Rotherham Metropolitan Borough Council

Bassingthorpe Farm

Supplementary Planning Document

September 2025

Contents

Figures

Introduction and background

1.1. Purpose of the document

1.1.1. This Supplementary Planning Document (SPD) sets out a masterplan framework for the comprehensive, sustainable and deliverable development of the strategic site Bassingthorpe Farm, allocated in policy CS1 of the Rotherham Core Strategy and allocations H1, E1 and E2 of the Sites and Policies DPD (Development Plan Document), and the adjoining allocations of H2, H3 and H4 in the Sites and Policies DPD.

1.1.2. This document will provide specific and directional guidance, which clearly sets out the requirements for applicants seeking planning permission on any site parcels; and ensuring the individual parcels contribute to delivery of the whole allocation comprehensively. Alongside other policies and guidance it will be a material consideration when determining planning applications on the site.

1.1.3. While this SPD provides a strong framework, it does not fix or determine detailed design matters. Many aspects such as precise layouts, architectural design, materials, drainage strategies, and exact development densities will be resolved through future stages of the planning process. These will include the preparation and approval of a site wide Design Code, and the submission of detailed planning applications. The SPD therefore forms a key part of the planning framework but is not a substitute for these later stages.

Status

1.1.4. This Supplementary Planning Document (SPD) has been prepared in line with national planning policy and relevant legislation and regulations. The National Planning Policy Framework (NPPF) identifies that an SPD adds further detail and guidance to the policies in the development plan. They are capable of being a material consideration in planning decisions.

1.1.5. As required by The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) consultation on a draft of this SPD took place between Monday 10th February and Monday 24th March. The accompanying Consultation Statement sets out further detail on this consultation, including who was consulted, a summary of the main issues raised and how these have been addressed in the SPD. It also contains an adoption statement, confirming that this SPD was adopted by Rotherham Council on DATE TBC.

1.2. Site introduction

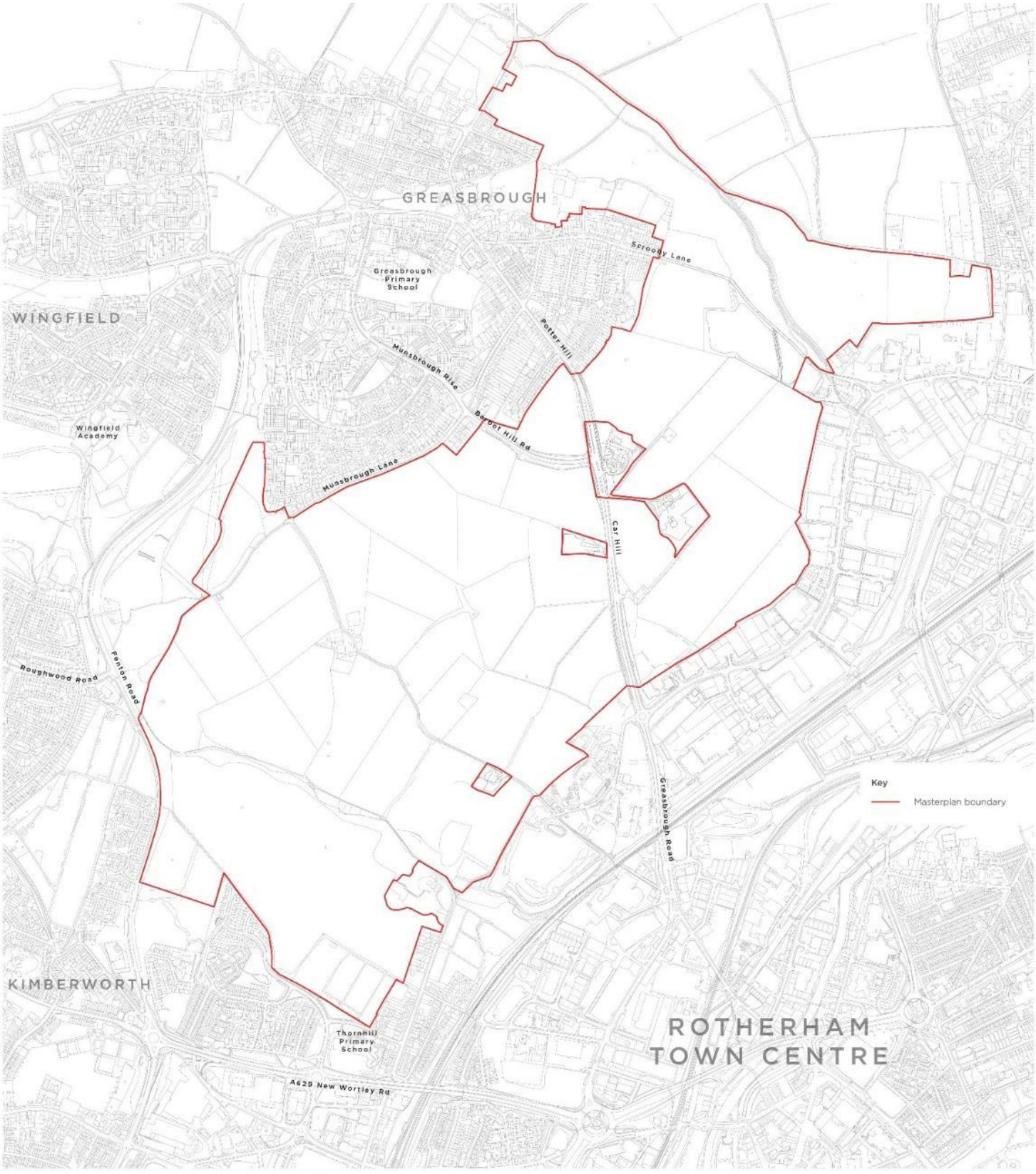
1.2.1. Bassingthorpe Farm is located northwest of Rotherham town centre and is adjacent to its urban edge. The site is also connected to the neighbourhoods of Greasbrough and Kimberworth, along its western and southern edges respectively.

1.2.2. The name of the site is derived from the Grade II Listed farm building known as Bassingthorpe Farm, which lies between Rotherham and Greasbrough along a narrow lane known as Bassingthorpe Lane/Gin House Lane.

1.2.3. The site is characterised predominantly by arable fields enclosed by hedgerows. A key feature of these fields is their sloping and undulating topography.

1.2.4. Two watercourses also form key features of the site: Clough Streamside to the south and Greasbrough Dyke to the north. Both are characterised by clusters of trees and shrubs.

1.2.5. The site currently is predominantly farmland and has been historically, with some quarrying. In the second half of the 20th Century parts of the site were used for open cast mining and subsequent landfill. The nature and extent of the landfill and the restoration of this site is not fully understood and therefore there will be a need for thorough site investigations.



Bassingthorpe Farm Development Framework

Masterplan Boundary

Figure 1 Masterplan Boundary

1.3. Policy objectives

Rotherham Development Plan

1.3.1. The Development Plan for Rotherham is comprised of:

- Barnsley, Doncaster and Rotherham Joint Waste Development Plan Document (2012)
- Rotherham Core Strategy 2013-2028 (2014)
- Rotherham Sites and Policies Document (2018).

Waste Plan

1.3.2. The joint waste plan sets out the strategy for dealing with waste across Barnsley, Doncaster and Rotherham. It identifies existing and proposed sites that will accommodate waste facilities. There are no sites identified within the Bassingthorpe Farm site area but land nearby at Eastwood in Parkgate has been safeguarded.

Core Strategy

1.3.3. The Core Strategy vision recognises Rotherham's role as a key partner in the Sheffield City Region (now referred to as South Yorkshire Mayoral Combined Authority (SYMCA)) and the need to regenerate Rotherham town centre as Rotherham borough's primary centre. The development at Bassingthorpe Farm will help to achieve these aims by delivering growth in the heart of Rotherham.

1.3.4. Additionally, the vision states that new development in Rotherham will create cohesive and accessible communities, with high-quality design of architecture and public spaces which create a sense of place. Development will also be adaptable to climate change as well as promoting biodiversity and high-quality natural environment. In doing this, Bassingthorpe Farm will contribute to a green infrastructure network which links the Rotherham Urban Area with the wider countryside.

1.3.5. The vision is supported by 17 objectives to inform how development will come forward. These are categorised under seven themes:

- Delivering development in sustainable locations
- Creating mixed and attractive places to live
- Supporting a dynamic economy
- Movement and accessibility
- Managing the natural and historic environment
- Creating safe and sustainable communities
- Infrastructure

Sites and Policies Document

1.3.6. The Sites and Policies DPD supports the Core Strategy by allocating specific sites for development to meet the Core Strategy targets. It also provides development management policies to inform the determination of planning applications on allocation and other development sites.

1.3.7. Crucially, the Sites and Policies Documents sets the requirement to produce and adopt a supplementary planning document (SPD) for the Bassingthorpe Farm strategic allocation (para 5.26, point 17).

1.4. History and preparation

1.4.1. This SPD has been informed by local plan policies as well as previous masterplanning. The following diagram sets out the timeline of how this process was informed, as well as steps required as the SPD is adopted by the council.

1.4.2. Ongoing work on Bassingthorpe Farm has spanned multiple updates to national policy as well as changes to local circumstances: for example, the proposed mainline and tram-train station; review of the local plan; and changes to landownership on the site. This SPD takes into account all of these changes to provide up to date guidance as to how Bassingthorpe Farm should be delivered.

2. Vision and principles

2.1. Vision

2.1.1. The vision for Bassingthorpe Farm is set out below:

> A well-connected **21st century garden community and an integral part of Rotherham**. It offers excellent walkable neighbourhoods and convenient links with adjacent communities, a transformed town centre and new mainline station. A quality landscape setting supports healthy active lifestyles as well as comprehensive bio-diversity gains as part of **integrated green and blue infrastructure**.
>
> The heart of Bassingthorpe includes vibrant local shops and facilities with job opportunities and a neighbourhood park. New distinctive neighbourhoods provide a mix of quality homes, including affordable housing that meets local needs, helping, transforming Rotherham's housing offer with more compact character areas in key locations and overall of a scale to sustain a critical mass of neighbourhood facilities Bassingthorpe will foster inclusive, diverse communities. Long term stewardship underpins the community's sustainability, from the management of its greenspaces to the genuine involvement of local people.

2.2. Placemaking principles

2.2.1. The vision is accompanied by five principles:

1. **Connected and integrated**. Ensuring Bassingthorpe is outward looking – an integral part of Rotherham- including the town centre, mainline station and adjacent neighbourhoods. Within and around the site itself promoting local living and walkable neighbourhoods with safe and attractive access – including active travel – to facilities and destinations. Working in the context of local topography to support convenient and inclusive access. Establishing a clear hierarchy of streets including bus routes and comprehensive pedestrian and cycle options – providing a positive contribution to placemaking in line with the latest best practice government guidance. Designing parking into plans from the start, in line with Building for a Healthy Life and any succeeding guidance. This includes a clear commitment to reducing car dependency, calming and discouraging through-traffic, and prioritising active travel and public transport in a way that supports healthy, low-carbon lifestyles and avoids exacerbating congestion on existing local roads.

2. **Landscape focussed**. Making the most of a distinctive landscape setting and topography. Establishing comprehensive green / blue infrastructure including multi-functional elements and a new neighbourhood park and sports facilities at the heart of Bassingthorpe. Providing in excess of 10% bio-diversity net gain across the site as part of a strategic approach for Rotherham. Sensitively integrating sustainable drainage into overall

placemaking. Landscape planning and design in line with the developing approach to stewardship.

3. **Heart of the community**. Establishing a neighbourhood scale commercial and community 'heart' for Bassingthorpe including shops, facilities (including a co-located primary school), job opportunities and public realm. Located to serve new and nearby existing communities with safe and convenient access including cycle and pedestrian options. Streets and spaces will be designed to feel safe and inviting, with active frontages, natural surveillance and appropriate lighting supporting everyday use. Planning for access in the knowledge that some new communities may wish to access nearby facilities such as at Greasbrough.

4. **Varied and distinctive**. Planning for a critical mass of homes and residents to support a new local centre and designing for a range of distinctive character areas with a mix of house type, tenure and density – some more compact communities will be appropriate in key locations such as around the centre and near to transport hubs. Making the most of landscape settings and interfaces to further establish local distinctiveness. Planning for the future including the context of potential transformation of adjacent industrial areas to the south.

5. **Sustainable stewardship**. Underpinning green and blue infrastructure and the communities that use them with a comprehensive approach to maintenance, management and stewardship, bringing together the public, private and community sectors. Incorporating opportunities for training and skills development, social enterprise and community involvement. Underpinning all principles with the drive for low carbon, energy efficiency and innovation. Promoting the delivery of quality well-designed places through tailored policies, effective engagement and long-term design quality commitment.

Spatial concept

2.2.2. These principles form the basis of the two spatial concept diagrams set out overleaf. These demonstrate the key placemaking drivers which have informed the spatial masterplan framework set out in chapter four and will be used to guide future detailed designs for Bassingthorpe Farm.

"An integral part of Rotherham"

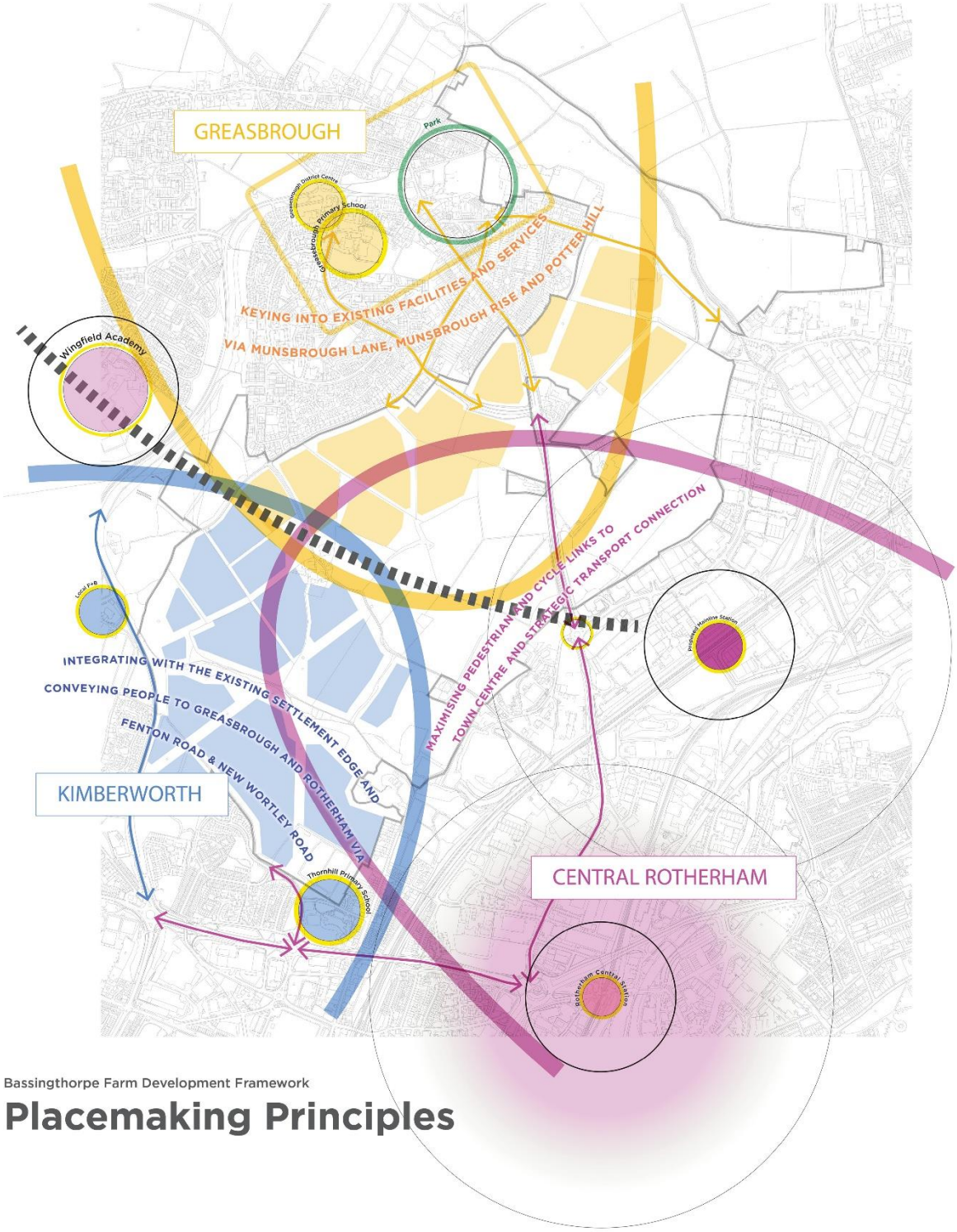


Figure 2 Placemaking Principles 1

"Integrated blue and green infrastructure"

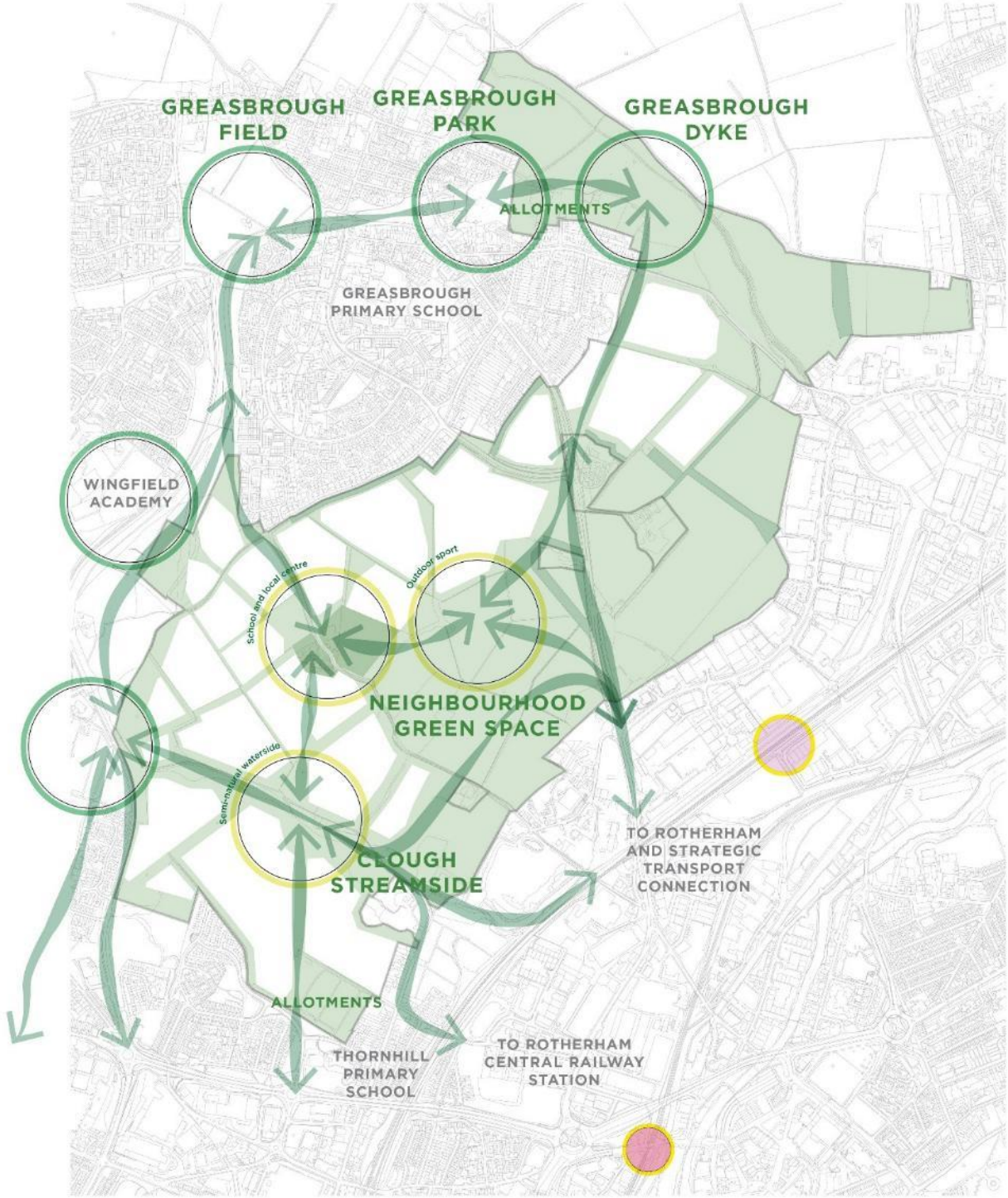


Figure 3 Placemaking Principles 2

3. The site

3.1. Policy context

National policy

3.1.1. The National Planning Policy Framework (NPPF) has undergone several revisions since the Core Strategy and earlier masterplanning work were produced, based on the NPPF 2012. In comparison, the NPPF 2023 has an increased focus on environment, climate change and biodiversity, and additional guidance on high quality design as well as a focus on delivery for large sites, for example utilising PPAs. Development proposals must now also consider the principles of the National Design Guide and the National Model Design Code.

