounting for demolitions and vacancies in planning for housing needs to be developed and articulated, including any potential distinctions for obsolescent housing</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The process of preparing the housing provision requirements in RPG 12 has already taken into account anticipated levels of demolition between 1998 and 2016 and sets a target for reducing the number of vacancies in the region to an average of 3.5% by 2016. Redevelopment opportunities from clearance are to be considered in detailed local urban capacity studies</li> <li>The “Regional Good Practice Guide: Urban Potential Studies 2002” further advises that vacant and occupied housing programmed for demolition should not be included in the urban potential calculations to avoid double counting. The same approach is promoted for vacancies</li> <li>The good practice guide acknowledges that actual clearance and vacancy levels are likely to be significantly different and should be monitored to inform the review of RPG</li> <li>The Selective Review of RPG12 has not considered any housing issues</li> <li>The thinking on how to treat obsolescent housing has not been undertaken, one for one replacement may not be appropriate as the housing is not, or is unlikely to in the future, play an active part in the housing market</li> <li>There is scope for different interpretations on how to account for demolitions and vacancies across South Yorkshire and with neighbouring authorities</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Short term - informal co-ordination between the South Yorkshire authorities</li> <li>Short to medium term – any reviews of the regional urban potential study good practice guide</li> <li>Medium term - the preparation of the Regional Spatial Strategy</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>South Yorkshire planning authorities collectively</li> <li>Yorkshire and Humber Assembly</li> </ul>

**Theme 3 – Planning objectives for housing**

**Recommendation 9**

<b>Action</b>	<ul style="list-style-type: none"> <li>Ensure that there is a consistent approach between the 4 South Yorkshire authorities (and neighbouring authorities) in preparing urban capacity studies</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>Urban capacity studies are a fundamental tool that plays a key regional and local role in determining strategies and locations for development. National and regional guidance provides scope for different interpretation</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Evaluate the detailed nature of the approaches and make recommendations for alignment of practices (with regard also to recommendation 4)</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>South Yorkshire Planning Forum could provide a sub-regional focus; the Yorkshire and Humber Assembly could provide a regional led approach, which would address neighbouring authorities in this region.</li> </ul>

**Recommendation 10**

<b>Action</b>	<ul style="list-style-type: none"> <li>Undertake a development opportunities study to establish the actual scope for residential development in the Pathfinder area</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The parts of South Yorkshire included in the pathfinder area vary significantly in characteristics, for example from city/town centres, to market towns to outer urban areas</li> <li>A wide variety of planning opportunities and constraints are evident across the pathfinder area including greenbelt, floodplains and the relative accessibility to jobs and facilities is variable</li> <li>There is scope to sequentially prioritise residential development to take place in the pathfinder (and other) renewal areas in preference to other locations – before such an approach can be considered it needs to be established what the extent of development opportunities is and whether the opportunities would be sustainable</li> <li>This would enable economic/employment links and accessibility issues to be considered and help to prioritise locations where replacement of dwellings may or may not be appropriate (e.g. greening instead) in the pathfinder area in terms of wider sustainability issues</li> <li>The study would underpin future approaches to sequential testing and managed release – demonstrating that there are opportunities to bring forward</li> <li>Urban potential studies, site selection exercises for UDP and proposals from the Pathfinder would provide key inputs to the study</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>A study joining together the results from existing exercises e.g. each authority's urban potential study, existing housing sites, potential allocations through each UDP and proposals emerging through the Pathfinder</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Pathfinder/partnership of South Yorkshire Authorities</li> </ul>

**Recommendation 11**

<b>Action</b>	<ul style="list-style-type: none"> <li>The selection of settlements or areas for development through UDPs/Local Development Documents should reflect housing market renewal objectives</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>A key aspect of the Government's reforms to the planning system is to achieve a greater spatial focus</li> <li>The spatial strategy will provide the over-arching framework for the development of planning and other policies</li> <li>This provides the scope for housing market renewal to be a key driver to local planning strategy</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Spatial strategies in the Local Development Frameworks/UDP's</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Individual South Yorkshire Authorities</li> </ul>

**Recommendation 12**

<b>Action</b>	<ul style="list-style-type: none"> <li>Housing site selection processes should reflect housing market renewal priorities</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The selection of sites for housing development is based on selection criteria</li> <li>The selection criteria should include an assessment of the contribution that the site would make to housing market renewal in the plan area and in neighbouring authorities</li> <li>This would provide a proactive means of aligning plan preparation with housing market renewal objectives</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Spatial strategies in the Local Development Frameworks/UDP's</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Individual South Yorkshire Authorities</li> </ul>

**Recommendation 13**

<b>Action</b>	<ul style="list-style-type: none"> <li>The sustainability appraisal of plans should include housing market renewal objectives and criteria</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>Sustainability appraisals are currently good practice but will become statutory under the Planning and Compensation Bill</li> <li>Appraisals have been rooted in environmental considerations and have broadened out economically and socially</li> <li>Sustainability appraisals of UDPs or LDFs should ensure that all planning strategies and policies are appraised against housing market renewal objectives (the Regional Sustainable Development Framework provides a starting point for this)</li> <li>This would provide a reactive means of aligning plan preparation with housing market renewal objectives</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Spatial strategies in the Local Development Frameworks/UDP's</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Individual South Yorkshire Authorities</li> </ul>

**Recommendation 14**

<b>Action</b>	<ul style="list-style-type: none"> <li>Housing market renewal priority areas should be identified in UDPs/LDFs</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>Geographical priority areas tend to be economic/mixed use development focussed</li> <li>Housing notations/policies on development plans are largely new residential site allocations</li> <li>Renewal priority areas would provide a spatial focus for prioritising and co-ordinating policies, funding programmes, community action and development activity</li> <li>The creation of blight should be avoided, through appropriate policy wording or in the context of firm and certain proposals for action</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>UDP/Local Development Frameworks proposals maps/policies</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Individual South Yorkshire Authorities</li> </ul>