3.1.2. Any proposals on site are also expected to meet the Nationally Described Space Standard (NDSS) across a range of housing types and sizes, as part of the delivery of high quality, fit for purpose homes which form a sustainable and healthy new community. This ensures that all homes within Bassingthorpe Farm are liveable and future-proofed, and that affordable homes meet the standards required by registered providers and social landlords.

Adopted plans

Core Strategy

3.1.3. Policy CS1 'Delivering Rotherham's Spatial Strategy' of the Core Strategy allocates land at Bassingthorpe Farm as a strategic allocation within the Rotherham urban area, comprising:

- Around 2,400 homes
- Around 11 hectares of employment land
- A new primary school
- A local centre with a mix of community facilities
- A green infrastructure corridor located between new development at Bassingthorpe Farm and the existing northern edge of Rotherham town

3.1.4. The strategic site allocation is accompanied by map 3 'Strategic Allocation Policies Map', which proposes indicative locations for land uses and is shown below.

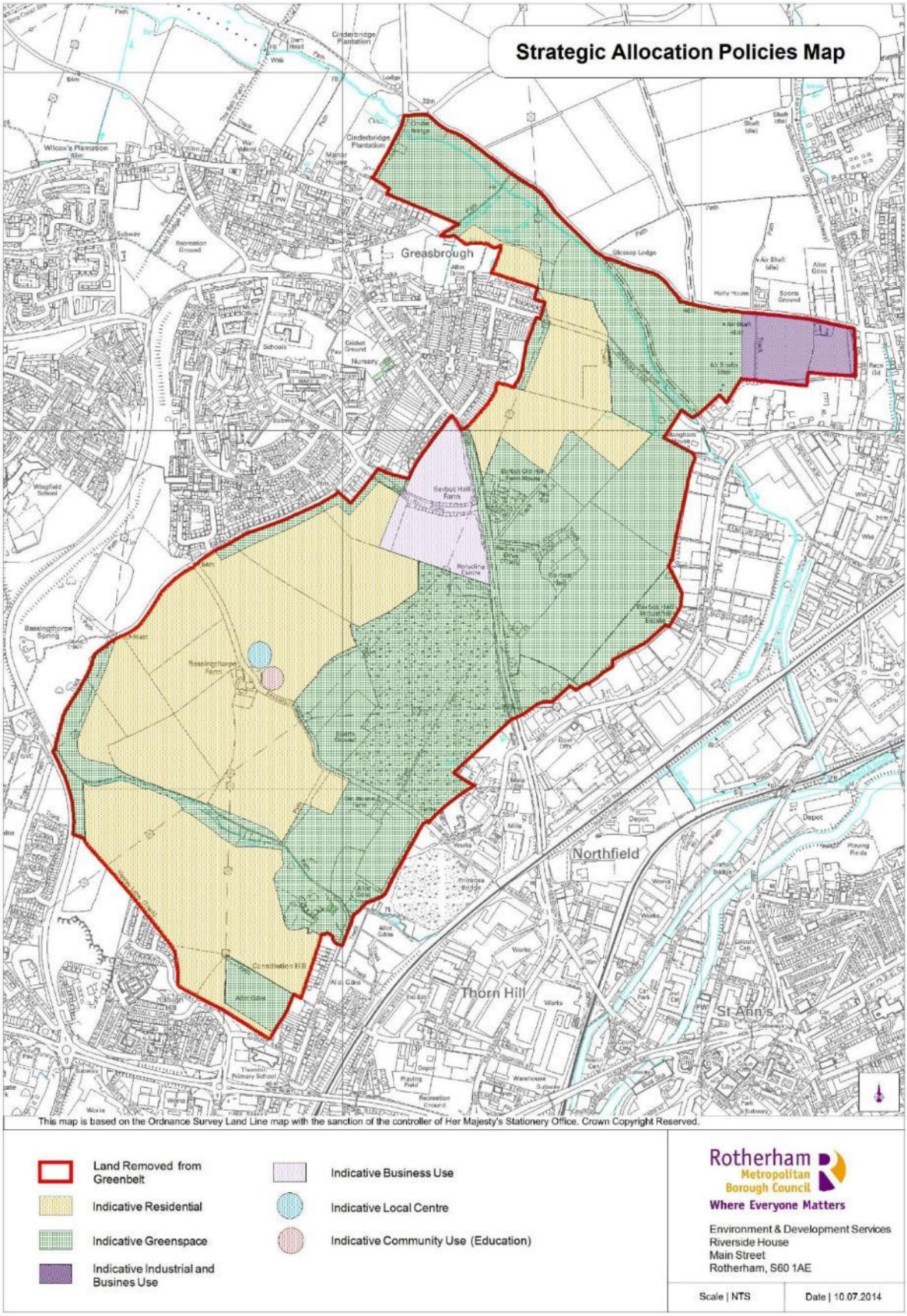


Figure 4 Core Strategy Allocations Map

3.1.5. Policy CS1 sets out the settlement hierarchy which is also described further in table 3 'Settlement Hierarchy and Growth Strategy'. The hierarchy confirms that Rotherham Urban Area will be the main location for new housing (38% of all required) and employment growth (30% of all required). Bassingthorpe Farm will contribute to this as an extension of the urban area and will integrate with existing communities in proximity to it within Rotherham Town Centre, Greasbrough and Kimberworth.

3.1.6. Policy CS2 'Delivering Development on Major Sites' is also relevant, as it sets out requirements for detailed masterplanning and design codes to be prepared prior to the submission of any planning application for Bassingthorpe Farm. This SPD sets the framework for any further detailed work prepared as part of future planning applications for the site.

3.1.7. Policy CS4 'Green Belt' specifies that land within the Bassingthorpe Farm strategic allocation is removed from the green belt, in line with policy CS1 and as shown within Map 3.

3.1.8. As per policy CS7 'Housing mix and affordability', residential sites of 15 homes or more should include at least 25% affordable housing. In delivering these homes, applicants are expected to follow the guidance in the Council's Affordable Housing SPD (or any subsequent guidance). The mix of homes on site should also seek to meet the identified needs of people with special requirements, as detailed within the policy. Applicants should raise any viability issues with the Council at pre-application stage. The policy sets out the list of evidence required to support any viability claims. To note that CS7 has been superseded by the NPPF 2023 requirement for this requirement to apply to all residential sites of 10 units or more.

3.1.9. Green infrastructure is a key component of the development of the site. Policy CS19 sets out the strategic green infrastructure corridors, which 'Wentworth corridor' crosses the site, should be conserved, extended, enhanced, managed and maintained. The Policy sets out the key principles for schemes to adhere to. Policy CS22 'Green Space' sets out the Council's expectations on green spaces. Key elements that will need to be taken into consideration include:

- Provision of new accessible natural green space.
- Protecting and enhancing existing green spaces.
- Putting in place long term management requirements.
- Respecting and enhancing the character and distinctiveness of landscape character areas. The area is identified as 'Wentworth Parklands – Fringes' in the Rotherham Landscape Character Assessment and Landscape Capacity Study (January 2010).
- Improving and extending links between green spaces

3.1.10. There are opportunities to design green space to integrate with drainage measures. Policy CS25 on Flood Risk requires sites to reduce surface water runoff, utilise Sustainable Urban Drainage System (SuDS) and provision of new areas of natural flood storage.

3.1.11. Small areas of the site to the south and east fall within a Sand and Gravel Mineral Safeguarding Area. If development is proposed in these areas policy CS26 will be of relevance.

3.1.12. The following additional Core Strategy policies are also particularly important to consider for proposals at Bassingthorpe Farm:

- CS3 Location of New Development

- CS6 Meeting the housing requirement
- CS14 Accessible Places and Managing Demand for Travel
- CS15 Key Routes and the Strategic Road Network
- CS20 Biodiversity and Geodiversity
- CS21 Landscape
- CS23 Valuing the Historic Environment
- CS24 Conserving and Enhancing the Water Environment
- CS27 Community Health and Safety
- CS28 Sustainable Design
- CS29 Community and social facilities
- CS30 Low Carbon and Renewable energy generation
- CS32 Infrastructure Delivery and Developer Contributions

3.1.13. This is not an exhaustive list and there may be other relevant policies that require consideration.

Sites and Policies Document

3.1.14. The Sites and Policies Document allocates housing and employment sites for Rotherham through policy SP1 'Sites Allocated for Development', including the Bassingthorpe Farm strategic allocation. Each site allocation is supported by accompanying site development guidelines, set out in chapter five. The guidelines for Bassingthorpe Farm (section 5.26 of the Sites and Policies Document) include the Council's intention to produce an SPD for the site and will consult on said SPD prior to its adoption and the submission of any planning applications. The SPD was to be informed by a masterplan that the Council had prepared to support the DPD. As described in section 1.4, this SPD has been informed by that masterplanning undertaken by the Council as well as other evidence.

3.1.15. The Bassingthorpe Farm strategic allocation is set through the following housing and employment site parcels:

- Site H1: Bassingthorpe Farm (strategic allocation in the Core Strategy). Site area 204.7ha and allocated for 2,400 homes (policy SP1 table 2)
- Site E1: Land South of Barbot Hill Road, Munsbrough (within the Bassingthorpe Farm strategic allocation in the Core Strategy). Site area 6.53ha and allocated for business use (policy SP1 table 4)
- Site E2: Land South of Greasbrough Road and West of School Lane (within the Bassingthorpe Farm strategic allocation in the Core Strategy). Site area 4.51ha and allocated for industrial and business use (policy SP1 table 5)

3.1.16. The Sites and Policies Document (adopted in 2018) also allocated three additional sites adjacent to Bassingthorpe Farm, which have been included within the site boundary for this SPD:

- Site H2: Land North of Scrooby Street, Greasbrough. Site area 2.20ha and allocated for 36 homes, which are included in the overall housing numbers for Bassingthorpe Farm
- Site H3: Land Northwest of Munsbrough Lane. Site area 3.46ha and allocated for 100 homes, which are additional to the overall housing numbers for Bassingthorpe Farm

- Site H4: Land Between Fenton Road and Henley Lane. Site area 2.96ha and allocated for 90 homes, which are additional to the overall housing numbers for Bassingthorpe Farm

3.1.17. The map below shows a composite plan of the Sites and Policies Document site allocations which are included within this SPD:

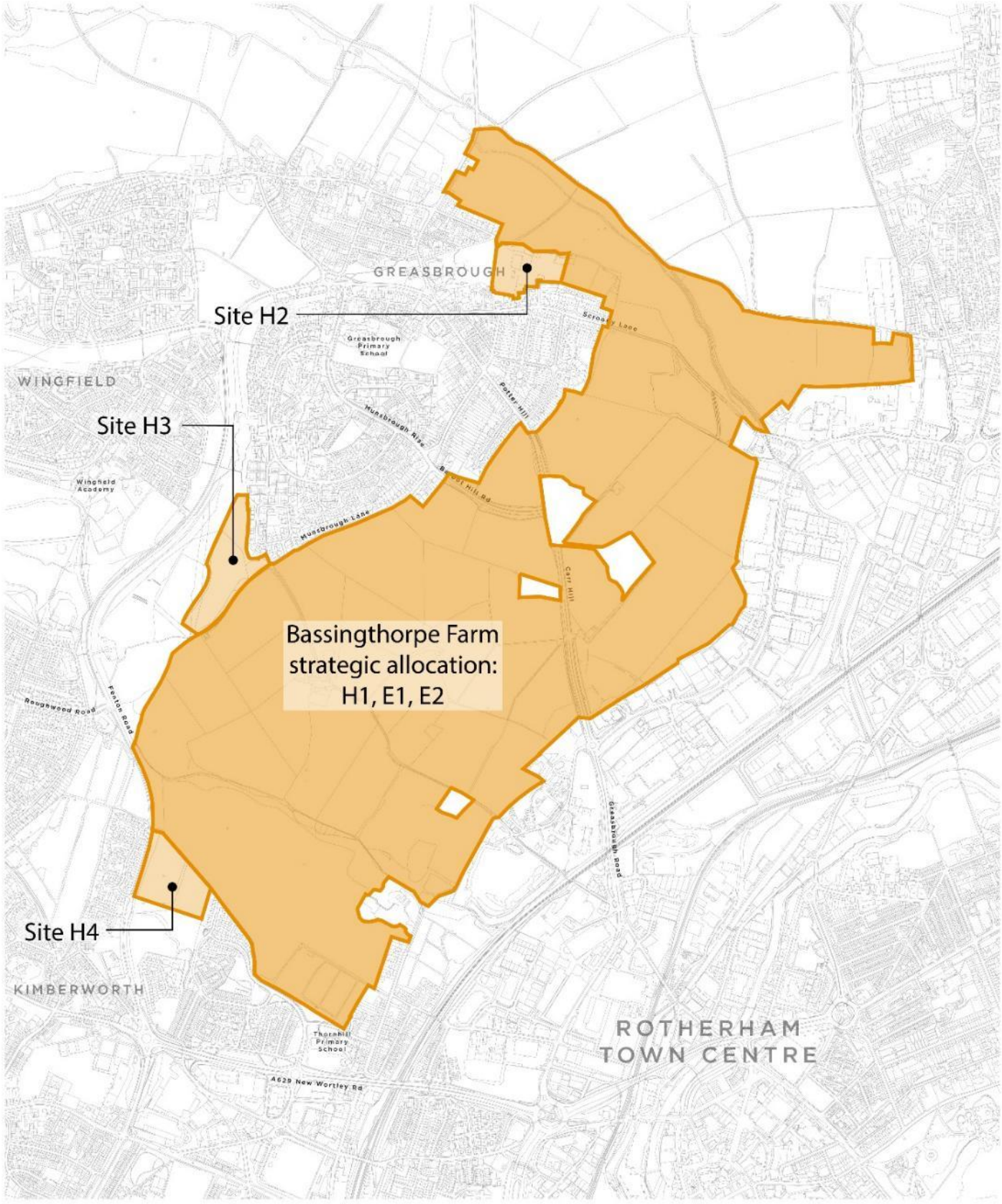


Figure 5 Allocations in Sites and Policies DPD

3.1.18. The Sites and Policies Document also contains thematic policies which are particularly important for the development of proposals for the site. SP55 deals with design principles and the key points from this policy that have informed the structure and content of the masterplan framework SPD are set out below. The additional design principles should also be addressed through later, more detailed design work:

- Setting of development, including: scale; mass; volume; height; orientation; form; and grain of surrounding development
- Utilisation of natural features, including topography; watercourses; trees; boundary treatments; planting; and biodiversity
- Legibility, permeability and ease of movement
- Optimise site potential to accommodate maximum densities, where appropriate

3.1.19. Another key policy taken account in the preparation of this SPD is Policy SP64 'Access to Community Facilities'. The requirement to be within 800m walking distance from services and community facilities has shaped the masterplan framework.

3.1.20. The following additional Sites and Policies Document policies are also important to consider for proposals at Bassingthorpe Farm:

- SP16 Land Identified for Industrial and Business Uses
- SP22 Hot Food Takeaways
- SP26 Sustainable Transport for Development
- SP32 Green Infrastructure and Landscape
- SP33 Conserving and Enhancing the Natural Environment
- SP34 Sites Protected for Nature Conservation
- SP35 Protected and Priority Species
- SP36 Soil Resources
- SP37 New and Improvements to Existing Green Space
- SP38 Protecting Green Space
- SP39 Design and Location of Green Space, Sport and Recreation
- SP40 Listed Buildings
- SP43 Conserving and Recording the Historic Environment
- SP44 Historic Parks, Gardens and Landscapes (especially in relation to Wentworth Park and Gardens)
- SP47 Understanding and Managing Flood Risk and Drainage
- SP52 Pollution Control
- SP53 Hazardous Installations
- SP54 Contaminated and Unstable Land (due to previous activity on site)
- SP56 Car Parking Layout

- SP57 Sustainable Construction
- SP60 Advertisements
- SP61 Telecommunications
- SP64 Access to Community Facilities
- SP69 Utilities Infrastructure

3.1.21. This is not an exhaustive list and there may be other relevant policies that require consideration.

3.1.22. Appendix 2 of the Sites and Policies Document contains guidance on preparing masterplans and specifies that masterplanning will be required to bring forward the strategic allocation at Bassingthorpe Farm. The guidance and checklist in Appendix 2 have been used to form the structure and content of this SPD.

Joint Waste Plan (2012) Policies

3.1.23. The Barnsley, Doncaster and Rotherham Joint Waste Plan forms part of Rotherham's Local Plan. It identifies sites for major waste facilities and protects a range of existing facilities to meet current and future needs and maximise recycling, support green jobs and divert waste from landfill. It also includes detailed policies to guide decisions on planning applications.

3.1.24. In the context of this site, Policy WCS7 'Managing Waste in All Developments' is the most relevant. It requires future planning applications to include a waste management plan and sets out what should be in that plan, including how design and layouts allow effective sorting and storing of recyclables and facilitate waste collection operations, as well as minimising the use of raw materials in the construction industry.

Planning guidance and Supplementary Planning Documents

3.1.25. The Council has a suite of planning guidance and a set of SPDs which have already been adopted. Of this list, the following documents should be used to inform development proposals for Bassingthorpe Farm:

- Rotherham flood risk toolkit
- South Yorkshire interim local guidance for sustainable drainage systems
- South Yorkshire residential design guide
- SPD 1: Rotherham town centre
- SPD 2: air quality and emissions
- SPD 4: householder design guide
- SPD 5: equal and healthy communities
- SPD 8: affordable housing
- SPD 9: development viability
- SPD 10: community facilities
- SPD 11: natural environment
- SPD 12: transport assessments, travel plans and parking standards

- Yorkshire and Humberside pollution advisory guidance document
- Interim policy statement: local eligibility criteria for delivery of First Homes
- SPD Biodiversity Net Gain 2023
- SPD 14 Trees 2023
- SPD 13 Developer Contributions 2023
- SPD 15 Soils 2023

3.1.26. In addition, there a number of national standards that should be utilised:

- Building for a Healthy Life
- The National Green Infrastructure Standards Framework
- Building with Nature
- BREEAM Communities
- Active Design (Sport England)
- WELL Building Standard
- UNICEF Child Friendly Cities

3.2. Site context

3.2.1. Any design proposals within applications and design codes for Bassingthorpe Farm will need to respond to the existing context within and around the site. Applicants and designers are encouraged to consider the surrounding context at the three main urban design scales:

- Strategic
- Area
- Local

Strategic context: Sheffield city region and northern England

3.2.2. Strategically, Rotherham is located to the northeast of Sheffield and forms part of the South Yorkshire Mayoral Combined Authority. Therefore, any development at Bassingthorpe Farm will contribute to future housing and job growth within the region.

3.2.3. Rotherham lies in proximity to Leeds and Manchester, two other major cities in the north of England. Rail connections are fair, with two trains per hour to Leeds and one of these being direct, as well as two trains per hour to Manchester via Sheffield or Meadowhall.

3.2.4. There is strong connectivity to the strategic highway network, as Rotherham is located at the junction of the M1 and M18 link to the A1(M) and so benefits from good north-south links. This provides close connections to regional towns such as Doncaster, Mexborough and areas such as the Dearne Valley.

3.2.5. Rotherham also has good access to a wide range of strategic green infrastructure assets and excellent connections to the wider countryside. This includes, for example, the Peak District National Park to the west, and Clumber Park and Sherwood Forest to the east.

Area context: Rotherham

3.2.6. Bassingthorpe Farm has strong sustainability credentials, given its proximity to Rotherham town centre as well as other nearby employment services and facilities. It is also well connected to the public transport infrastructure, with both the town's bus interchange, tram train and rail station being close by and providing access to Sheffield City Centre. This sustainable transport connectivity to Bassingthorpe will be improved by the mainline and tram-train station proposed in the Parkgate area close to the site.

3.2.7. The site is also located to the south of the listed Wentworth Woodhouse and Registered Park and Gardens. There are areas within the site that are potentially visible from the Grade I Listed Wentworth Woodhouse as well as other follies and monuments within this location, attributes that all contribute to the historic landscape setting.

3.2.8. The north of the site also abuts the Greasbrough Conservation Area.

Local context: Rotherham urban area and surrounding neighbourhoods

3.2.9. Bassingthorpe Farm lies in a corridor of predominantly agricultural land which sits in between the main urban area of Rotherham and the surrounding neighbourhoods to the northwest. Policy CS1 from the Core Strategy requires any proposals for the site to maintain a green gap between the edge of Rotherham urban area and any new development.

3.2.10. At its northern edge, Bassingthorpe Farm is bordered by green belt countryside which stretches up to the northwest and to the historic Wentworth Woodhouse, which contains multiple listed heritage assets and is a Registered Park and Garden. The neighbourhoods of Greasbrough and Kimberworth are located to the west, separated by the Bassingthorpe Spring Woodland. The eastern and southern edges of the site relate more closely to the main Rotherham urban area. The Mangham Road industrial area forms the eastern border, and the south end of the site is enclosed by town centre development which extends west along New Wortley Road. This site includes a Local Wildlife Site at Clough Streamside (LWS0116) and abuts Bassingthorpe Spring (Ancient Woodland) and Hudson's Rough (LWS0067). The site also abuts the SSSI/RIGS/LWS at Bradgate Brickpits. The SSSI has an impact zone which will cover part of the site and will require consultation with Natural England to consider impacts from recreational pressure.

3.2.11. The site is bisected by Car Hill Road, which runs north-south from Mangham Road up to Greasbrough. There are three sites of note along this road which are excluded from the allocated site development area but need to be considered for any proposals on the site:

- Barbot Hall, grade II listed heritage asset
- Barbot Hall Farmhouse, grade II listed heritage asset
- Car Hill Recycling Centre

3.2.12. In addition, there are further heritage assets in the vicinity of the site including Wentworth Woodhouse, Wentworth Registered Historic Parks and Gardens, Bassingthorpe Farm, East Lodge and Glossop Lodge. To support the development of the Sites and Policies SPD, a Heritage Impact Assessment was prepared in 2014 and an Addendum in 2016 which provides useful context to the site. A Historic Impact Assessment was prepared to assess the impact of the proposed Strategic Allocation in 2012 and to support these proposals through the Core Strategy examination of the local plan.

3.2.13. The Bassingthorpe Farm masterplan framework area contains two allotment sites plus another allotment adjacent to the site:

- Greasbrough Allotments to the north, accessed via Scrooby Lane
- Clough Bank Allotments to the south, accessed via Clough Bank
- Hartley Lane Allotments (at the southern edge, in close proximity to Clough Bank Allotments)

3.2.14. The Council is progressing work on the Parkgate and Rawmarsh Flood Alleviation Scheme (PRFAS), which is not part of the Bassingthorpe Farm development but falls within the masterplan red line boundary. This scheme aims to mitigate flood risk in the Parkgate area by managing flows from Greasbrough Dyke and Old Sough/Boundary Dike.

3.2.15. An indicative location for a flood storage reservoir has been identified to the north of the Bassingthorpe site, between Scrooby Lane and Cinder Bridge Road, and is shown on the map below. While not directly related to the delivery of new homes, this infrastructure is expected to bring wider benefits, including opportunities for biodiversity net gain (BNG), habitat creation, and enhanced public access to green and blue infrastructure for both new and existing communities.

3.2.16. The SPD acknowledges the presence of this scheme and the potential for benefits, but delivery and design of the reservoir will be led through the PRFAS process.

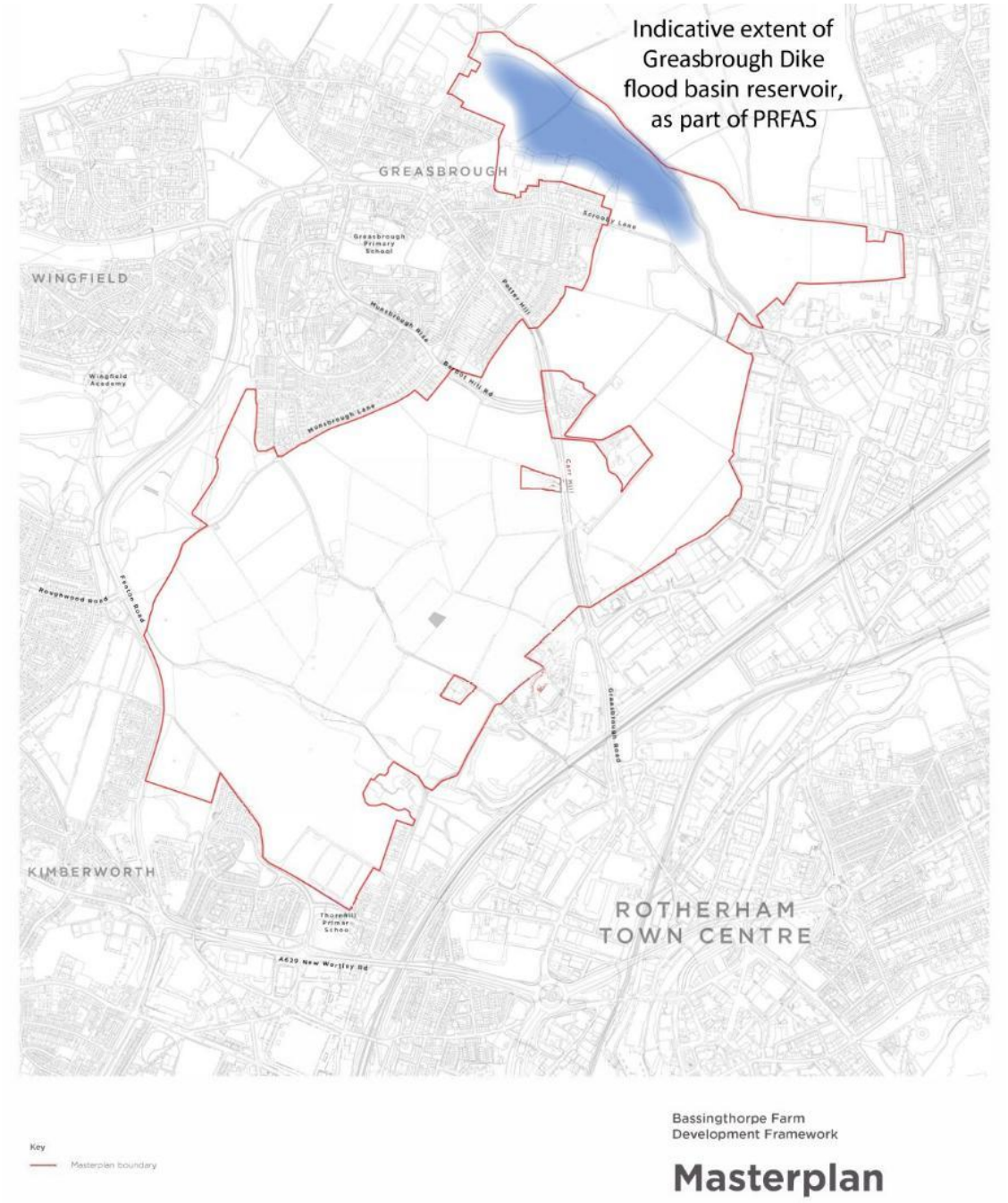


Figure 6 Indicative extent of Flood Alleviation Scheme

Local schools

3.2.17. The site is surrounded by a number of primary schools. These are shown on the school accessibility diagram, which also includes accurate walking and cycling radius distances around them. This demonstrates that most of the site is at least 800 metres away from a primary school, therefore, to meet the educational needs of primary age pupils within the locality, to minimise travel for younger people and promote active travel a primary school on site would be beneficial as well as from a placemaking perspective in creating a community where families want to live.

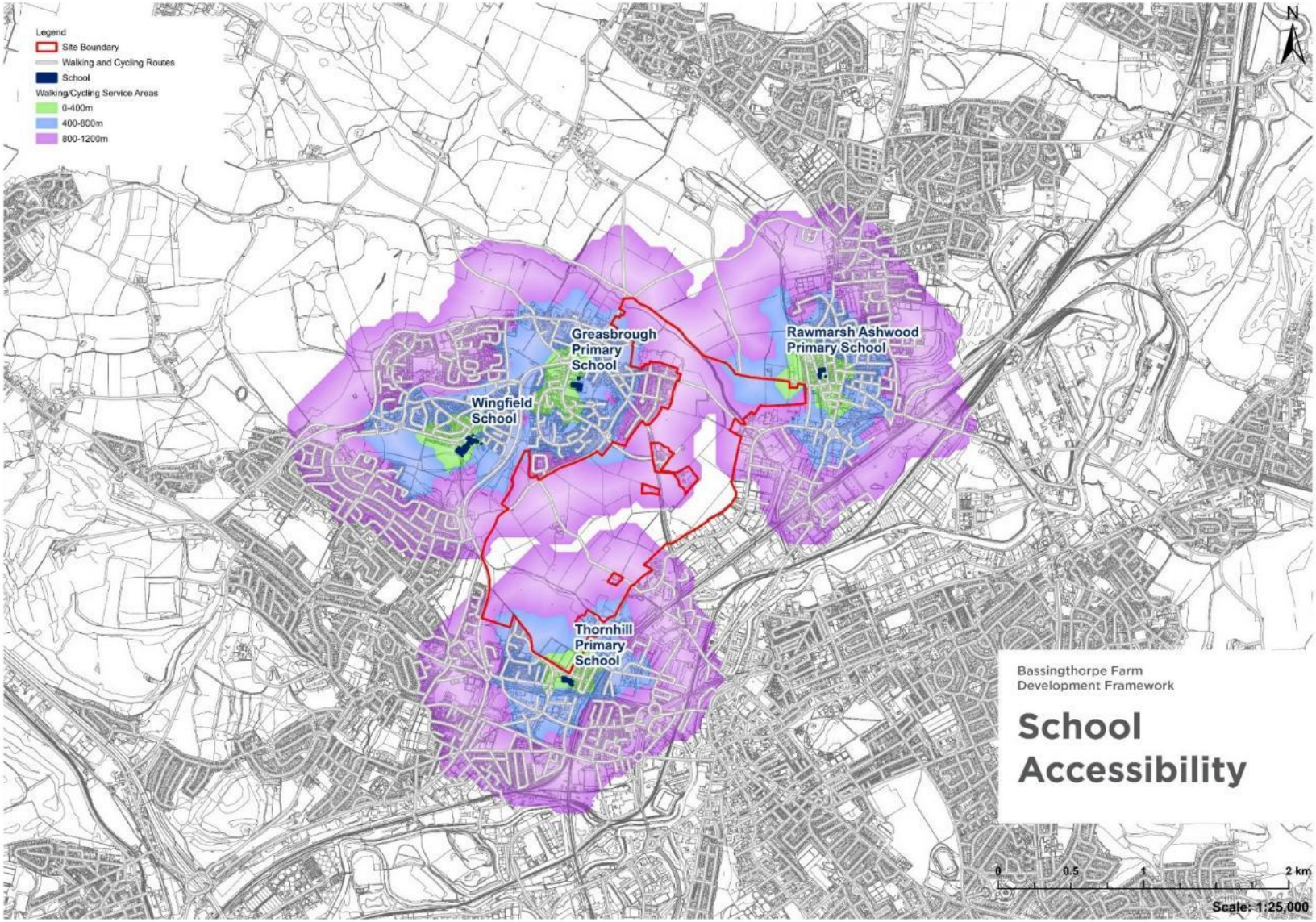


Figure 7 School Accessibility

Topography, views and slopes

3.2.18. There are significant variations in topography across the site, as illustrated in the 'Existing Topography' plan. The highest points are at the western edge and then the land falls east and northeast into valleys. This means that views and prominent landmarks are a key consideration for any development design proposals, including views of Barbot Hall within the site as well as longer distance views:

- Hoober Stand Mausoleum, Wentworth Village
- Church of St Mary, Rawmarsh
- Approach to Wentworth Park and Garden
- Rotherham townscape and minster

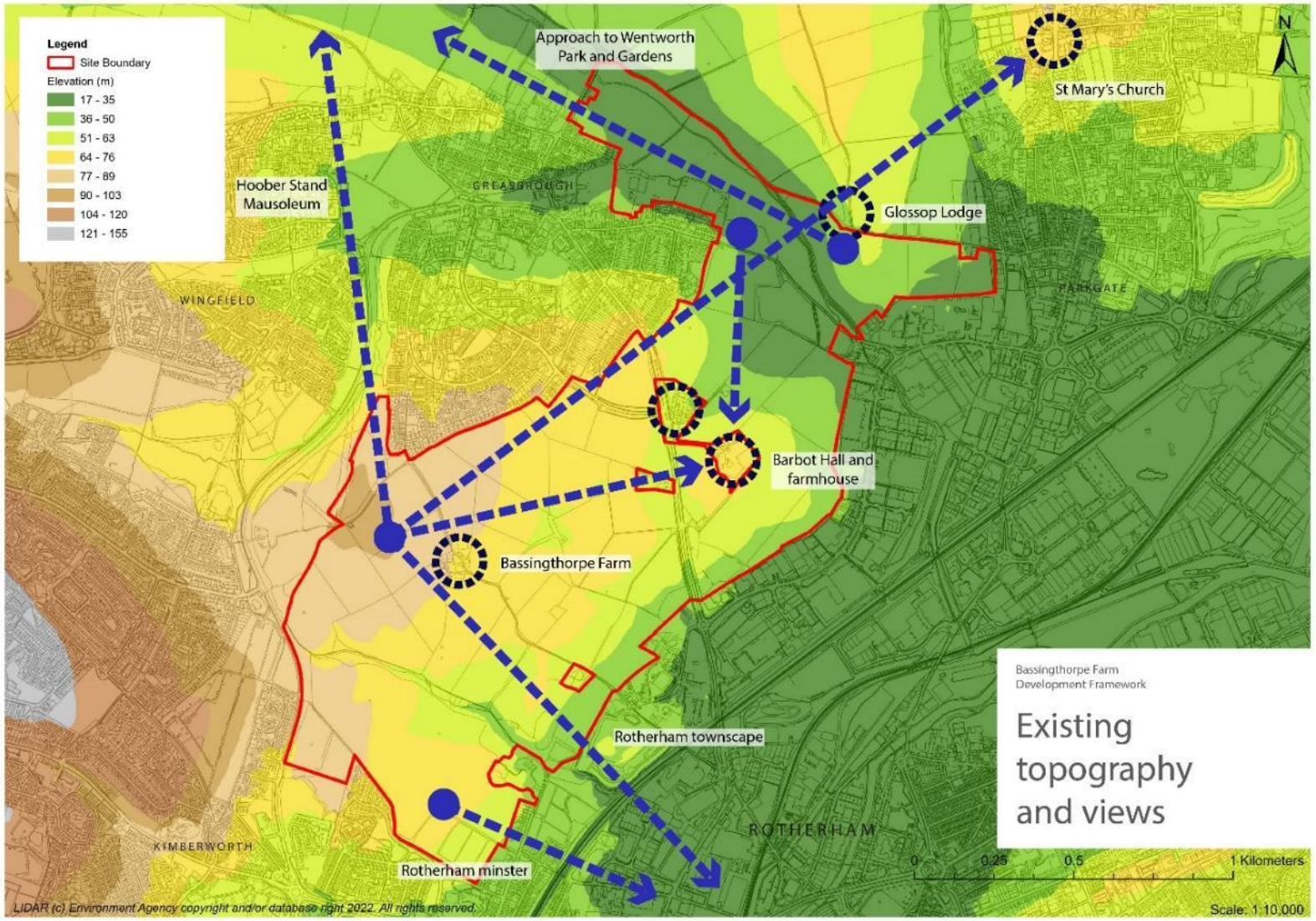


Figure 8 Topography and Views

3.2.19. Another key consideration will be the undulating landform and steeply sloping topography of the site, as illustrated by the 'Existing Slopes' plan. The dark green sections show the flattest areas of the site and light green to yellow sections show areas which require intervention to create viable development platforms. Any of the orange and red areas of land would require significant engineering intervention.