**Recommendation 15**

<b>Action</b>	<ul style="list-style-type: none"> <li>Functional housing market areas should be identified across South Yorkshire</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>Housing markets cross administrative boundaries</li> <li>Establishing functional housing market areas would draw together social, economic, transport, environmental and housing concerns.</li> <li>Functional housing market areas would provide the basis for effective cross-boundary understanding and co-ordinated action (within and beyond South Yorkshire)</li> <li>Housing needs assessments could be based on the functional areas and requirements for affordable housing based on them</li> <li>The functional housing market areas could be used a distributional tool for housing requirements, guide sequential testing and provide a basis for joint monitoring</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Housing market study</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Four South Yorkshire Authorities</li> </ul>

**Recommendation 16**

<b>Action</b>	<ul style="list-style-type: none"> <li>Consistent approaches to housing needs assessments should be developed and implemented</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>All the affordable housing requirements across South Yorkshire are supported by housing needs assessments</li> <li>The results from these assessments are very variable – for example they resulted in no requirements for Barnsley and a recommended 40% provision for Rotherham</li> <li>A consistent approach would provide transparency and importantly comparison and aggregation of results (without necessarily generating the same requirements)</li> <li>An update of Housing Needs Assessments is required to take on board the findings of the CURS study, particularly to respond to issues such as the surplus of social rented housing and the particular needs of black and ethnic minority communities, the elderly and the young.</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Housing needs methodology review and development</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>South Yorkshire Authorities collectively</li> </ul>

**Recommendation 17**

<b>Action</b>	<ul style="list-style-type: none"> <li>Achieve more consistency and greater application of sequential testing and related phasing of development</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>Practices towards the sequential release of land are variable across South Yorkshire. Barnsley has a sequential approach in operation through SPG, both Doncaster and Sheffield have greenfield moratoriums and Rotherham does not have a published approach (a ranking of sites has been undertaken)</li> <li>In effect only Barnsley is sequentially testing and directing development</li> <li>Such approaches need to be applied across the whole of South Yorkshire to ensure that the location of development supports planning strategies</li> <li>In the light of the results of recommendation 10 there would then potentially be scope to sequentially prioritise development to the Pathfinder area and other renewal priority areas (see recommendation 14) ahead of other locations (recommendations 1 and 6 would also support this)</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Development plan or supplementary guidance on managed release</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Individual South Yorkshire Authorities</li> </ul>

**Recommendation 18**

<b>Action</b>	<ul style="list-style-type: none"> <li>The rate of release of housing land should be managed</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The approaches described in recommendation 18 do not manage the rate and level of development that takes place</li> <li>In all the South Yorkshire Authorities levels of house completions exceed the requirements of RPG 12</li> <li>If this continues this could bring more pressures to release greenfield sites ahead of more difficult sites that may take time to assemble/bring forward</li> <li>There are questions over the appropriateness of the regional housing requirements but continued over-completing could lead to exhaustion pressures on land supply and reduces the scope to direct development pressure to different geographical areas</li> <li>This would be complementary to the approach of recommendation 17</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Development of managed release practices and development of enabling policies in UDP reviews</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Individual South Yorkshire Authorities</li> </ul>

**Recommendation 19**

<b>Action</b>	<ul style="list-style-type: none"> <li>Joint and consistent monitoring mechanisms and practices should be developed</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>This would enable consistent intelligence gathering and analysis for cross boundary, sub-regional and regional working.</li> <li>Under the Plan, Monitor and Manage approach it is vital that the monitoring that underpins decision making is consistent and joined up.</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Monitoring practices through forward planning and related development and building control activity</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>South Yorkshire Authorities collectively</li> </ul>

**Theme 4 – Pro-active Planning Practices**

**Recommendation 20**

<b>Action</b>	<ul style="list-style-type: none"> <li>A joint Area Action Plan should be prepared for the Pathfinder area (and action plans for other renewal areas)</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The impending changes to the Planning System introduce the scope to prepare Action Plans for geographic areas, as a more flexible and area orientated approach</li> <li>A single joint action plan would provide economies of scale, co-ordinated direction and a single framework</li> <li>This would be an implementation focussed plan which would provide a bridge to any site development briefs or area masterplans</li> <li>It would serve to realise the opportunities identified through the development opportunities study (recommendation 10)</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Action Plan as a shared part of the individual Local Authority's Local Development Framework</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>South Yorkshire Authorities collectively</li> </ul>

**Recommendation 21**

<b>Action</b>	<ul style="list-style-type: none"> <li>An area-based/interventionist role needs to be developed for planning services across South Yorkshire and directed towards housing renewal areas</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>Historically planners have had an active role in area improvement through initiatives such as Housing Action Areas and General Improvement Areas</li> <li>More recently planning has retreated into a more traditional twin focus on forward planning and development control</li> <li>Intervention activity is present but focussed on economic regeneration, such as employment land/town centre sites</li> <li>Pro-active planning practices (e.g. land assembly, environmental improvement, community involvement) require a mix of policy and implementation skills and practices</li> <li>Sheffield have set up a housing and neighbourhood renewal team but elsewhere the presence of area teams and/or urban designers or teams is much more limited</li> <li>Place making will an important and time consuming part of the Pathfinder approach, planning is central to this but needs to be directed and not diluted by pressures to determine planning applications and to prepare development plans</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>Resourcing and organisational structures</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Barnsley, Rotherham and Doncaster authorities.</li> </ul>

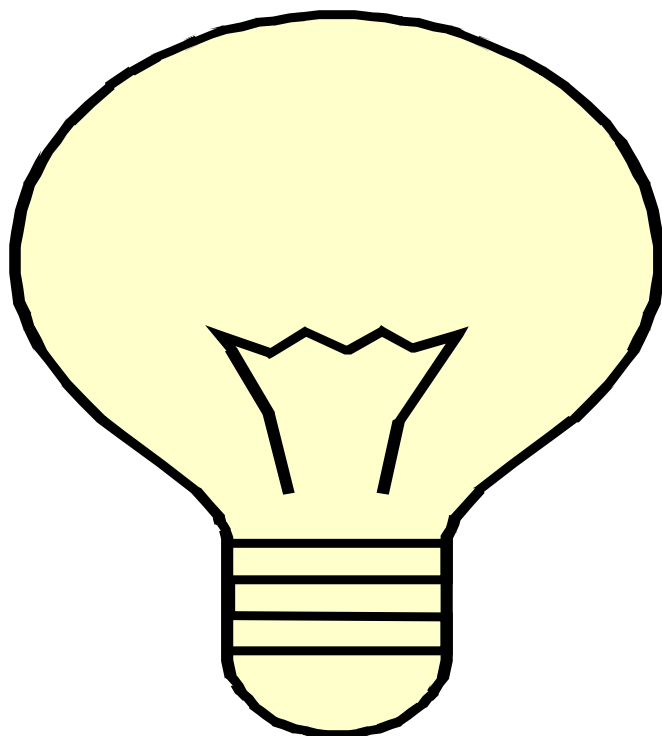
**Recommendation 22**

<b>Action</b>	<ul style="list-style-type: none"> <li>A consistent range of developer requirements should be developed across South Yorkshire, particularly for the Pathfinder area</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The “shopping list” of developer requirements varies across each authority and as does the degree of supporting evidence</li> <li>Some assessments set out what is required in advance whilst other approaches are more responsive to site by site situations</li> <li>Whilst requirements should be responsive to local circumstances greater certainty and clarity would be achieved by having the same range of requirements and the same principles/type of evidence underpinning them</li> <li>For the pathfinder area the action plan at recommendation 20 would provide the vehicle for setting out requirements</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>UDP reviews and supporting guidance</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>South Yorkshire Authorities collectively</li> </ul>

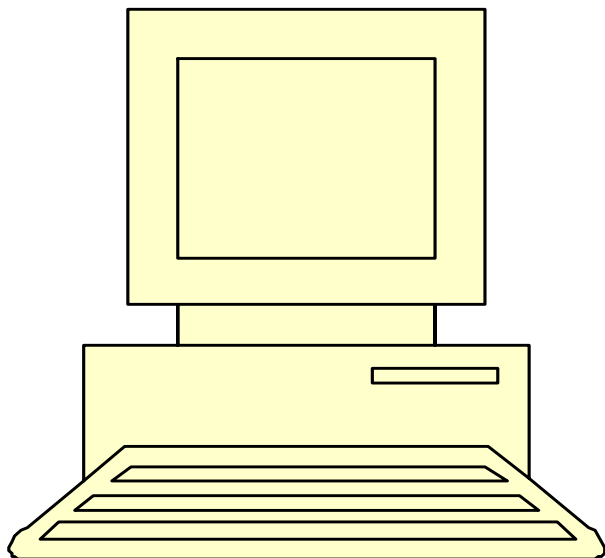
**Recommendation 23**

<b>Action</b>	<ul style="list-style-type: none"> <li>Tailor made development requirements should be developed for the Pathfinder area</li> </ul>
<b>Justification</b>	<ul style="list-style-type: none"> <li>The low demand characteristics of the Pathfinder area provide a unique situation</li> <li>The CURS study provides a body of evidence to support and justify requirements, as would up-to-date housing needs assessments</li> <li>Lower requirements could act as an incentive to developers and landowners to offset lower land values in low demand areas</li> <li>Doncaster’s affordable housing policy for example is linked to land values</li> <li>Practice in neighbouring authorities (Bolsover and Chesterfield) demonstrates the scope to seek contributions to support housing market renewal (particularly given the potential surplus of affordable housing in renewal areas)</li> </ul>
<b>Mechanism</b>	<ul style="list-style-type: none"> <li>UDP reviews, supporting guidance and Pathfinder/renewal area Action Plans</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>South Yorkshire Authorities collectively</li> </ul>

## Appendix 2: Phase 1 Methodology Review



## Appendix 3: Sheffield Methodology





## Sheffield City Council

### South Yorkshire Settlement Assessment Methodology Report

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July 2004

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## **Introduction**

- 1.1 Following several meetings with officers of Sheffield City Council this note sets out the final approach to the neighbourhood assessment.

## **Study Objectives**

- 1.2 The objectives of the study are to
- To establish how sustainable the settlement/neighbourhood is now? e.g. in terms of accessibility and the type and range of services available.
  - What is the service/functional role of the settlement/neighbourhood? Does it provide a wider sphere of influence or is it reliant on other service centres?
  - What aspects of the existing settlements/urban neighbourhoods are likely to have a negative impact on the quality of life?
  - Does the settlement have the physical capacity to expand or absorb new development? This could be additional housing or employment change or introducing a new type of development into an area for example new housing into existing employment areas. It could also be through the restructuring of the existing settlement pattern, for example the demolition of existing housing estates or through major environmental improvements such as improving the quality of the District Centre.
  - What benefits would additional change/new development provide? Would it improve existing sustainability and/or provide positive benefits in terms of physically improving the urban environment/quality of life. This could include increasing the vitality of existing retail centres, supporting existing schools provision, providing opportunities to improve recreational facilities such as leisure centres or open space and increasing the range of existing services such as new health facilities.
- 1.3 The purposes of the study are to:
- Help inform decisions for the Housing Market Renewal Area and to compliment other work being undertaken for this area. In particular, it helps with the alignment of policies for the Pathfinder and assists with cross boundary working as recommended by the Scoping Study of Planning Issues in South Yorkshire.
  - To help inform LDF spatial strategies on where new development could be focused. The study provides a comparative tool in terms of which settlements/neighbourhoods could benefit from change/restructuring in terms of improving their existing sustainability. Settlement/neighbourhoods to be categorised and a hierarchy developed to indicate which would benefit most from actions to improve their overall sustainability and where this would be achievable.
  - To identify the specific strengths, opportunities, threats and weaknesses for each settlement.
  - Provide a functional hierarchy based on the type and range of services provided within each settlement/neighbourhood and the service role which they have. Compare this hierarchy with other place typologies for South Yorkshire (e.g. definitions of centres in UDP's, place typologies produced by Amion).
  - To inform wider sub-regional decisions on where new development or investment may be focused particularly in terms of the S.Yorks HMR and the Dearne Valley Development Zone.
  - To help inform future planning decisions on sites where development would have wider implications for the sub-region.
  - To act as a tool to help the South Yorkshire authorities inform the Regional Spatial Strategy.