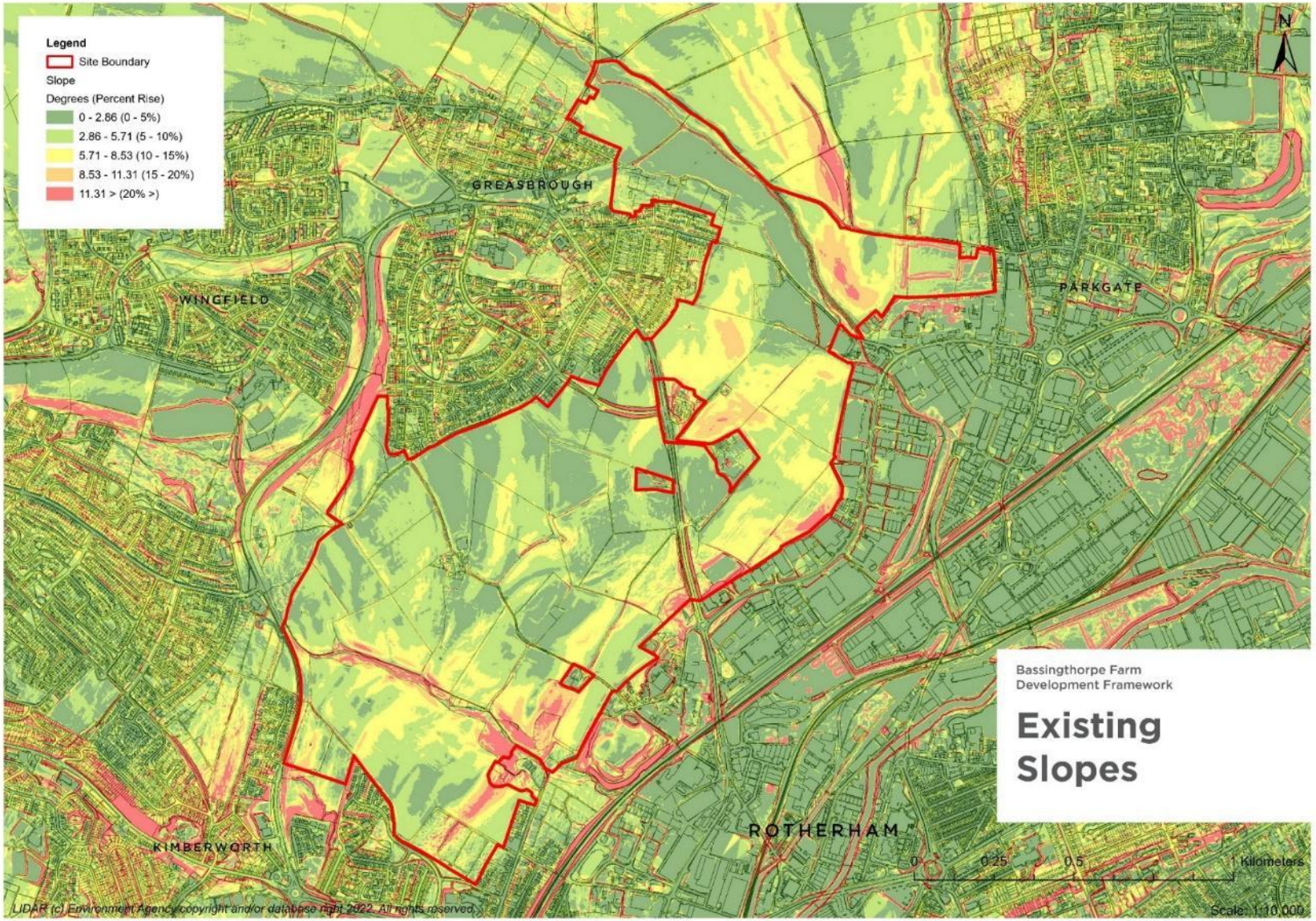


Figure 9 Existing Slopes

Technical constraints

3.2.20. The main constraints which need to be addressed in the design and delivery of the site are listed below and shown in the technical constraints map:

- Land stability from former open cast mine areas requiring specialised foundation treatment on certain parts of the site. Consideration of associated gas and leachate issues required;
- Retention of monitoring equipment on the former landfill;
- Overhead power lines which will require a stand-off distance in the development of the site;
- Main public sewer running through the site together with easements;
- Two landfill areas known as Car Hill and Clough Quarry and associated contamination issues;
- Planning consultation zone of the COMAH Regulations in relation to the Vitrex Manufacturing premises;
- Ribbon of land alongside Greasbrough Dyke designated as Flood Zone 3;
- Surface water flooding areas around Ochre Dyke;
- Ancient, protected woodlands Bassingthorpe Spring Wood along the western edge of the site;
- SSSI Bradgate Brickworks;
- Local Wildlife Sites at the adjacent LWS67 Bassingthorpe Spring Wood, LWS 116 Clough Stream Side (and their proposed extensions) and LWS121 Bradgate Brick Works;
- Geological feature RIGS R15 Bradgate Brick Pits and candidate RIGS R16 Clough House;
- Protection of heritage assets and their settings:
    - Listed buildings both on (Barbot Hall, Barbot Hall Farmhouse and Bassingthorpe Farm) and immediately adjoining the site (Glossop Lodge)
    - Wider historic landscape setting of the site
    - Wentworth Woodhouse and the Registered Historic Parks and Garden
    - Greasbrough Conservation Area
- Undulating topography with steep gradients in sections;
- Impact on surface water runoff on former landfill site and potential contamination and migration of water into water bodies.

Figure 10 Views of Ginhouse Lane - Vitrex

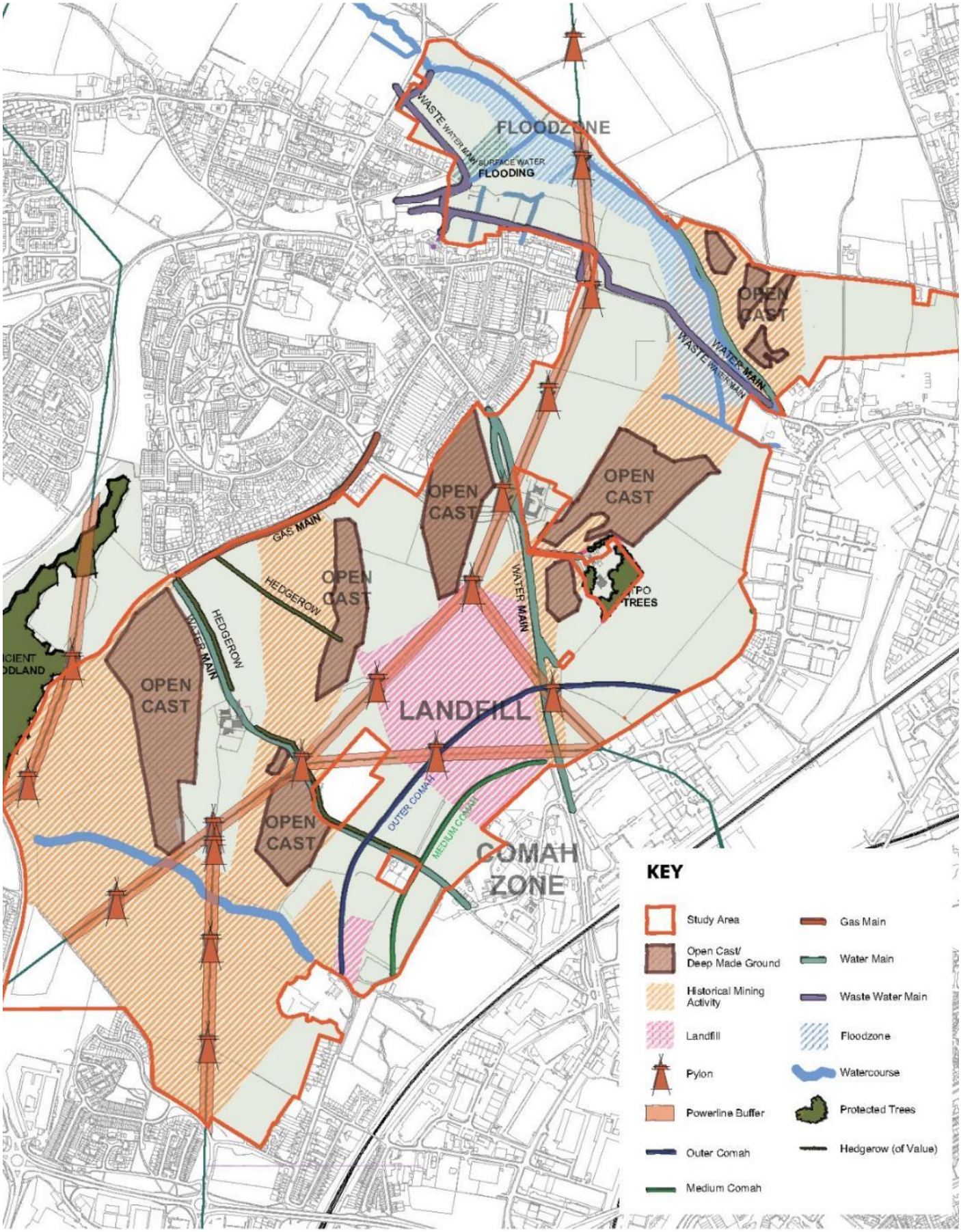


Figure 11 Map taken from 2017 masterplanning work.

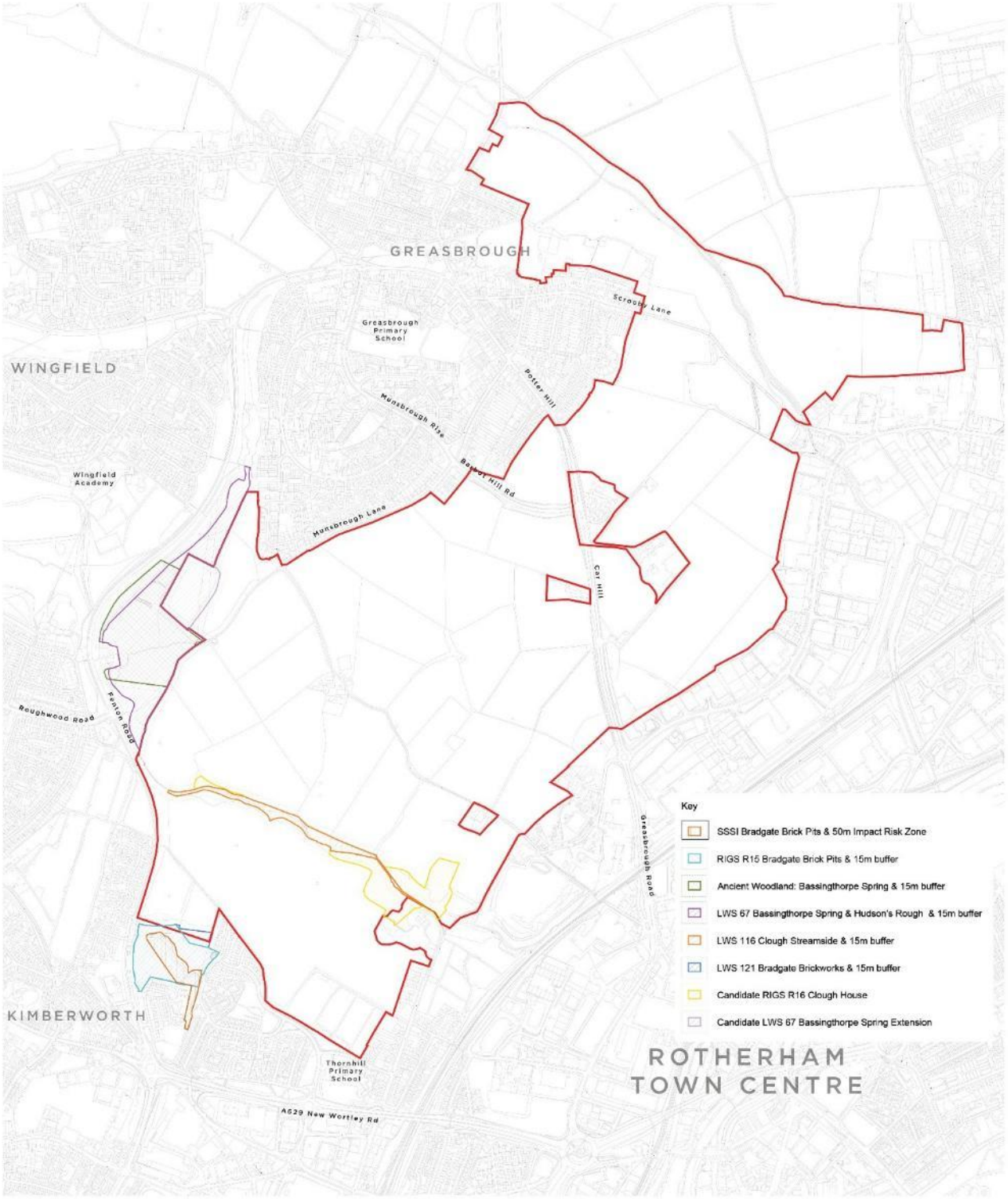


Figure 12 Designations

3.3. Climate change and district heat network

3.3.1. In 2019, the Council declared a Climate Emergency and committed to reducing greenhouse gas emissions across the Borough. As part of this commitment the Council aims to achieve:

- Net zero greenhouse gas emissions from Council operations by 2030; and
- Borough-wide net zero emissions by 2040.

3.3.2. The development of Bassingthorpe Farm will play a vital role in supporting these commitments. As a major strategic site, it must lead by example, embedding high standards of environmental sustainability, climate resilience, and low-carbon design from the outset. The development must be designed and delivered to both mitigate climate change (by reducing emissions) and adapt to its impacts (such as more extreme weather and rising temperatures).

3.3.3. The development's spatial framework is fundamentally driven by these climate principles, with a focus on delivering green infrastructure, nature-based solutions, and sustainable movement networks. Specifically, the development will:

- Integrate SuDS to manage surface water naturally and reduce flood risk. The scheme should contribute to the aims of Rotherham's six priority Flood Alleviation Schemes where relevant;
- Maximise opportunities for green infrastructure and tree planting, contributing to the Council's commitment (as per the Climate Emergency Action Plan 2025/26) to plant 10,000 new woodland trees and 500 urban trees. This includes woodland edges, street trees, and public open spaces that provide shade, cooling, biodiversity and amenity;
- Deliver biodiversity net gain, identifying and enhancing habitats and green corridors across the site and beyond;
- Prioritise active travel and sustainable transport modes to reduce reliance on private vehicles.

3.3.4. In line with the Local Plan and national legislation, all new homes must meet the Future Homes Standard, including a move away from fossil fuel heating and significantly reduced carbon emissions. Non-residential buildings must meet equivalent high standards for energy and environmental performance.

3.3.5. Development will be expected to incorporate passive design principles to minimise energy demand such as appropriate building orientation, natural ventilation, high levels of insulation, and solar gain.

3.3.6. Proposals must be net zero-ready, enabling new buildings to operate at or near net zero emissions. The integration of renewable and low-carbon energy technologies is strongly encouraged. This may include solar panels, battery storage, ground or air source heat pumps, or connection to a District Heat Network, with future potential to expand Rotherham's Town Centre network to serve parts of the site.

3.3.7. As per Policy CS30 (Low Carbon & Renewable Energy Generation) and Policy SP57 (Sustainable Construction), sustainable design must be embedded from the outset. Proposals should demonstrate how they will reduce carbon emissions, minimise the need to travel and create healthy homes and environments.

3.3.8. All new residential development must provide Electric Vehicle (EV) charging infrastructure in accordance with national regulations and the Council's EV Charging Strategy. Provision for EV

charging across residential and commercial areas will support the wider transition to zero-emission transport.

4. Spatial masterplan framework

4.1. Framework plans

4.1.1. The spatial masterplan framework consists of a series of coordinated and complementary plan layers that will guide the form and arrangement of future development parcels and green spaces. These layered plans bring the spatial development concept together as a whole, based on interlinked key objectives and coordinated spatial principles which build on and are informed by the vision and overall principles for the site.

4.1.2. The number of homes proposed at Bassingthorpe Farm has been informed by a range of technical studies (listed in Appendix 3) alongside current national policy requirements, including the new mandatory requirement for 10% BNG. The need to retain and enhance biodiversity, accommodate flood alleviation infrastructure, and respond to other site-specific constraints has resulted in a reduction in the developable area compared to earlier assumptions.

4.1.3. As a result, the Strategic Framework currently anticipates that up to 2000 homes can be delivered, alongside at least 5 hectares of employment land. This is a lower housing figure than set out in the adopted Local Plan, but reflects more detailed, up-to-date understanding of the site's environmental and physical constraints. It is important to note that this remains a working range, and the final housing numbers will be refined further as more technical work is carried out and detailed masterplanning progresses.

4.1.4. At later stages, such as through planning applications, a more specific number of homes will be confirmed. This will ensure that the capacity of the site aligns with national policy, local infrastructure requirements, and emerging design quality standards. If a higher number of homes can be demonstrated to be deliverable, this may change the type or scale of infrastructure needed, and this will be assessed through the planning application process.