## **Approach to Sheffield**

- 2.1 Sheffield is different to the other South Yorkshire local authority areas (Barnsley, Rotherham and Doncaster) in that it almost entirely consists of a single urban area. It is the largest urban centre in South Yorkshire and its City status means that it is the principle service and employment centre for the sub-region.
- 2.2 The City status of Sheffield has meant that it is important to review how the study is applied to a predominantly urban area. A further issue is how the urban area is divided into smaller neighbourhoods.
- 2.3 In order to discuss the issues for Sheffield, a workshop was held between representatives of Babbie and Sheffield City Council on 11/06/04.

## **Sheffield Workshop**

- 3.1 The workshop sought to identify the future policy decisions, which this study could help to inform. Following this discussion, and in the context of the overall study objectives and purpose, it was decided that the study could help to inform the following broad policy decisions:

## **Decisions for the Housing Market Renewal Pathfinder Area**

- The first phase of the study identified that there were differences to the extent which settlements within the HMR are affected by market failure, a poor quality environment and sustainability. For example, settlements such as Consiborough and Wath Upon-Deane already have centres experiencing good vitality, access to a wide range of services, some areas of good quality housing and aspects of the existing townscape, which needs to be protected. Therefore, these neighbourhoods already perform reasonably well in terms of their sustainability but are experiencing problems on specific estates. However, others are experiencing extensive market failure, a completely degraded physical environment and have poor sustainability in terms of their access to services. This study can therefore inform policy decisions on the extent and specific type of intervention required for each neighbourhood in the HMR and the priority for change both within and across authorities.
- Not all of the neighbourhoods within the Sheffield HMR are exclusively residential in character. Some contain significant employment areas, some of which have the potential for redevelopment for housing. Therefore, some Pathfinder neighbourhoods may not be as high a priority for renewal as others and regeneration may not necessarily depend on housing renewal. The study would identify differences between the Pathfinder neighbourhoods.
- Concerns have been expressed by the OPDM regarding the potential over-supply of housing outside the Pathfinder area. It is still unclear how far this is an issue but it is not necessarily an issue of greenfield land supply. This is because a significant amount of the potential for new housing outside the Pathfinder is on previously developed land. However, this study would not be able to quantify the impact of this i.e. to conclude that a certain level of housing supply outside the Pathfinder could jeopardise proposals. The study could, however, identify where future decisions on proposals outside the Pathfinder may have an impact on its objectives.
- Could any non-residential areas within the Pathfinder be identified as housing opportunity areas within the emerging LDF (see below)?

## **Decisions on Neighbourhoods outside the Pathfinder**

- Other neighbourhoods, which are outside the Pathfinder, could also experience similar environmental, economic and social problems. The study would be able to

identify if any neighbourhoods outside the HMR display similar problems to those within the HMR.

- There may also be areas of the City, which offer a greater opportunity to absorb new development in terms of physical renewal, environmental quality and opportunities for development. The study could help to identify which neighbourhoods have the physical and environmental capacity to absorb new development. This is linked to decisions on new neighbourhoods outlined below.

### **Decisions on 'New' Neighbourhoods**

- There are areas where introducing new housing would not regenerate existing housing areas and would create new neighbourhoods (for example parts of the Upper and Lower Don Valley). The draft Urban Capacity Study identifies that there is the potential to introduce new housing into previously non-residential areas and these could be identified as housing opportunity areas in the Local Development Framework. The study could help to identify where it may be appropriate to put forward neighbourhoods as housing opportunity areas.
- Linked to the above point, additional housing in some areas would be unsustainable without additional service provision. The workshop identified that the study could suggest the range of housing levels (e.g. low, medium and high) which would enable sustainable patterns of development in areas not currently characterised by housing development.
- The findings of the neighbourhood assessment work would also help to identify if it is appropriate to relax or amend employment policies for certain areas to enable new housing development opportunities to be realised.

### **The Role of District Centres**

- The White Young Green Retail study identifies that many of the existing District Centres offer a poor range of service provision and poor vitality. Focusing additional development in certain areas may help to improve the vitality and quality of these centres.

### **Overall Strategic Decisions**

- The study could help to inform future policies on the sequential approach to development and the managed release of land through identifying the broad strategic areas which would benefit most from change. In particular, the latest Sheffield Housing Land Survey (2003) indicates that at present the South West, Sharrow/Nether Edge/Broomhill, Stocksbridge/Chapelton and the City Centre have the greatest proportion of committed housing provision both in terms of yield capacity and development with planning permission. The Pathfinder neighbourhoods (Darnall, Brightside/Shire Green, Owlerton/Southey Green and Burngreave) have a low yield capacity in terms of the housing land available and a lower level of commitments in terms of developments with planning permission. The Manor/Castle/Woodthorpe Panel Area, also within the Pathfinder, has a high level of commitments as a result of existing renewal in these areas. Decisions regarding the release of further housing land in the South East of the City still need to be taken. In this part of the City, there is 59.68 hectares of housing land with a capacity to yield 1491 dwellings but only 10% of this currently has planning permission. Therefore, it is clear that policy decisions may need to be made in terms of whether it is appropriate to release further Greenfield land and that policies may need to be implemented to try and increase demand in certain parts of the City. It is also noted that masterplans for areas within the Pathfinder are already in preparation. Initial confidential drafts suggest 6 areas (Parson Cross, New Parson Cross, Shirecliffe, Foxhill, Burngreave and Firvale, Wybourn and Arbourthorne) could provide the potential for over 4,000 dwellings. The study could help to develop phasing policies both City-wide and within neighbourhoods.