4.1.5. The framework established by these plans will facilitate responsive design, driven by a strategic placemaking approach and delivered through future planning applications. The framework plans work alongside complementary assessments and strategies including:

- Connectivity and transport
- Biodiversity Net Gain
- Infrastructure, viability and phasing

Context overview

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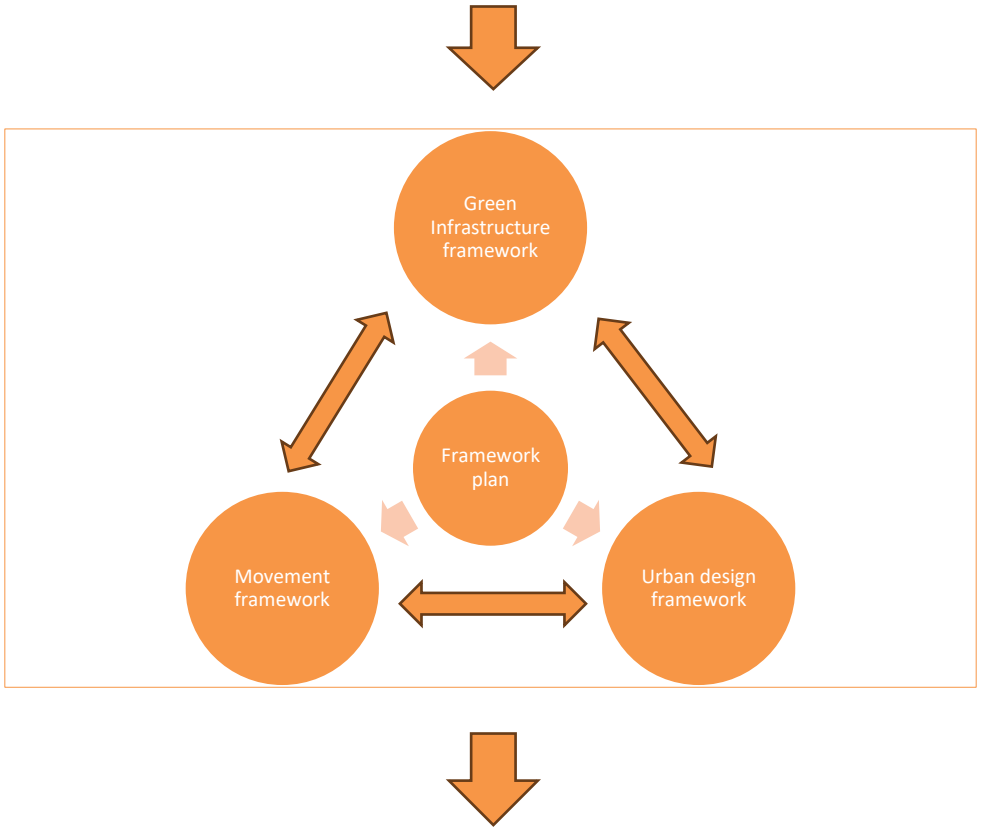
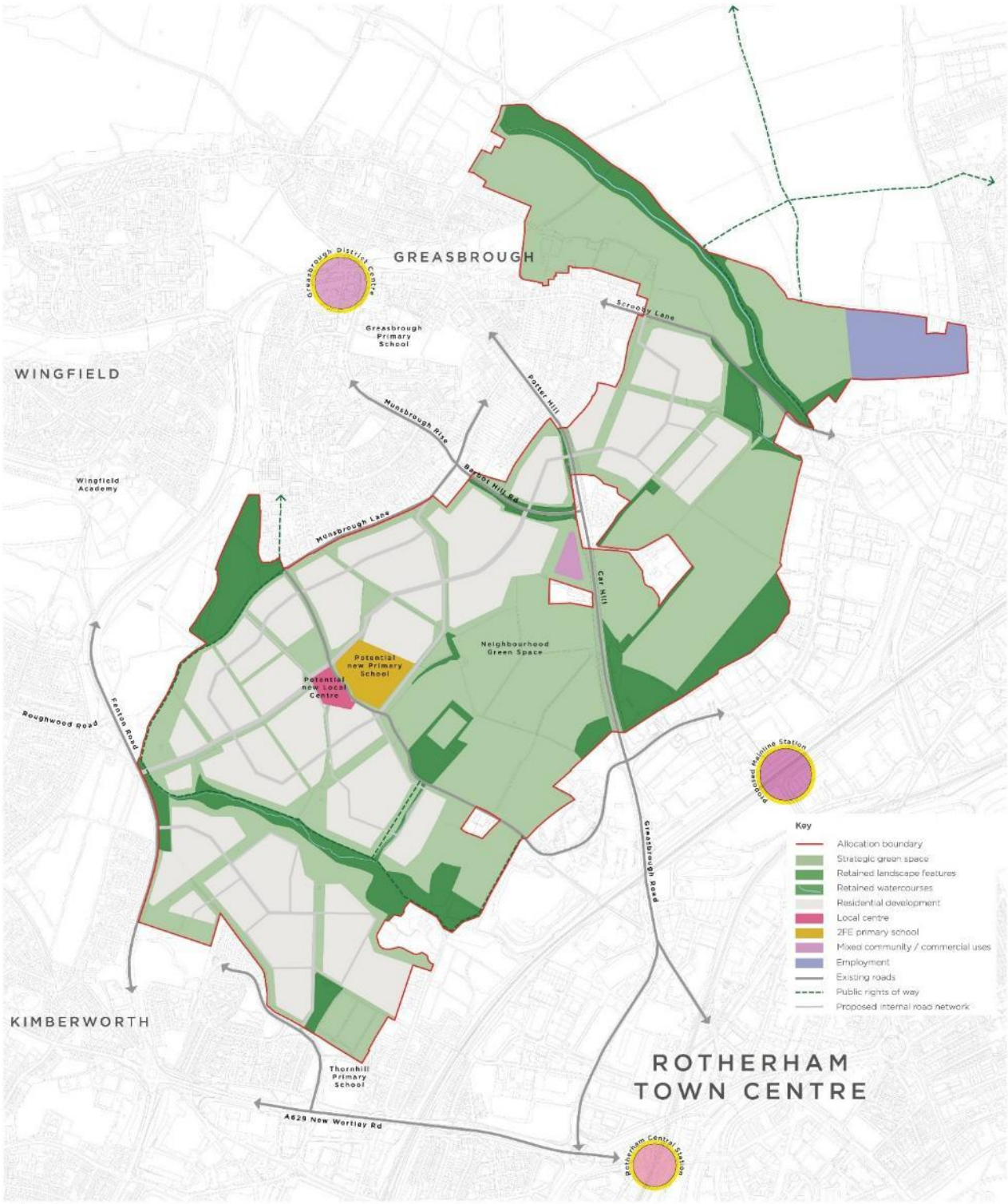
Placemaking vision and principles



Character areas

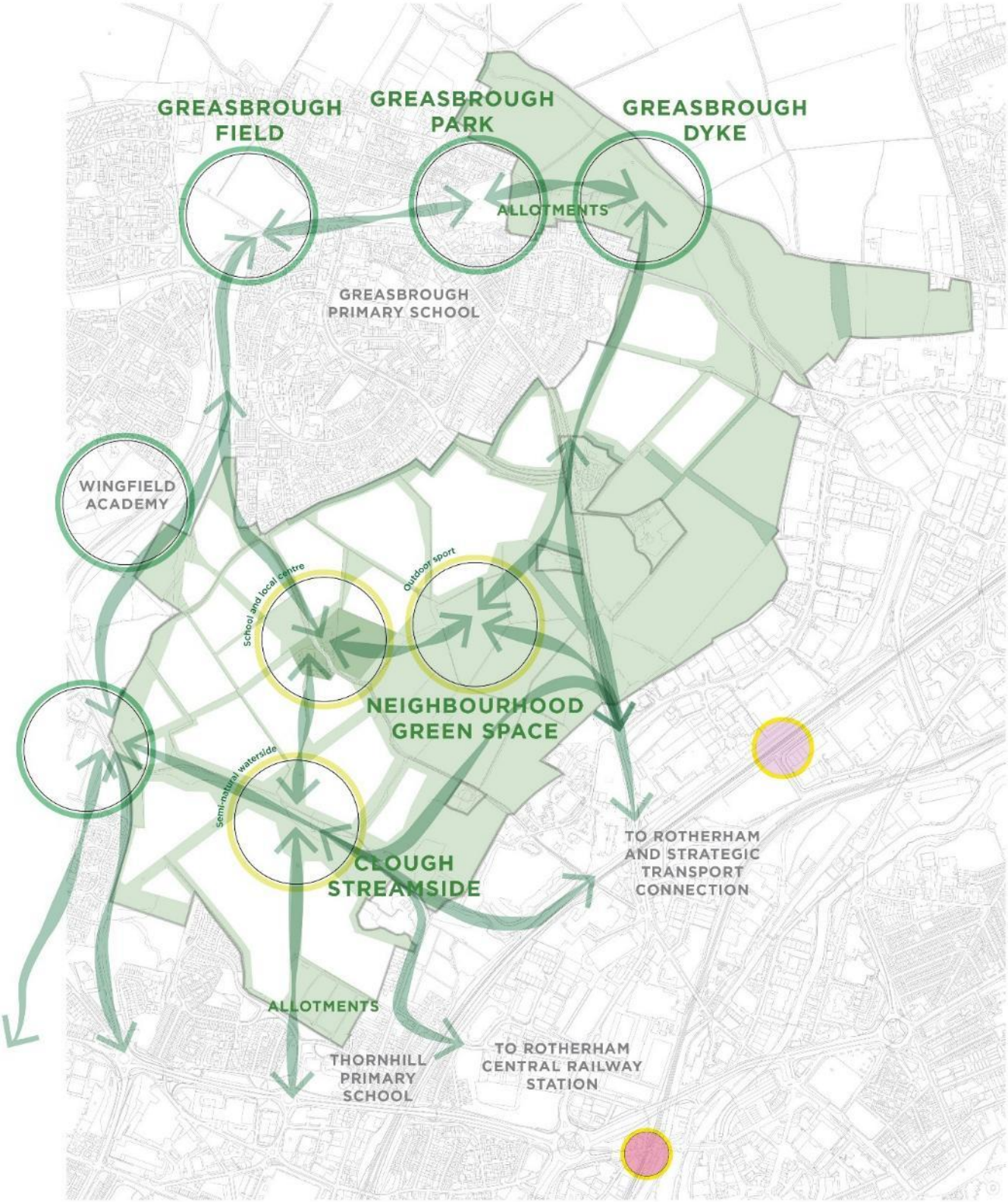
4.2. Overarching framework



Bassingthorpe Farm Development Framework

Framework Plan

Figure 13 Framework Plan



Bassingthorpe Farm Development Framework

Placemaking Principles

Figure 14 Placemaking Principles

Overview

4.2.1. The overarching framework plan establishes the overall spatial framework for development at Bassingthorpe Farm. The framework presents a substantial and flexible opportunity for residential-led development including a new local centre and primary school; carefully balanced with extensive green infrastructure provision.

4.2.2. The framework plan defines the 'built' areas of the site, as distinct from the strategic green spaces and other open space, that may continue to be farmed or potentially used to create Habitat Banks, established by the green infrastructure framework and movement framework.

Key objectives

4.2.3. The objectives of the framework plan are to:

1. Establish a development footprint for residential development, within which up to 2,000 homes can be delivered;
2. Set out appropriate locations for non-residential uses including a new local centre, school, employment, and other mixed uses;
3. Ensure the safeguarding and integration of valued assets which make up the natural and built environment; and
4. Allow sufficient space for likely mitigation measures which have been established as part of the design process and supporting evidence base.

Key spatial principles

4.2.4. Key spatial principles illustrated in the framework plan include;

Principle 1: A considered development footprint

4.2.5. The proposed development footprint has been carefully positioned and aligned to avoid impacts upon (and provide a sufficient standoff from) the following features which give the site its unique characteristics:

- Existing trees, hedges and woodland
- Clough Streamside
- Greasbrough Dyke
- Listed buildings and their settings at Bassingthorpe Farm (Grade II), Barbot Hall (Grade II) and Barbot Hall Farmhouse (Grade II)
- Impacts on the wider historical landscape
- Distinctive and/or valuable ecological habitats
- Local Wildlife Sites/ Regionally Important Geological Sites and the SSSI
- Public Rights of Way (PRoWs)

4.2.6. The development area also takes into consideration physical constraints including:

- Contaminated land at the former landfill site
- Monitoring equipment associated with the former landfill site

- Made ground and bell pits/mine shafts
- Overhead cables, pylons and existing underground utilities
- COMAH zone
- Topography and slopes

4.2.7. Development will be contained within the defined development footprint unless proposals can demonstrate a sustainable alternative that aligns with the wider SPD requirements and principles.

4.2.8. Elements to be delivered outside of the defined development footprint include:

- Improved social and community infrastructure, such as secondary education and library services
- New and improved junctions within the existing highway network
- New and improved utilities infrastructure
- New active travel links to improve accessibility and connectivity to neighbouring residential areas, employment areas and to the town centre and new mainline station. For example footpaths and cycle paths connecting to Car Hill, and improvements to existing paths including PRoWs and to the Bridleway network
- Construction and provision of transport links (roads / pedestrian and cycle) connecting to and from existing provision and through the site.
- Enhanced structural landscaping
- Sustainable drainage infrastructure and flood alleviation measures.

Principle 2: Strategic green space

4.2.9. The strategic green space provides a fundamental element of the framework plan, comprising a large area of retained green wedge to the southeast and two strategic east / west green corridors based around the watercourses of Clough Streamside and Greasbrough Dyke.

4.2.10. Formal and informal open space provision will be delivered within the strategic green space established by the framework plan. The Green Infrastructure will enhance the network in accordance with Policy CS19 of the Core Strategy and SP32 of the Sites and Policies DPD. Open space provision will be in accordance with Policy CS1 and CS22 of the Core Strategy and SP37, SP38 and SP39 of the Sites and Policies DPD.

4.2.11. The various landscape typologies and anticipated functionality of strategic green space is described in further detail as part of the Green Infrastructure Framework.

Principle 3: Local centre

4.2.12. The framework plan shows the co-location of a new mixed use local centre and a new primary school which together form a strategic community hub. This accessible central location, adjacent to the strategic green space network, neighbourhood green space, key active travel routes and primary main street, will help to support the long-term sustainability of new facilities, helping to promote healthy travel choices and promote linked trips, reducing overall trip generation.

4.2.13. The Strategic Allocation in Policy CS1 of the Core Strategy requires the provision of a Local Centre with a mix of community facilities integrated with the new neighbourhoods. The Local Centre and primary school are shown indicatively in a broad location. This location is considered to be central

to the site, is at the convergence of a number of routes through the site, linking into the green infrastructure network and close to uses such as the sports pitches and other community uses. The precise location may flex on a North-East / South-West axis dependant on the phasing of the site and when the infrastructure is required.

4.2.14. Location and extents of these facilities will be refined and clarified as the wider development comes forward through phased delivery over time and will respond to further technical studies and phasing information. The aim is to take a flexible approach to the composition of the local centre, allowing for changes in demand and requirements over time. Subject to feasibility, activities might include independent day nursery, café, retail, small-scale mobility hub facility and co-working hub. The Sites and Policies DPD identifies a new local centre at Bassingthorpe Farm in the hierarchy of retail centres and policy SP19 sets out the types of uses that are acceptable.

Principle 4: Employment and mixed uses

4.2.15. The framework plan shows proposed employment uses on a dedicated site to the eastern edge of the allocation area. Development here could be integrated with to the existing employment area at Mangham Road and would benefit from access from Greasbrough Road. This aligns with the indicative location shown in the allocation in the Core Strategy (E1). The Core Strategy also shows an indicative location for employment uses at land south of Greasbrough Road and west of School Lane. The masterplan in this SPD has set out that area should be used for residential purposes. The masterplan identifies land to the west of Car Hill, to the north of the recycling centre for employment uses. The objective is to increase active frontages alongside this important active travel route to enhance desirability and overall street environment. This site has the potential to provide flexibility for a range of uses including small scale employment and with potential to integrate commercial and possibly residential uses, subject to more detailed assessment of ground conditions, environmental impacts, access and highways.

4.2.16. The proposed Local Centre will also play a key role in creating new employment opportunities, not just through services and facilities but through opportunities to create workspace which contributes to a vibrant ‘high street’ character. The Local Centre could be designed to accommodate live-work space, co-working offices or workshops or standalone small scale employment space, providing that design makes a positive contribution to the local centre for example providing positive/active frontages, high quality materials and well-managed, low-impact parking and servicing.

4.3. Green Infrastructure framework

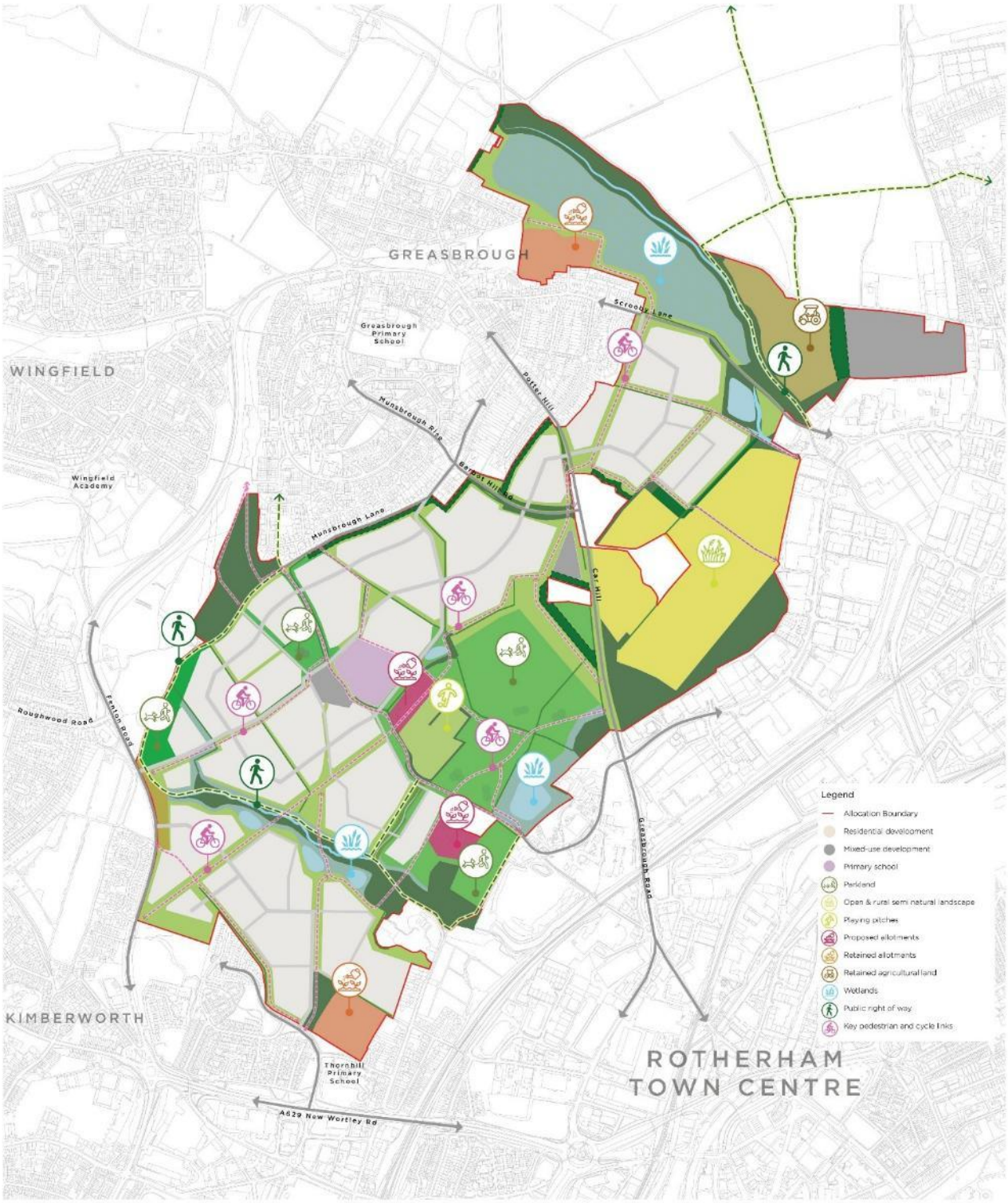


Figure 15 Green Infrastructure Framework: People

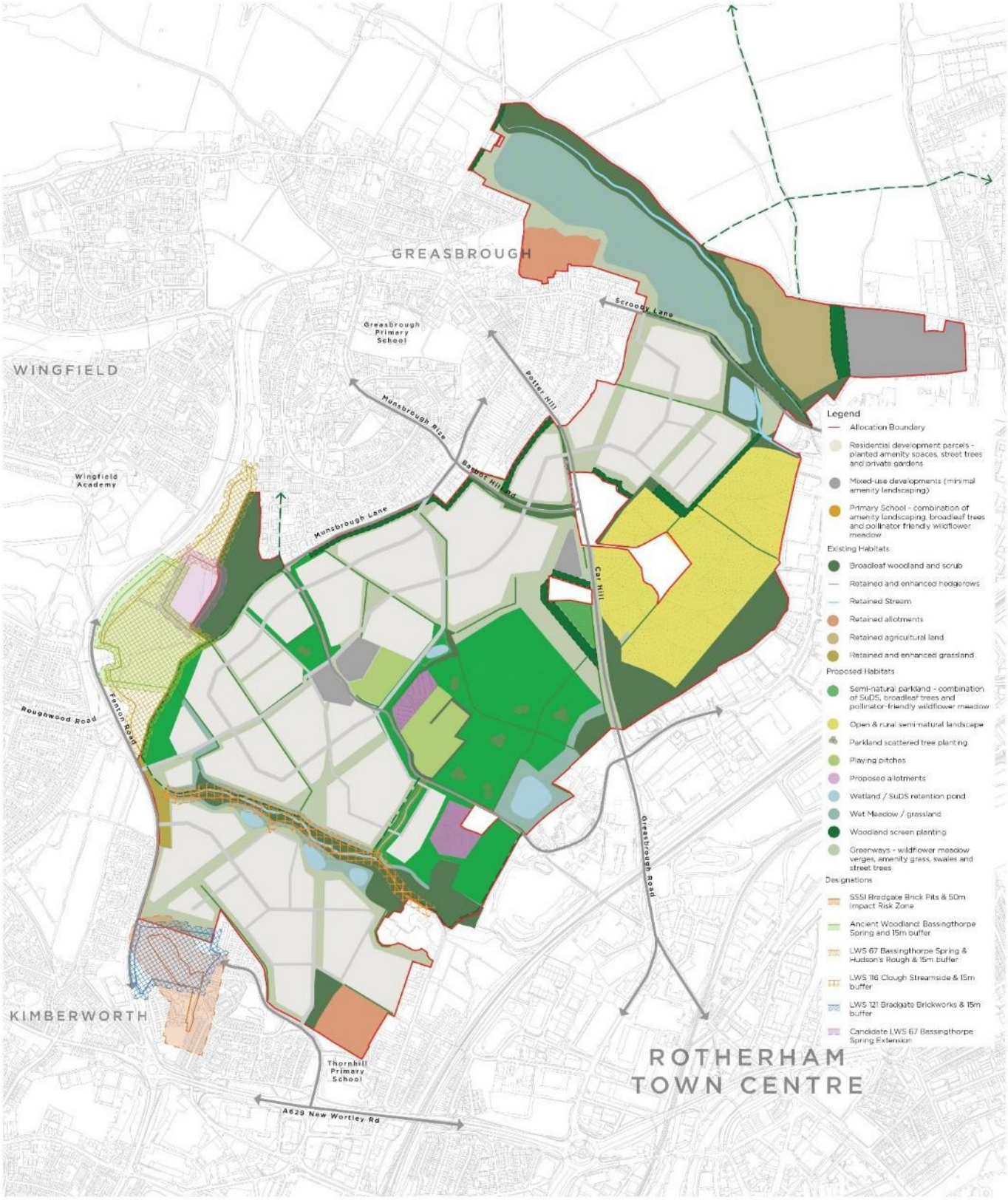


Figure 16 Green Infrastructure Framework: Habitats

Overview

4.3.1. The Green Infrastructure (GI) framework establishes the key landscape assets to be maintained and created as part of future development at Bassingthorpe Farm. It comprises 'places for people' plan and 'habitats' plan. The GI framework will shape the urban structure of development at Bassingthorpe Farm.

4.3.2. The GI framework plans illustrate a potential arrangement of connected and multifunctional green spaces driven by opportunities to enhance valued landscape assets and create new spaces for people and wildlife.

4.3.3. The GI network will weave through the development, providing a valuable resource for the whole community, contributing to the overall identity of the place, and helping development to integrate with the surrounding landscape.

4.3.4. The GI framework responds to the existing green infrastructure, the wider GI network, landscape, biodiversity and topography of the site.

4.3.5. The Bassingthorpe Farm SPD aligns with national and local objectives for delivering high quality green infrastructure (GI) and will be informed by the principles and tools set out in Natural England's Green Infrastructure Framework. This provides an evidence-based approach to planning and designing multifunctional GI, and supports long term delivery and management. Developers will be expected to refer to the GI Design Guide and the 15 Green Infrastructure Principles when preparing masterplans and development proposals.

4.3.6. Natural England's Green Infrastructure Standards and GI Mapping Resources can be used alongside the Council's own objectives and resources to understand the existing GI provision, identify opportunities for enhancement, and ensure that new GI responds to both local needs and wider environmental challenges. The integration of accessible greenspace, biodiversity corridors, sustainable drainage systems, and urban greening features (such as green roofs, walls, and tree planting) will be critical to supporting climate resilience, biodiversity, and positive impacts upon health and well-being.

Key objectives

4.3.7. The objectives of the GI framework are to:

1. Create new public spaces that give people access to green space and support a range of leisure and recreational activities and play, in line with local need and policy requirements.
2. Assimilate development into the established landscape setting, by:
    a. Safeguarding and enhancing distinctive physical and perceptual landscape characteristics and features;
    b. Ensuring the spatial layout is influenced by the landscape by allowing existing features to permeate and characterise built development;
    c. Creating locally appropriate interfaces at the edges of the site, allowing seamless transition into the surrounding environmental context; and
    d. Maintaining and enhancing established desire lines and views.

3. Provide enhanced habitat types (in line with BNG requirements) to extend and complement existing valued habitats, helping to maintain overall connectivity and maximise value to wildlife.
4. Accommodate sustainable drainage features that mimic natural systems and work with the topography of the site to minimise flood risk and to maximise opportunities for multifunctionality.
5. Enhance the legibility of key links between new and existing places, by providing healthy and sustainable travel options along a network of green corridors.
6. Provide an attractive setting for new homes and heritage assets.

Key spatial principles

4.3.8. Key spatial principles illustrated in the GI framework plans include:

Principle 1: Landscape-led development

4.3.9. Existing vegetation, PRoWs, watercourses and field boundaries will be retained within green spaces to maintain amenity value, existing wildlife habitat and provide instant maturity and character. The positioning of built development and alignment of roads should respond positively to existing features to maximise placemaking opportunities, for example framing key views; and positioning public open spaces around retained mature trees.

4.3.10. New greenways will provide attractive, accessible, convenient, safe, off-road pedestrian and cycle routes to move around the scheme, and connect it to the wider network of PRoWs, the open countryside and facilities. These should be designed to restrict access to permitted users and deny access to motor vehicles.

4.3.11. Greenways will create important wildlife corridors throughout the development and connect key ecological features, and should be routed to follow existing features such as hedgerows to provide well-vegetated links for people and wildlife along established corridors. Enhanced native tree and scrub planting and management will ensure that these spaces maximise habitat creation.

4.3.12. Greenways and open spaces will be provided along the alignment of the overhead cables and pylons. The design of these spaces should be in accordance with National Grid Guidelines, which includes limitations on tree planting and certain land uses or activities. These spaces will prioritise the movement of pedestrians and cyclists and should ensure that the linearity of the route is broken down by limiting parallel design elements in favour of meandering routes. This can be achieved through the creation of a series of connected open spaces or places through the implementation of low-level structure planting.

4.3.13. Proposed development and the landscaped spaces provided will respond sensitively to the established heritage assets, including the historic agricultural setting of Barbot Hall.

4.3.14. Greenways which accommodate dedicated traffic-free pedestrian and cycle routes will need to be considered early on, as part of the phasing strategy. There will be a need for careful design that delivers overlooked and safe routes, which should be explored further through the future design coding work.

Principle 2: A central and multifunctional neighbourhood green space

4.3.15. Create a central neighbourhood green space to provide a range of uses including sports pitches; a semi-natural country park; and allotments.

Playing pitches

4.3.16. This location is considered to be central to the site, is at the convergence of a number of routes through the site, linking into the green infrastructure network and close to uses such as other community uses and the sports pitches, the quantum of which will be in accordance with the most up-to-date playing pitch strategy or needs assessment.

Semi-natural parkland

4.3.17. To the south of the playing pitches a new semi-natural parkland will allow people to connect with nature through the provision of enhanced habitats which maximise benefits to wildlife. This space will provide an important transitional space between development at Bassingthorpe Farm and the established settlement to the south and west of the site, including the proposed station redevelopment. This area will therefore accommodate high quality pedestrian and cycle links and wayfinding to aid navigability.

Allotments

4.3.18. Allotments and/or community gardens provide opportunities for sustainable food production and important leisure use in accessible locations.

4.3.19. Two existing allotment sites fall within the site area: Greasbrough Allotments and Clough Bank Allotments. The GI framework currently assumes that these allotments will be retained, as part of the redevelopment of the site.

4.3.20. The GI framework identifies an opportunity for two new allotment sites located to encourage active travel within the central open space responding to increased local demand. Through careful design of the wider landscape in which these allotments are located, and through the inclusion of ponds or other characteristics such as hedgerows these features can contribute to biodiversity, improve ecological connectivity and add to multi-functionality within the GI network.

Principle 3: Ecology and Biodiversity Net Gain (BNG)

4.3.21. The GI framework will ensure the protection of valued ecological habitats and protected species through the provision of a connected multifunctional network of green spaces focusing on habitat creation, connectivity and biodiversity value.

4.3.22. Baseline survey work has been undertaken on behalf of the Council and the Biodiversity Metric4 completed. This has guided the development of the GI framework to ensure it will secure the delivery of a minimum of 10% BNG across the entire site, focusing on retention of distinctive features, and provision of appropriate mitigation measures; based on a BNG assessment and recommendations from a suitably qualified ecologist.

4.3.23. A core principle of the GI Framework is the protection and enhancement of protected and priority species in line with legislative and planning requirements. The site's baseline ecological surveys have identified habitats that may support a range of protected species, including bats, badgers, amphibians, and breeding birds. All development will be expected to demonstrate how it will avoid harm to these species, retain or enhance key habitat features, and incorporate appropriate mitigation and/or compensation measures as necessary.

4.3.24. In accordance with national legislation, where any impacts on protected species are identified, detailed protected species surveys and an Ecological Impact Assessment will be required to inform the design and layout of proposals. Planning applications must also be supported by an evidence led Mitigation Hierarchy approach (avoiding, minimising, and only as a last resort, offsetting harm) with guidance from qualified ecologists and in consultation with Natural England where appropriate.

4.3.25. Early engagement with the Council's Ecology team is anticipated to ensure that protected species considerations are embedded from the outset and integrated positively into the landscape strategy and layout of new development. Through this approach, the development will aim to deliver not only net gains in biodiversity, but also the long-term protection and enhancement of the most sensitive and ecologically valuable species and habitats on site.

4.3.26. Existing high value ecological features will be retained as wildlife habitat areas and will be set within generous green corridors which extend throughout the development. These corridors will maintain connectivity between existing on-site and off-site habitat areas. Examples of existing high value features include:

- Areas of mixed, broadleaved, and deciduous woodland at the edges of the site and along Clough Streamside
- Species-rich native hedgerows
- Mixed scrub
- Arrhenatherum neutral grassland and Lolium-Cynosurus neutral grassland

4.3.27. Appropriate planting and landscape management will enhance biodiversity and encourage the interaction of people and wildlife to promote environmental and social sustainability, whilst seeking to minimise the impact of human disturbance within areas of hig biodiversity value.

4.3.28. It is acknowledged that the introduction of a new community will impact the current ecological baseline conditions. Appropriate measures shall be implemented to limit disturbance from human activity and domestic pets. This could include fencing and enhanced complementary planting to limit access from public areas, and protect the most sensitive biodiverse sites. All mitigation measures to be designed and implemented with guidance from a suitably qualified ecologist, and with consent from the relevant consultees where required.

4.3.29. A preliminary ecological appraisal will be required to inform design. If it is identified that further protected species surveys are needed, then an Ecological Impact Assessment will also be required. A BNG (using the non-statutory metric) has been completed to inform the preparation of the Framework Plans.

Existing watercourses

4.3.30. Clough Streamside and Greasbrough Dyke will be maintained and enhanced as key landscape and nature corridors.

4.3.31. Proposed development will straddle Clough Streamside, with a generous stand-off to either side of the brook. Built frontages will overlook the waterside setting, which will include new pedestrian links and amenity spaces, providing a striking and attractive set-piece in the core development area.

4.3.32. Greasbrough Dyke offers an opportunity for a more rural feature, edged by retained agricultural land to the north and east, and amenity open space wetlands to the south.

Enhanced habitats

4.3.33. A rich mosaic of habitats will be created including:

- Semi-natural parkland: green spaces that offer space for informal recreation but also integrate enhanced habitat areas that benefit wildlife.
- Species rich grassland: areas of grass which are maintained long to provide shelter and foraging for a range of species.
- Wetland meadow: permanently wet grassland in low-lying areas with native marginal and aquatic species.
- Wildflower meadow: flowering grassland to provide cover and protection from predators.
- Wildlife ponds: permanent water with vegetated slopes and marginal areas to support a range of wildlife including aquatic species and reptiles.
- SuDS ponds to capture and convey surface water but designed to also maximise amenity and ecological benefits.
- Green streets including SuDS: enhanced with tree, shrub and hedgerow planting to provide linear foraging corridors which connect to larger habitat types at the edges of the scheme.
- Incorporation of bird boxes, swift boxes and hedgehog holes between boundaries, walls, railings and fences.
- Minimise impact of lighting on bats through designing in accordance with 'Guidance Note 08/23: Bats and Artificial Lighting at Night'

4.3.34. Future designs (including all building works, infrastructure, and drainage) must ensure that SSSIs, RIGS, LWSs, Ancient Woodland are unaffected by development. Appropriate standoffs, mitigation and consultation with Natural England, and the Council's ecologist, must be observed as part of future design development.

A holistic and integrated approach to surface water drainage

4.3.35. The surface water drainage strategy aims to ensure that, using Sustainable Urban Drainage Systems (SuDS), surface water runoff arising from the development would be managed and attenuated on site, for all storm events up to and including the 1 in 100-year rainfall events, including a 40% allowance for climate change. Pollution control measures would be included to minimise the risk of contamination or pollution entering the receiving water body from surface water runoff from the development. All SuDS designs are to be carried in accordance with Ciria C735 standard or its successors.

4.3.36. The site-wide drainage strategy is designed to work with the existing landform; with surface water run-off generally conveyed to SuDS attenuation features within strategic open spaces such as detention basins, attenuation ponds and wetlands in the lowest parts of the site, before discharging into the existing watercourses, with the agreement of the Lead Local Flood Authority (LLFA).

4.3.37. Where balancing ponds are to be provided, they must be below 10,000m^3 to ensure they are not classified as reservoirs (in line with Ciria guidance). Balancing ponds should not be chained, and specific attenuation must be provided for each catchment area. Future applicants should design and deliver dedicated SuDS systems, for their own development parcel(s) and not rely upon infrastructure provided by others.

4.3.38. A range of above ground SuDS features should be considered within core development areas too, with features such as permeable paving, rain gardens and swales used to intercept runoff close to source and conveying it to the larger strategic features described above. Consideration shall be given to measures within properties such as water butts with a limited overflow discharge point. The use of sustainable construction techniques and specifically in this context, grey water recycling, shall be thoroughly explored and opportunities taken to include such measures within all development proposals.

4.3.39. SuDS systems will take the form of multifunctional naturalistic interventions that provide ecological, recreational, amenity and educational benefits. Opportunities to enhance ecological value will be designed into all SuDS features, including the provision of native wetland/wild flowering planting and grass mixes.

4.3.40. Attenuation tanks and oversized pipes located underneath proposed roads and open spaces may also be utilised (with agreement from the Council) to store and convey surface water run-off to the agreed discharge points, including within natural landscape areas, the use of reed beds and other planting to act as a filtration system, cleaning any dirty or contaminated surface water runoff, will be vital.

Embedded landscape mitigation

4.3.41. The GI framework will incorporate the mitigative measures required to minimise harm on the established landscape and visual receptors. This includes incorporation of:

- Retained multifunctional Green Wedge to the east of the allocation area.
- An open countryside edge at the north and northeastern part of the site where there is intervisibility between the site and the surrounding landscape and it contributes to the setting of Wentworth Woodhouse and the Registered Park and Gardens.
- An open and rural semi-natural landscape setting around Barbot Hall, which may involve agricultural uses.
- Strengthened woodland screen planting to the north and west of Barbot Hall and Barbot Hall Farmhouse to minimise the impact of proposed built form on the setting of both historic assets.
- Woodland screen planting around Car Hill Recycling Centre to screen it in views from proposed development and strategic green space.
- Woodland screen planting to the south of Munsbrough Lane and houses off Highfield Road, to screen views of proposed development from existing properties and maintain residential amenity.
- Appropriate buffers of green space around retained trees and ecological features in accordance with professional advice (recommended 15m buffer which does not include built development).

- Consideration of Local Wildlife Sites LWS0116 Clough Streamside, LWS0067 Bassingthorpe Spring and Hudsons Rough, LWS121/ SSSI/RIGS Bradgate Brickworks and Bassingthorpe Spring Ancient Woodland.

Connected landscapes

4.3.42. The GI network will help enhance the legibility of key links and overall sense of connectivity between new and existing places, whilst also providing practical, healthy and sustainable active travel options for communities.

4.3.43. This will be achieved through the provision of green corridors which will provide improved connectivity throughout the site, linking valued habitats and proposed amenity spaces. These strategic links will:

- Introduce key green corridors through the development, following the alignment of retained landscape features, providing routes for people and wildlife.
- Provide opportunities for informal recreation and play.
- Enhance the visual integration of development with the wider landscape – notably at the interface with woodland areas and the open countryside to the east of the allocation site.
- Respond to physical constraints such as the land under the pylons and overhead cables utilising planting, landscape, paths and features to break up the linear nature of these routes and to capture maximum benefit and visual improvement from this otherwise sterilised land.
- Connect habitat areas.
- Provide opportunities for linear habitats and features including enhanced hedgerows, tree groups, grassland habitats and wetland features.