## South Yorkshire Settlement Assessment: Phase II

### Sheffield Methodology

- Linked to the point above, it would be possible to assess the outcome of the neighbourhood assessment work against the sustainability objectives used for the assessment of individual sites. This would provide a wider strategic overview of the sustainability of neighbourhoods to compliment the site assessment work.
- The finding of the Sheffield work would help decisions which have cross boundary implications, for example proposals at the Waverley/Orgreave site within Rotherham MBC but which adjoins Sheffield. It may also be useful for decisions at Hesley Wood Tip and Norton Aerodrome which are major previously developed sites within the Green Belt.
- What the totality of the issues considered by the study may mean for the Pathfinder.
- Decisions still need to be taken on whether housing should be permitted on uncommitted greenfield allocations or if they should be deleted from the Sheffield Development Framework.

### Methodology

- 4.1 To ensure consistency between authority areas, the Sheffield methodology needed to be compatible with that used for Doncaster and Rotherham.
- 4.2 A key difference for the Sheffield methodology was that it was decided that neighbourhoods would be 'sieved' out following the data collection exercise at stage 3.
- 4.3 This is because a number of neighbourhoods in the City are already performing well and are unlikely to require policy intervention. Development opportunities are likely to be small scale and are unlikely to change significantly over the period of the Sheffield Development Framework.
- 4.4 Neighbourhoods which displayed the following characteristics would not be subject to further assessment:
- A strong market demand for housing;
  - Are served by District Centres which have good vitality and offer a range of services including social infrastructure such as schools;
  - Generally well served by public transport;
  - Are not experiencing significant social and economic challenges;
  - That the urban environment does not require significant restructuring or physical improvement.
- 4.5 The flow chart identifies the following stages of assessment:
- Stage 1: Is to define the neighbourhoods;
  - Stage 2: This has been undertaken to define the data required so that it can be used to inform decisions on neighbourhoods;
  - Stage 3: Requires the collection of data for each neighbourhood;
  - Stage 4: At this stage, a sieving exercise will be undertaken where the data collected will be used to identify those neighbourhoods that are not in need of significant change and do not require policy intervention. Therefore, the number of neighbourhoods to be assessed will be reduced at this stage.
  - Stage 5: This will be provide a comparative analyse of each settlement in terms of existing sustainability, the capacity to accept change and the potential benefits of new development and whether sustainable patterns of change can be achieved;
  - Stage 6: At this stage each neighbourhood is categorised according to the potential for it to accept and benefit from new development or physical change;
  - Stage 7: It is proposed that this stage will only be undertaken for a very limited number of neighbourhoods if stages 2-6 warrant further qualitative assessment. .

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Sheffield Methodology

**Stage1**

**Define Neighbourhoods**

**Stage2**

**Define Data**

**Stage3**

**Data Collection**

**Stage4**

**Sieving Exercise**

**Stage5**

**Scoring and Assessment**

Use data collection as validation exercise. Only include neighbourhoods where change is required.

**Stage6**

**Neighbourhood  
Analyse and Categorisation**

**Qualitative Analyse**

Only undertake qualitative analyse where outcomes from Stage 6 merit additional assessment.

## **Dividing the Urban Area**

- 5.1 The overall policy decisions to be taken for the City have been used to help divide the urban area into neighbourhoods through identifying where areas of major change or strategic decisions on future development may be required. Neighbourhood boundaries are therefore based on common characteristics identified between areas, where a clear distinction can be defined between the characteristics of one neighbourhood compared to another and through identifying how the key policy decisions might impact on each neighbourhood.
- 5.2 The following process has been used to suggest a sub-division of the urban area into distinct neighbourhoods:

### **Existing Boundaries**

- Plot the 10 UDP areas to provide an overall basis to sub-divide the City;
- Plot the boundary of the HMR Pathfinder;
- Identify Strategic Regeneration Areas;
- Identify the existing district centres identified in the UDP.

### **Identifying Neighbourhoods**

- Identify 'self contained' suburbs.
  - Identify neighbourhoods where a district centre may help to define a sphere of influence for the surrounding area.
  - Identifying neighbourhoods where it is known that they display common characteristics.
  - Sub-divide the urban area using existing neighbourhood boundaries. Further sub-division based on the policy decisions which need to be taken for each neighbourhood e.g. specific issues for the Pathfinder areas, housing issues for other areas outside the Pathfinder area, potential decisions on housing opportunity areas and new neighbourhoods, existing sustainability aligned to the proximity to the City Centre, Strategic Regeneration Areas and existing residential areas where it is known that policy decisions do not need to be taken.
- 5.3 From this process, a total of 32 neighbourhoods have been defined.

### **Refinements to Defining Neighbourhoods**

- 6.1 A further workshop refined the boundaries further through a discussion of the following:
- Whether the policy-led objectives identified are appropriate;
  - If the approach to sub-dividing the urban area is acceptable;
  - Whether the number of neighbourhoods defined is appropriate;
  - If the policy decisions identified for each neighbourhood are appropriate;
  - Refinement of the suggested neighbourhood boundaries to reflect the boundaries of the 100 successful neighbourhoods;
  - Identification of Pathfinder and other Masterplan areas; and
  - Further refinements to the boundary to take account of neighbourhood panel boundaries?
- 6.2 Following this final workshop a series of plans were then produced to demonstrate how the boundaries were defined.



## **Data Collection and Assessment**

- 7.1 The next stage is to identify the data required to enable an assessment of the existing sustainability and the need for change within each neighbourhood. In particular, because Sheffield is a City, is the principal service centre in the sub-region and is predominantly urban in character, it is not necessarily appropriate to undertake the same data collection exercise as for 'stand alone' settlements. This is because within the main urban areas, service provision is often provided on a 'centralised' basis (i.e. serves the whole of the urban area for example leisure provision) and the physical proximity and accessibility to adjoining neighbourhoods and the City Centre means that it is not necessarily useful to identify specific roles, functional hierarchies or a sphere of influence for each neighbourhood. This is not to say that there are no problems about accessibility to jobs and services in the city but the methodology for the present sub-regional study would not be the most appropriate.
- 7.2 Following discussions with officers, it is considered that the data collection exercise focused on the following broad criteria:
- Social and economic characteristics: e.g. population decline, deprivation, unemployment, economic activity rates, car ownership;
  - District Centres: Access to a District Centre and the range of services provided at these centres;
  - Accessibility: Proximity and availability of public transport routes. Focus on access to the City Centre and other significant service areas e.g. Lower Don Valley, Meadowhall. Also access to significant local service areas e.g. Crystal Peaks, Hillsborough. Identify if there are any areas of the neighbourhood which are peripheral to the main public transport routes;
  - Social infrastructure: Schools provision (availability-surplus or capacity of spaces), availability of doctors and dentists;
  - Other service infrastructure: Only add where there is a recognised gap in provision rather than assess for all neighbourhoods e.g. gap in retail provision for north Sheffield;
  - Housing Type and Sector: Private ownership, rented, detached, semi detached, terraced; and
  - Availability of open space provision.
  - Environmental constraints: Mainly flood risk areas. Also identify Air Quality Management Zones;
- 7.3 The assessment also needs to consider:
- Planned Improvements: where new infrastructure, improvements or new development is already planned and decisions have been taken;
  - Proposed Improvements: Where new infrastructure, improvements or new development is under investigation and decisions need to be taken;
- 7.4 Planned improvements include:
- Pathfinder masterplan areas;
  - Programmed public transport improvements;
  - New roads (inner relief road);
  - Any other neighbourhood renewal initiatives;
  - Other major new development proposals.

- 7.5 The data collected will be recorded on a proforma.

### **Qualitative Assessment**

- 7.6 A qualitative assessment of a selected number of neighbourhoods may be required to further identify:

- Physical differences between neighbourhoods and aesthetic value or quality
- Their capacity and adaptability for physical change; and
- The type of physical changes, which may be appropriate.

- 7.7 If it is subsequently decided that the qualitative assessment is required, this will follow the same methodology which was used for phase II of the study.

### **Conclusion**

- 8.1 The assessment of Sheffield settlements follows a similar methodology for the work undertaken in phase 1 of the settlement study. It will compare neighbourhoods in terms of the potential to improve their sustainability and absorb future development and enable conclusions to be drawn in the context of policy decisions identified.

**Table 4.1: Dividing the Sheffield Urban Area into Neighbourhoods**

Ref	Area	Status	Character of Area	Policy Issues	Other Comments
SHA	Stocksbridge	District Centre Stand-alone	Existing residential suburb- Corus steel works is large employer.	<ul style="list-style-type: none"> <li>➤ Existing sustainability- Access to Sheffield. Reduction in steel works employment.</li> <li>➤ Future role of the settlement?</li> <li>➤ Potential to develop as a high quality suburb?</li> </ul>	
SHB	Chapel Green	Stand Alone	'Self-contained' settlement.	<ul style="list-style-type: none"> <li>➤ Future of Hesley Wood Tip</li> </ul>	Grenoside to be excluded
SHC	Wharncliffe Side	Stand Alone	'Urban Village'	<ul style="list-style-type: none"> <li>➤ Sustainability/accessibility</li> </ul>	Validation exercise?
SHD	Oughtibridge	Stand Alone	'Urban Village'	<ul style="list-style-type: none"> <li>➤ Sustainability/accessibility</li> </ul>	Validation exercise?
SHE	Grenoside	Urban	'Urban Village'	<ul style="list-style-type: none"> <li>➤ Sustainability/accessibility</li> </ul>	Validation exercise?
SHF	Fox Hill and Parson Cross	Pathfinder Area	Dominated by low density local authority housing. Fox Hill high density local authority flats.	<ul style="list-style-type: none"> <li>➤ Existing sustainability</li> <li>➤ Housing Renewal issues</li> <li>➤ Availability of Services</li> </ul>	Masterplan proposals
SHG	Firth Park/Shire Green/Wincobank	Pathfinder Area/ District Centre	Dominated by local authority housing. Areas of terraced properties.	<ul style="list-style-type: none"> <li>➤ Housing Renewal- potential to accept/facilitate change</li> <li>➤ Need for qualitative improvement/intervention</li> </ul>	Fir Vale/Burngreave masterplan proposals. DTZ baseline exercise.

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Ref	Area	Status	Character of Area	Policy Issues	Other Comments
SHH	Kelham Island/Owlerton Riverside Corridor	Upper Don Valley Strategic Regeneration Area	Industrial Area with residential development introduced over the past few years.	<ul style="list-style-type: none"> <li>➤ Potential housing opportunity area-</li> <li>➤ Availability of social infrastructure</li> <li>➤ New development has taken place in recent years</li> <li>➤ Other opportunities for new uses</li> <li>➤ Strengthen employment focus as a result of Inner Relief road or relax existing UDP policies to encourage greater diversity?</li> <li>➤ Links to the City Centre/Central Riverside Area</li> <li>➤ Role of new college.</li> </ul>	Upper Don Valley Study completed.
SHI	Shirecliffe/ Parkwood	Pathfinder Area/partly within the Upper Don Valley SRA	Areas of local authority housing. Parkwood Landfill. New housing areas.	<ul style="list-style-type: none"> <li>➤ Housing Renewal-potential to accept/facilitate change</li> <li>➤ Need for qualitative improvement/intervention</li> <li>➤ Further diversification to incorporate leisure uses?</li> </ul>	Upper Don Valley Study completed. Parkwood Springs Regeneration Action Plan Southey and Owlerton Regeneration Partnership.