4.4. Urban design framework

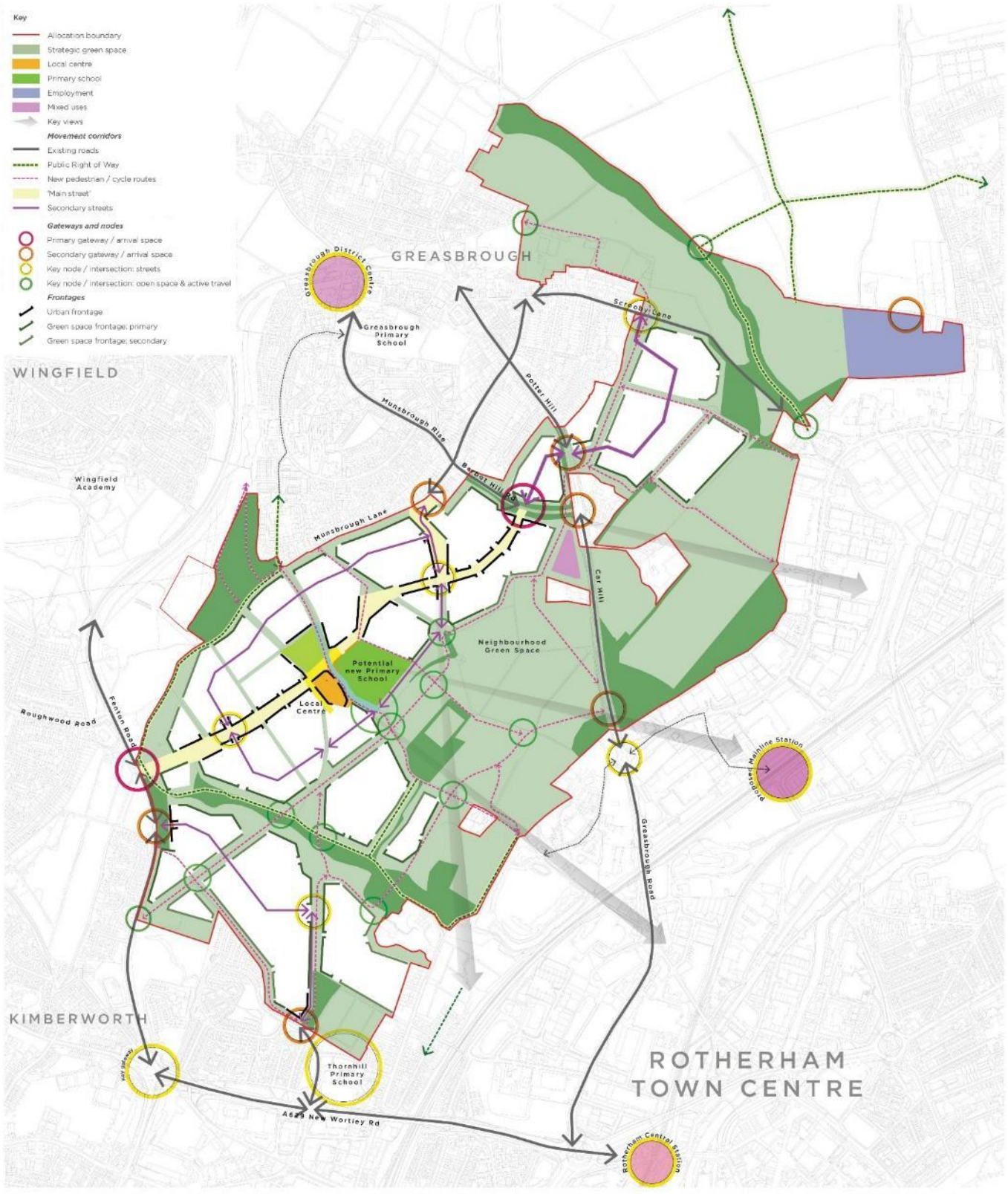


Figure 17 Urban Design Framework

Overview

4.4.1. The urban design framework comprises an urban structure framework plan supported by a development intensity plan. The urban design framework will guide the form and layout of future development parcels and green spaces.

4.4.2. The urban structure framework plan illustrates a potential future urban structure driven by opportunities to enhance connectivity between new development and existing places. This is shaped by broader, strategic placemaking principles that aim to integrate new development with its context, both urban and green.

4.4.3. The plan establishes a holistic framework of spatial components that contribute to the overall sense of place across the development area.

Key objectives

4.4.4. The objectives of the urban structure framework are to:

1. Maximise opportunities for physical connections by public transport and active travel modes to and from adjacent and wider communities and local facilities.
2. Embed a network of green links and green corridors within the development and maximise the opportunities for these to become a focus for active movement between key nodal points and destinations:
    a. Show how development areas would be shaped by and work in tandem with an overarching movement network that is legible and permeable;
    b. Establishing the basis for a logical street hierarchy (refer to Movement Framework);
    c. Supporting active travel and healthy movement choices by setting key pedestrian/ cycle routes on clear and strategic alignments.
3. Show how movement patterns can flow 'into and through' the site in a way that helps to create an integrated urban form.
4. Show how urban form can be planned to provide definition and spatial enclosure of streets and spaces within the development area.
5. Set a coordinating base for constituent character areas. It is expected that each character area will have a detailed design code which will need to be in accordance with a site wide design code. The scope of the site wide design code is in chapter 6.

Key spatial principles

4.4.5. Key spatial principles illustrated in the urban structure framework plan include:

Principle 1: Distinctive, welcoming gateways

4.4.6. Defined gateway locations that are designed to establish distinctive and attractive thresholds to/from the site, creating a welcoming arrival wherever you access the development, and enhancing the sense of interconnectivity between new development and adjacent areas.

4.4.7. Gateway locations as shown on the framework plan will be characterised by high quality and coordinated built form and landscape design and will facilitate and enhance the accessibility and legibility of links into and out of the site for all users.

Principle 2: Structured by a sequence of key nodes and destinations

4.4.8. The arrangement of the movement network and view lines creates a series of nodes where activity and/or vistas are concentrated. Nodes and destinations may perform one or more of the following functions:

- An opportunity for recreation or relaxation
- A threshold between residential development and open space
- A revelation or framing of a particular view or vista
- A convergence of routes

4.4.9. Depending on location and context, nodal points will comprise either (i) coordinated groupings of buildings and urban space, or (ii) green public open space that provide key amenity and recreation functions. These will be key influences over wider urban structure and alignment of green spaces are corridors, aiding navigability and orientation, and signifying changes in character.

Principle 3: Influenced by longer distance and local views

4.4.10. The topography and immediate surroundings mean that longer distance views out from the site, play an important role in defining the sense of place and perceptions of 'quality of place'. The northern edge of the development traces an area of higher ground, and the proposed urban structure will create streets and spaces that are aligned and spaced to help capture these view corridors and panoramas out towards the south and east. Layouts will maximise views towards surrounding landscape features and historic buildings or monuments.

4.4.11. The urban structure will also aim to maximise more localised views within the development areas and through to key community assets e.g. proposed local centres, sports pitches and/or other key green spaces. Layout will work with local topographic changes to define views along key streets and spaces: designed either to create formal and ordered vistas or more informal and deflected glimpses and views that reveal in forward movement.

4.4.12. This will also influence and be planned in tandem with proposed local landmark buildings, the design of key public spaces (green or urban), finishing and surfacing materials, distinctive architectural features and/or ground floor environments in and around the local centre and school.

Principle 4: Clear paths of strategic movement

4.4.13. Development will create an integrated urban form that feeds connections to and from adjacent neighbourhood and social infrastructure assets, and onwards towards strategic destinations including Rotherham town centre and public transport nodes.

4.4.14. Key connections will feed in from Greasbrough, Thornhill, Car Hill and Kimberworth/ Bradgate, maximising the sense of continuity between existing and new urban areas and in particular emphasising and promoting pedestrian and cyclist movements over short, medium and longer distances.

Principle 5: Integrated green corridors

4.4.15. Open spaces and green corridors are prominent within Rotherham's existing urban areas. Whilst often a result of practical constraints influenced by topography and evolution of land use over time, it is a distinctive feature of the local area and there is clear opportunity for development at Bassingthorpe to create similar relationships: where green spaces and corridors are planned as an

integral part of the urban structure and become visible, high profile features that enhance sense of place and quality of life for new and existing residents shall be included within the design response within submitted planning applications.

4.4.16. Open spaces of particularly high quality and distinctiveness will be delivered at key nodes and gateways in the urban structure (see above). Design, surfacing materials and planting will be informed by the relevant character area location.

Principle 6: Coordinated urban frontage and select opportunities for local landmarks

4.4.17. The vision is of a new place that integrates well with its existing context and aids new routes of movement, into and through.

4.4.18. To enhance this wider placemaking role, the composition and alignment of streets and spaces will be carefully planned to welcome movement and guide people through the hierarchy of street types. Building frontages will be designed to reflect the different roles and characters of street types and contribute to the distinctiveness of each character area location. Further detail can be found in section 4.6 Character Areas.

4.4.19. Buildings will create a positive frontage to all streets and spaces, helping to enhance legibility and environmental experience as people move through. As part of future design, careful consideration must be given to built form frontages and their response to the adjacent public realm.

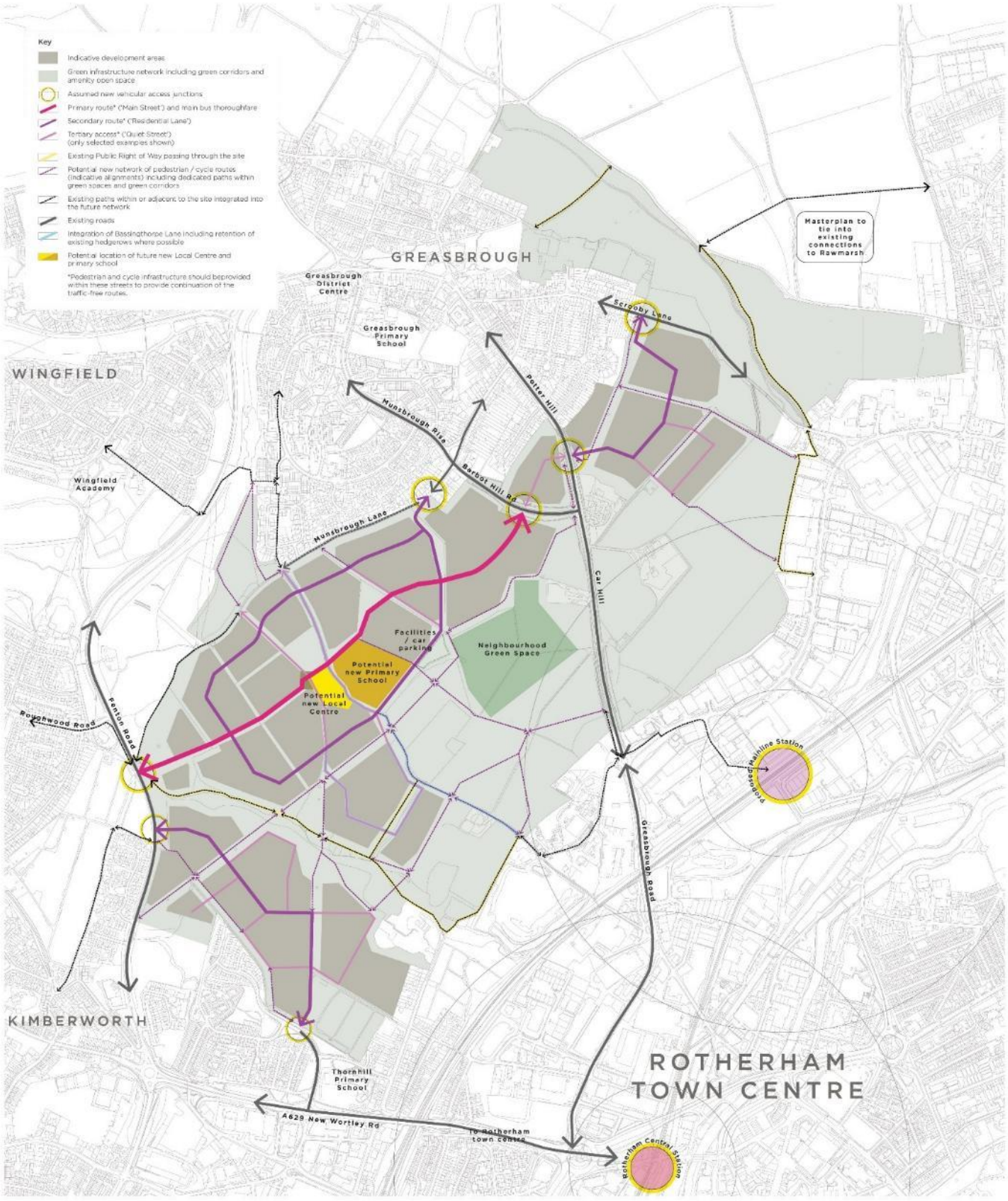
4.4.20. Urban Frontages: these are key frontages that interface with existing the proposed main street. Built form should create strong enclosure through provision of mostly continuous built frontages, providing a strong sense of enclosure. Key views along streets are to be terminated by landmark buildings.

4.4.21. As a development that aims to blend the best attributes of urban and rural environments, street frontages must avoid being overly enclosed and oppressive, with dimensions and distances across the street creating a comfortable human scale, in line with local policy and best practice. Layout design will provide regular breaks in frontage, allowing intermittent open spaces to be experienced as part of the street and allowing for longer views to permeate.

4.4.22. Primary Green Space Frontage: these are frontages which overlook the key strategic open spaces that permeate neighbourhoods. Buildings should form generally linked built frontages, providing good enclosure to frame spaces and reinforce vistas. Some gaps between buildings will be appropriate in response to less-formal streets and spaces. Key views from the wider open space network are to be terminated by landmark buildings.

4.4.23. Secondary Green Space Frontage: these are frontages at the interface with more informal areas of open space where long distance views are less prevalent. Buildings should form generally broken built frontages, with a higher proportion of gaps between buildings to create a visually permeable edge. Built form placement and orientation to be comparatively irregular to reflect the more informal character at the periphery of the core development area.

4.5. Movement framework



Bassingthorpe Farm Development Framework

Movement Hierarchy

Figure 18 Movement Hierarchy

Overview

4.5.1. The movement framework sets out a transport user hierarchy and will guide the location and layout of future streets, paths and junctions.

4.5.2. The movement hierarchy plan illustrates a potential future street layout, coordinated with urban structure and opportunities to enhance wider connectivity with surrounding areas. This includes active travel opportunities that will support sustainable movement.

4.5.3. The movement hierarchy aims to create a network of streets and spaces, that can be implemented in a phased sequence, coordinated with broader development phasing.

Key objectives

4.5.4. The objectives of the movement framework are to:

1. Create a clear and permeable network, providing route choice including a range of public transport and active mode connections that are easy to navigate.
2. Create a street hierarchy that facilitates active travel and elevates pedestrians and cyclists in the user hierarchy.
3. Create streets and spaces that are aligned and designed to give pedestrians and cyclists good accessibility into adjacent urban areas, green spaces and wider countryside.
4. Establish a clear structure that creates a central east-west movement to/ from Fenton Road and Car Hill, passing through the heart of the development area and maximising the connectivity of the proposed local centre and primary school.
5. Maximise opportunities to create strong links to the southeast, towards the southern end of Car Hill, channelling pedestrian/cycle movement towards the town centre, existing employment areas and key public transport connections (including in anticipation of the proposed mainline rail station and aligning with proposals associated with it).
6. Establish the basis for a movement network that is safe and inviting – maximising natural surveillance where possible, inclusive design taking account of challenging topography, and the lighting of both urban and rural routes.
7. Design all streets, spaces and greenways to feel safe, overlooked, and well-lit (where appropriate) to support a sense of security and comfort for all users.

Key spatial principles

4.5.5. Key spatial principles illustrated in the plan are founded on three tiers of street hierarchy, with additional pedestrian and cyclist connections.

Principle 1: Street hierarchy providing a coherent series of distinctive streets that are easy to navigate

4.5.6. Primary routes, 'Main Street':

- 30mph, medium levels of traffic requiring protected space for cyclists in accordance with LTN 1/20.
- Clear main street that links directly through the heart of development and connecting key social and physical infrastructure assets on a broad horizontal alignment.

- Horizontal alignment and use of other appropriate features to prevent inappropriate use and speeding whilst maintaining access.
- A street that creates key thresholds for all vehicular and most pedestrian/cycle movements arriving from east (Car Hill) and west (Fenton Road).
- A high quality, 'first impression' street environment – street design that sets a quality benchmark and a high degree of coordination in public realm design and materiality.
- Largely 2-sided development to enhance a sense of continuity and enclosure.
- Directing vehicular, pedestrian and cyclist movements through the core of the residential area: active streets at different times of the day passing through multiple character areas.
- Verges or soft landscape strips including avenue tree planting (formal or informal) and integrating SuDS features including rain gardens. Such features will aid in urban cooling, contribute to biodiversity within the area and aid carbon sequestration.
- Early delivery of the 'Main Street' to enable bus services to serve the development, through an extension of an existing service or the introduction of a new service.

4.5.7. Secondary routes, 'Residential lanes':

- 20mph, medium to low levels of traffic requiring light segregation or cycle lanes for cyclists in accordance with LTN 1/20.
- Informal landscaped residential streets linking from Main Street, with simple but informal geometries.
- Residential development fronting these streets likely to have a degree of informality, indicating the lower order role and where possible helping to reduce traffic speeds through passive design.
- Incorporating planted, well-maintained verges and high-quality surface materials, that are multi-functional and maximise contributions from new development to biodiversity, and managing surface water run-off through the creation of rain gardens in these areas.
- Informal tree planting, to one or alternating sides of the route
- Largely 2-sided development to provide continuity and enclosure but with occasional single-sided runs at interfaces with key green spaces and corridors.
- Integration of SuDS features designed to maximise contributions to biodiversity through wetland creation, the design of rain gardens and appropriate planting schemes and to respond to the impacts of changing weather patterns and climate change.

4.5.8. Tertiary routes, 'Quiet streets':

- 20mph, low levels of traffic allowing on carriageway cycling in mixed traffic in accordance with LTN 1/20.
- Opportunities for many of these streets to be designed as single-sided streets that are integrated with adjacent green corridors.
- Opportunity to incorporate distinctive design characteristics – these streets need not be consistent across the whole development as there is potential for variations in width, surface treatment, landscape etc linked to the relevant character area.

- Small-scale intimate street spaces that have an organic alignment, narrowings and deflected forward views to give a human scale and help supress vehicle speeds through passive design.
    - Potential for Home Zones, where the design of the street space prioritises pedestrians over vehicles, encouraging social interaction, outdoor play, and community activity.
    - Scope to create car-free or low-traffic environments in appropriate locations, such as near schools, community hubs, or open spaces, that support safe, child-friendly neighbourhoods.