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Ref	Area	Status	Character of Area	Policy Issues	Other Comments
SHJ	Burngreave/ Spital Hill/ Pitsmoor	Pathfinder District Centre	Failing local authority estates Terrace and Victorian Housing. Adjoins the City Centre/Central Riverside Area.	<ul style="list-style-type: none"> <li>➤ Housing Renewal-potential/need to accept/facilitate change.</li> <li>➤ Need for qualitative improvement/intervention</li> <li>➤ Links to renewal initiatives in the CRA</li> </ul>	Burngreave Masterplan. Central Riverside Regeneration Strategy
SHK	Hillsborough	District Centre/Partly within the Upper Don Valley SRA	Predominantly residential neighbourhoods within sphere of influence of Hillsborough District Centre.	<ul style="list-style-type: none"> <li>➤ Improvements to the district centre?</li> <li>➤ Residential opportunities of PDL?</li> </ul>	Upper Don Valley Study Subject to validation exercise?
SHL	Crookes/Walkley/Netherthorpe	District Centre	Residential suburb mainly comprising private housing.	<ul style="list-style-type: none"> <li>➤ Residential opportunities on PDL</li> </ul>	Subject to validation exercise?
SHM	Tinsley	Pathfinder	Mix of private terraced housing and industrial area. Local authority estates	<ul style="list-style-type: none"> <li>➤ Availability of service provision</li> <li>➤ Housing Renewal-potential/need to accept/facilitate change</li> <li>➤ Need for qualitative improvement/intervention</li> </ul>	DTZ baseline exercise
SHN	Lower Don Valley (Meadowhall Area)	Pathfinder Lower Don Valley Strategic Regeneration Area Regional Shopping Centre	New offices, traditional industry, leisure/retail focus, major sports and recreation facilities.	<ul style="list-style-type: none"> <li>➤ Potential housing opportunity</li> <li>➤ Future role and function</li> </ul>	Lower Don Valley Masterplan. DTZ baseline exercise Within South Yorkshire technology corridor
SHO	Attercliffe	Pathfinder/ Lower Don Valley Strategic Regeneration Area	Traditional industry, new offices some new housing, Don Valley Stadium, seedy image, links to the City Centre.	<ul style="list-style-type: none"> <li>➤ Potential housing opportunity</li> <li>➤ Future role and function</li> </ul>	Lower Don Valley Masterplan. DTZ baseline exercise Within South Yorkshire technology corridor

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Ref	Area	Status	Character of Area	Policy Issues	Other Comments
SHP	Sheffield City Airport	Pathfinder/ Strategic Regeneration Area	New employment opportunities focused around the Airport.	<ul style="list-style-type: none"> <li>➤ Need for improved accessibility?</li> <li>➤ Diversification of employment role?</li> </ul>	DTZ baseline exercise
SHQ	Darnall	Pathfinder/ District Centre	Mix of local authority and private housing.	<ul style="list-style-type: none"> <li>➤ Housing Renewal-potential/need to accept/facilitate change</li> <li>➤ Need for qualitative improvement/intervention</li> <li>➤ Vitality of district centre</li> <li>➤ Implications of Orgreave/Waverley</li> </ul>	DTZ baseline exercise
SHR	Park/Wybourn/City Road/Hyde Park Flats	Pathfinder	High-density local authority housing.	<ul style="list-style-type: none"> <li>➤ Housing Renewal-potential/need to accept/facilitate change</li> <li>➤ Need for qualitative improvement/intervention</li> </ul>	Wybourn/Arbournhome Masterplan
SHS	Fulwood/Ranmoor	Other	High quality residential area.	<ul style="list-style-type: none"> <li>➤ Pressure for conversion of existing dwellings to flats?</li> <li>➤ Limit further change?</li> </ul>	Subject to validation exercise.
SHT	Broomhill	District Centre	High quality residential area. Significant proportion of student population.	<ul style="list-style-type: none"> <li>➤ Pressure for further conversion?</li> <li>➤ Redevelopment of student halls of residence</li> </ul>	Subject to validation exercise.

**South Yorkshire Settlement Assessment Phase II**  
Sheffield Methodology

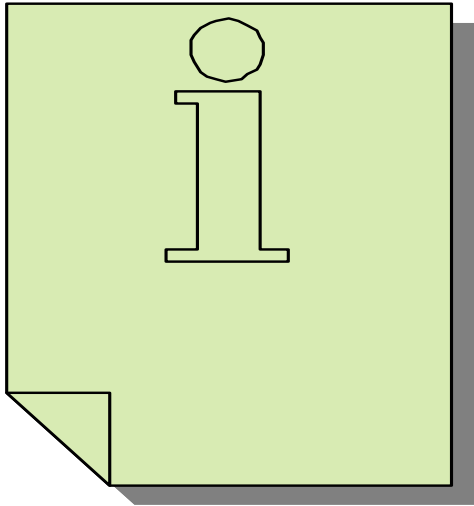
Ref	Area	Status	Character of Area	Policy Issues	Other Comments
SHU	Sharrow	District Centre	Predominantly private/student rented housing but pockets of local authority housing. New office development.	<ul style="list-style-type: none"> <li>➤ Pressure for further retail/leisure uses.</li> <li>➤ Regeneration of specific estates.</li> <li>➤ Housing opportunity area centred around SUFC football ground</li> </ul>	
SHV	Heeley	District Centre/Adjoins Pathfinder	Predominantly private terraced housing.	<ul style="list-style-type: none"> <li>➤ Need for environmental enhancement?</li> <li>➤ Poor quality district centre.</li> </ul>	
SHW	Manor/Arbournthorne	Pathfinder/District Centre	Low-medium density housing. Private housing areas already introduced	<ul style="list-style-type: none"> <li>➤ Continued restructuring and renewal.</li> <li>➤ Potential to accept change</li> <li>➤ Qualitative improvement</li> </ul>	Wybourn/Arbournthorne Masterplan
SHX	Handsworth/Richmond	Adjoining Pathfinder	Primary residential area with a mix of housing types.	<ul style="list-style-type: none"> <li>➤ Impact of Waverley proposals</li> </ul>	
SHY	Ecclesall/Millhouses/Banner Cross/Carterknowle/Nether Edge	District Centre	High quality residential area.	<ul style="list-style-type: none"> <li>➤ Limit further change?</li> </ul>	Subject to validation exercise.
SHZ	Gleadless/Hackenthorpe/Frecheville	District Centre/Adjoins Pathfinder	Mainly local authority housing.	<ul style="list-style-type: none"> <li>➤ Need for renewal-similar issues to Pathfinder neighbourhoods?</li> <li>➤ Poor quality district centre.</li> <li>➤ Policy decision on Norton Aerodrome</li> </ul>	
SHAA	Woodhouse	District Centre	Dormitory suburb-large areas of local authority housing	<ul style="list-style-type: none"> <li>➤ Strengthen the role of the District Centre?</li> <li>➤ Greenfield land release?</li> </ul>	
SHBB	Crystal Peaks	District Centre	Focus for new housing developments	<ul style="list-style-type: none"> <li>➤ Existing sustainability?</li> <li>➤ Greenfield land release?</li> </ul>	



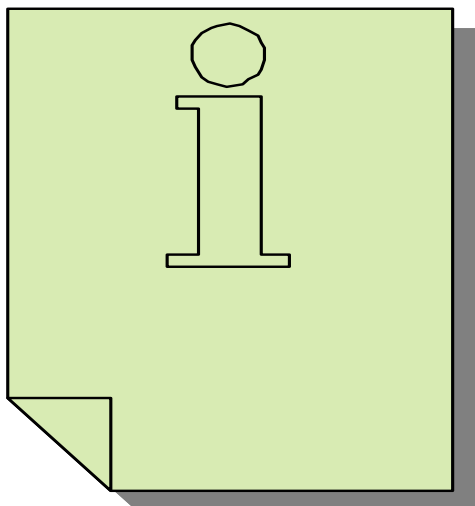
**South Yorkshire Settlement Assessment Phase II**  
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Ref	Area	Status	Character of Area	Policy Issues	Other Comments
SHCC	Dore and Totley	Other	High quality residential area	<ul style="list-style-type: none"> <li>➤ Existing sustainability.</li> <li>➤ Limit further development?</li> </ul>	Subject to validation exercise
SHDD	Jordanthorpe/Greenhill	Other	Mix of private and local authority housing	<ul style="list-style-type: none"> <li>➤ Accessibility.</li> <li>➤ Need for estate renewal?</li> <li>➤ Access to services?</li> </ul>	
SHGG	Woodseats	Other	Mainly private housing	<ul style="list-style-type: none"> <li>➤ Limit further development?</li> </ul>	

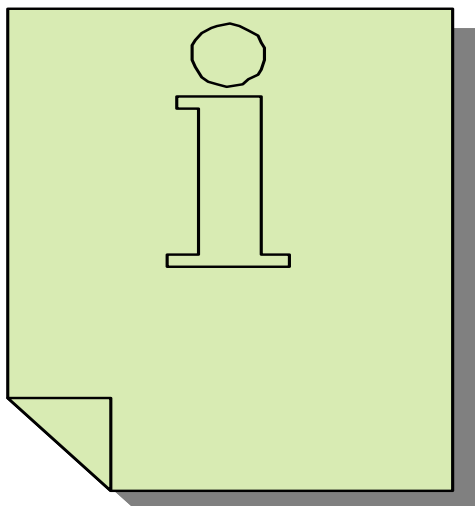
## Appendix 4: Scoring Definitions



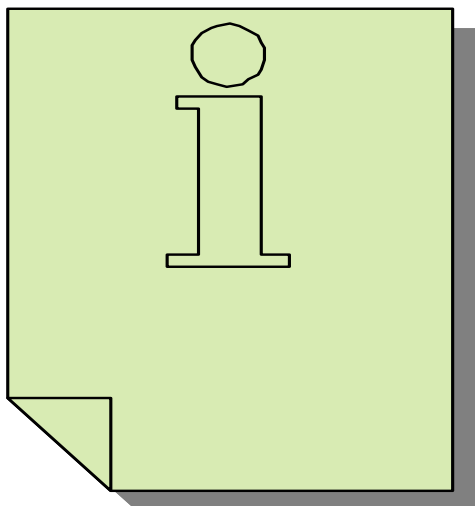
## Appendix 5: Doncaster Settlement/Neighbourhood Scores



## **Appendix 6: Rotherham Settlement/Neighbourhood Scores**



## **Appendix 7: Sheffield Settlement/Neighbourhood Scores**



## **Appendix 8: Dearne Settlement/Neighbourhood Scores**

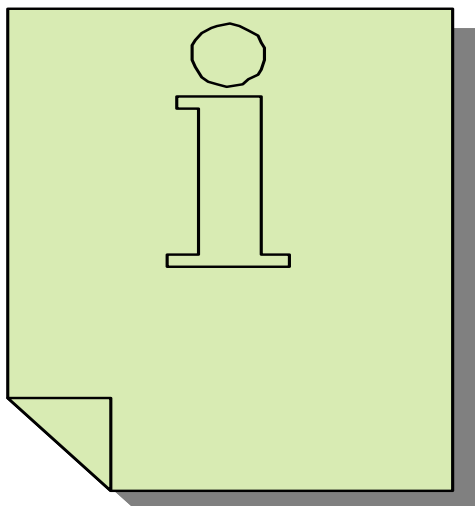


Figure 11.2: Spatial illustration of overall South Yorkshire Settlement Strategy

**Notes**

1. Some settlements/neighbourhoods are identified for qualitative intervention or a focus for employment growth only. See main report.

**Key**

- Local Authority Boundary
- South Yorkshire Pathfinder Boundary
- Deane Valley Development Zone
- Key Focus for Change
- High Potential for Change
- Limited Change
- Minor Growth/Change

**Legend**

South Yorkshire Authorities
South Yorkshire Settlement Study
Potential for Growth/Change

Scale: 1:50,000  
Map Date: 2011  
Copyright: 2011

1. Some settlements/neighbourhoods are identified for qualitative intervention or a focus for employment growth only. See main report.

- \*\*\*\* Local Authority Boundary
- South Yorkshire Pathfinder Boundary
- Dearne Valley Development Zone
- Key Focus for Change
- ▲ High Potential for Change
- Limited Change
- ✱ Minor Growth/Change

Client	South Yorkshire Authorities		
Project	South Yorkshire Settlement Study		
Title	Potential for Growth/Change		
Drawing No.	02/12/00 1st revision 1		
	1/10/00 JAC		
	Drawn 02/10/00	Checked 1/10/00	Approved
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