4.5.9. The infrastructure schedule provides a summary of the suggested improvements for existing highway junctions to mitigate the impact of additional vehicle trips generated by the Bassingthorpe Farm site and address level of service concerns. The Council acknowledges existing concerns from residents regarding traffic volumes and congestion on surrounding routes, particularly through Greasbrough, including Scrooby Street, Carr House Lane and Potter Hill. While this SPD establishes the overarching movement framework and identifies key junctions for potential improvement, more detailed work will be undertaken as part of future planning applications and associated Transport Assessments. These will explore the impact of development and define specific mitigation measures. Further transport modelling and technical work will be required to inform these proposals. The Council is committed to ongoing engagement with residents and stakeholders to ensure local knowledge and priorities continue to shape emerging proposals at the appropriate stages.

4.5.10. Junction spacing and visibility should be in accordance with Manual for Streets 2 and the style of the access will need to be determined by a Transport Assessment taking into account location conditions.

4.5.11. Proposed junction improvements will include additional active travel provision (for cyclists and pedestrians) to ensure the layouts, as a minimum, meet current standards as set out in LTN 1/20 and Active Travel England guidance/tools. This is the case even where recent works have been completed at junctions (e.g. B6089 Main Street/Coach Road, College Road Roundabout).

4.5.12. By applying Principles 2 and 3 below, the movement network is designed to minimise additional vehicle trips. Strategic active travel links (Principle 2) and accessible, integrated public transport provision (Principle 3) will enable walking, cycling and public transport to become the preferred and practical choice for everyday journeys.

Principle 2: Strategic active travel connections

Overlaying and extending the street network, footpaths, bridleways and cycle paths will feed movements through the green spaces and corridors that flank the development areas, with particular opportunities to deliver key links through the southern part of the site towards Car Hill and the proposed new station as detailed below.

4.5.13. These new routes will integrate, extend and enhance existing off-site routes and – in particular - existing PRoWs that already enter and pass through the site and link with and connect into the Trans-pennine Trail and National Cycle Network, aligned to the Council's local cycling and walking infrastructure plan. The character and setting of existing paths will inform the design and materiality of new paths to ensure that they appear as continuous legible links and meet the needs of all users. Opportunity must be taken to improve existing public rights of way and severance where feasible including improvements to this network and where appropriate the provision of lighting for example. It is important to note that not all PRoW will be lit, as this will impact on the quiet enjoyment of the wider open countryside and the natural environment and potentially

impact on wildlife, including nocturnal species such as bats, badgers, hedgehogs and nocturnal birds.

Principle 3: Public transport provision

4.5.14. A key aspect of achieving a well-connected development is the objective of promoting sustainable modes of transport and the reduction of the need to travel by private motor car. This should include good provision for public transport, particularly in the context of Bassingthorpe Farm given the topography of the site and its distance from Rotherham town centre.

4.5.15. In addition to supporting sustainable movement, prioritising public transport and reducing reliance on private vehicles also brings significant health and wellbeing benefits- by encouraging active lifestyles, improving air quality, and fostering greater social inclusion.

4.5.16. A bus corridor will be created along the 'Main Street' to create an accessible location to support and encourage the early delivery of the local centre, the primary school and commercial development. Appropriate bus stop waiting facilities should be provided along this corridor and across the site.

4.5.17. The impact of a reduction in commercial bus services means it is now likely that to support the development a greater level of intervention will be required to ensure public transport is attractive, sustainable in the long term and adaptable to external changes.

4.5.18. A bus service and associated infrastructure contribution has been included in the infrastructure schedule to deliver a diverted or new bus service through the development at a level of service to be agreed as part of a future Transport Assessment. This contribution will be capped and should be available for use over a defined period unless the bus service is shown to have become self-funding through fares.

4.5.19. Work is progressing to develop the Outline Business Case for the proposed Rotherham Integrated Station, a new mainline station and tram-train stop, to the south of the site.

4.5.20. Should a new mainline rail station come forward, connections to the Bassingthorpe Farm site will be critical, particularly the route into the station from Mangham Road and Mangham Way, and so the planning of the active travel connections described previously should respond to this significant opportunity.

4.6. Character areas

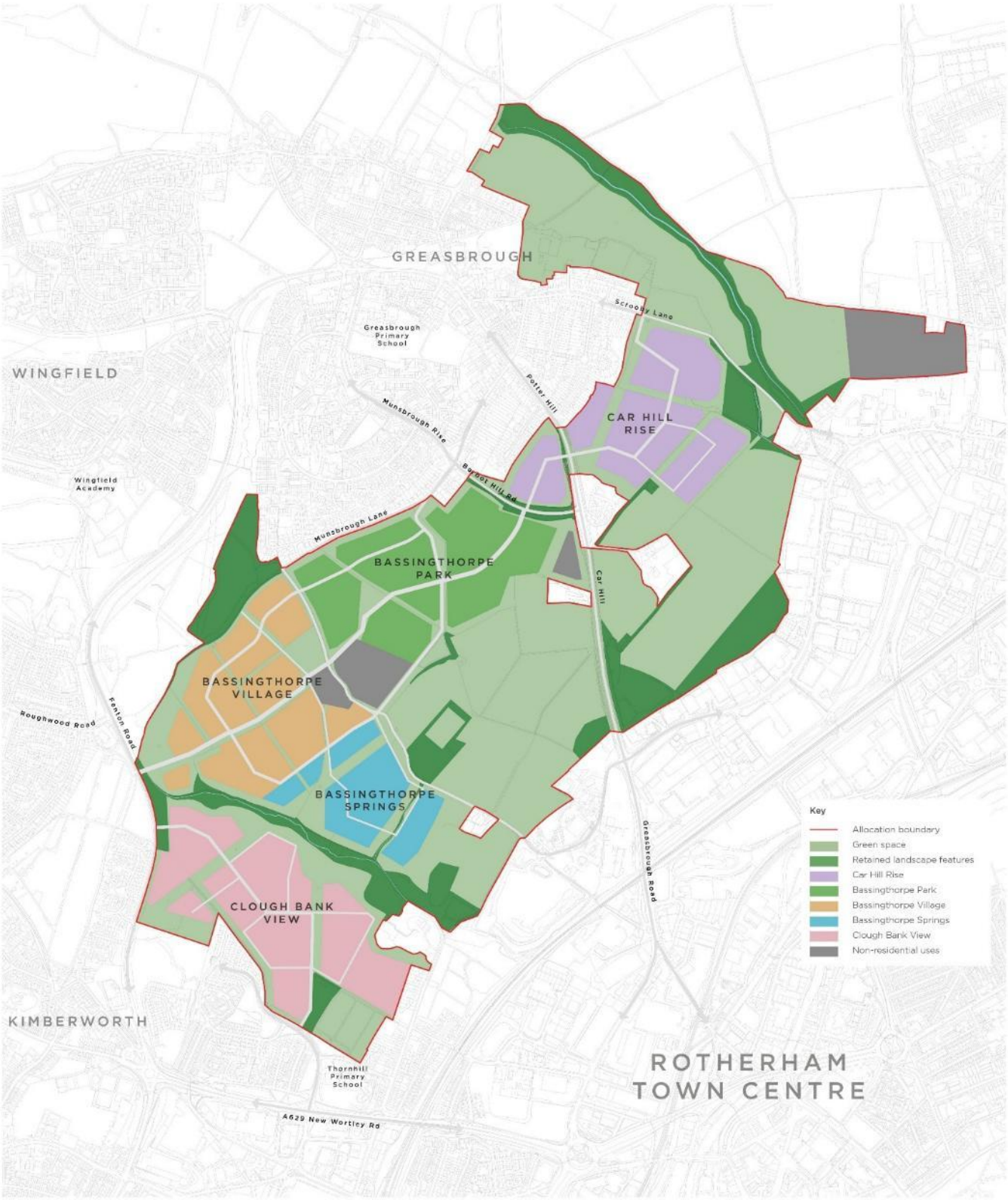


Figure 19 Character Areas

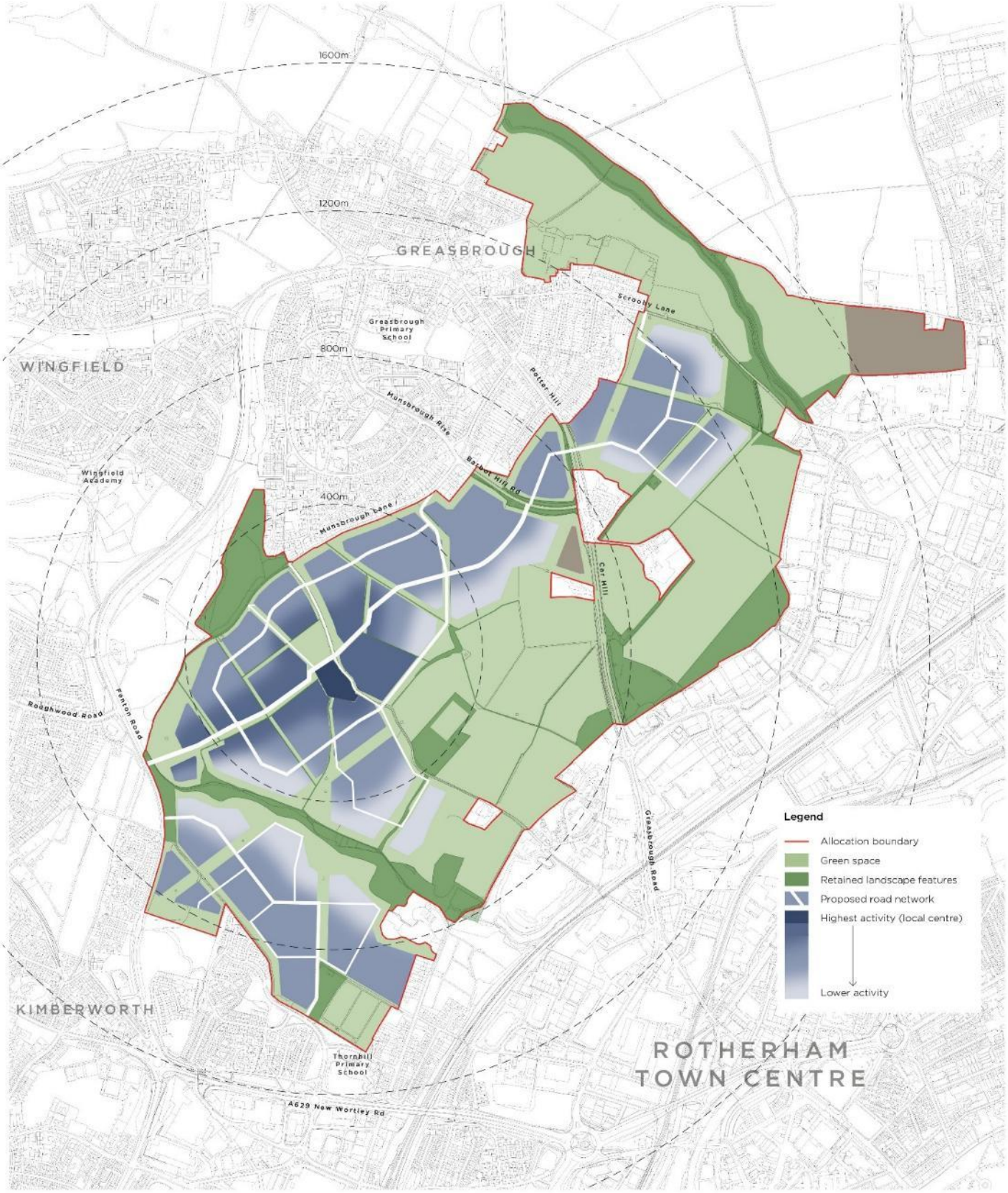


Figure 20 Intensity Plan

Overview

4.6.1. Five character areas have been defined, to guide the creation of distinct neighbourhoods which exhibit a distinctive sense of place whilst contributing to a coordinated wider development and integrating with the existing urban context:

- Car Hill Rise
- Bassingthorpe Park
- Bassingthorpe Village
- Bassingthorpe Springs
- Clough Bank View

4.6.2. Definition of character areas helps to ensure future development contributes positively to wider placemaking principles, whilst also allowing flexibility as different phases come forward.

4.6.3. To help establish a distinctive and locally rooted identity, the SPD encourages the use of historic references and locally significant names when considering place names across the development, including street names, schools, facilities, community spaces and green spaces. The area's rural and agricultural past, including Bassingthorpe Farm, should be considered as a source of inspiration. Naming strategies should aim to reinforce the area's sense of continuity and connection to its local heritage, while supporting community identity and placemaking.

4.6.4. Further guidance will be provided through the site-wide design code to ensure consistency and sensitivity in how historic cues are drawn upon in the naming and branding of new areas within the development.

4.6.5. The following pages set out the key influences and principles for each of the character areas, covering the following elements:

- Built form: How layout can contribute positively, including with reference to existing urban areas, buildings and features.
- Landscape: How existing landscape areas can be enhanced and integrated, and how key views, vistas and routes can shape layout.
- Density: Based on an understanding of the wider site opportunities and constraints and tailored to the setting of each character area. It is expected that an average site density of 35 dwellings per hectare can be achieved on the net developable areas.

Car Hill Rise

Overview

4.6.6. The Car Hill Rise character area, to the north east of the development framework area, is defined by the existing residential urban edge of Greasbrough and open fields to the south. This character area will provide medium density housing along the Greasbrough edge, changing to lower density housing in the areas fronting onto open space.

Figure 21 Views from Car Hill towards Scrooby Lane

Key influences

- Intervisibility between this elevated area of the site and the wider Rotherham townscape, particularly from the top of Car Hill Road and Scrooby Lane, with longer distance views to the Church of St Mary in Rawmarsh.
- Two listed buildings, Barbot Hall and Barbot Hall Farm sit to the south of this character area. The setting of these buildings will influence the proposed built form and landscape character.
- Car Hill Road offers direct connections to Rotherham town centre, Rotherham central train station and bus interchange.
- Proximity and connectivity with the services and community facilities within Greasbrough.
- Lower density suburban residential character of Greasbrough.
- Pylons traverse area along Greasbrough edge.

Built form

- Parts of this character area will present a traditional architectural character which respects the Grade II listed Barbot Hall and Barbot Hall Farm. Development will work with the sloping topography to the east of Car Hill to create an attractive townscape, ensuring views of the listed buildings are captured and framed respecting the setting of the heritage assets.

Figure 22: Example of traditional architecture

- Due to the topography, new housing will be in a predominant position and will impact views from the lower areas to the east around Rotherham town centre. Housing should be limited in the main to two storeys with gaps between buildings to provide a visually permeable edge of settlement character. In some parts of this character area two and a half or 3 storeys may be acceptable.
- Key arrival into the new neighbourhood will be off a new junction on Car Hill, with a vehicular route potentially connecting through to Scrooby Lane, subject to further consideration as part of Transport Assessment. The potential connection of the route through to Scrooby Lane will need particular consideration as part of a wider access strategy for this character area that encompasses other local roads such as Lowfield Lane. This access strategy should consider the need for and function of the connection as well as existing constraints such as the narrowness of highways, levels of on street parking, traffic levels, speeds and routing. The access strategy, incorporated into the Transport Assessment, should determine the requirement, suitability and design of any vehicular connection through to Scrooby Lane and associated junction.
- Car Hill as a key connector to surrounding neighbourhoods, will be made safer, more welcoming and permeable. It is expected that development proposals coming forward will enhance this connection addressing its character, vehicle speed and severance issues to become more urbanised in nature, shifting the balance between movement and place function. This will include the provision of sustainable connections across this highway linking to local facilities (e.g. secondary and primary schools) as well as local communities. In addition, the built form should be considered so that Bassingthorpe Farm does not feel separate from surrounding areas, with the orientation residential properties enhancing natural surveillance, softening visual impacts and retaining views into the site.
- The proposed access junctions for Bassingthorpe Farm from Car Hill must be designed and delivered as high-quality gateways with a focus on reducing speeds, transitioning to residential character and providing a sense of arrival. Provision for active travel should feature prominently in the junction designs with spacing and visibility in accordance with Manual for Streets 2. Detailed work to establish the appropriate access point and form will be a key part of a Transport Assessment. The scope of the Transport Assessment will need to consider the whole of the Bassingthorpe Farm allocation, not just specific plots within it and be accompanied by a Travel Plan. The Travel Plan will reference sustainable transport initiatives to minimise car usage and increase the use of public transport, walking and cycling and also consider new modes of transport such as electric and automated vehicles.

- More traditional materials such as brick and stone to reflect the materials used within the neighbouring residential area.
- Opportunity for houses on key gateways in prominent positions to use similar facade materials to those used at Barbot Hall Farm, such as gritstone and sandstone.

Figure 23 Example of the use of traditional materials

Landscape

- Soft edge boundary to the residential development, to provide positive landscape interface with open space to the south and existing areas of woodland along Greasbrough Dyke.
- Semi-natural landscape character comprising informal native tree planting to help soften the impact of introduced built form in existing views.

Figure 24 Example of a soft edge boundary and the retention of existing hedgerows

- Meadow areas and native-feel shrub planting and native hedgerow species will create a transitional edge-of-settlement character to integrate this area of the site with the surrounding landscape context.
- The retention of existing hedgerows and tree cover along existing roads will be essential unless there are justifiable reasons for removing this established structural landscaping. Retention of established structural landscaping will aid new development proposals to blend into the wider landscape and topography, thus minimising impacts of new development on wider views, and reducing the loss of key wildlife corridors and stepping stones.

Density

- Opportunity for reductions in density towards the eastern edges of the character area, and in areas fronting open spaces and woodland to reflect the more rural interface. Noting the necessity of increasing the density of development proposals throughout the Borough where possible
- Housing at the higher end of the density scale will be appropriate in core development areas and at the interface with Greasbrough, where there is limited intervisibility with the wider landscape setting.

Bassingthorpe Park

Overview

4.6.7. Bassingthorpe Park character area sits between the Greasbrough neighbourhood and the proposed neighbourhood green space. Properties along the southern edge here will have long distance views over Rotherham and the hills beyond, with the western edge of the character area stepping up in density around the new village centre.

Figure 25 View from Barbot Hill Road of Bassingthorpe Park character area

Key influences

- Open views over the lower-lying land to the south and east, with longer distance views to the Church of St Mary in Rawmarsh.
- Interface with residential properties along Munsbrough Lane which front the site and benefit from views across the site and beyond.
- Densities within neighbouring Greasbrough range from 26-40 dwellings per hectare.
- Interface and intervisibility with Barbot Hill Road.
- Bassingthorpe Lane (which has potential to become a key active travel route between Greasbrough and Rotherham Town Centre and the new mainline station) lies to the west of the character area.
- Southern edge forms a key interface with the green infrastructure / agricultural land currently to the south of the character area.
- Aspiration for primary school and local centre to the west of the character area.
- Overhead cables and pylons run parallel to the southern edge of the character area.

Built form

- The key arrival into the neighbourhood will be from a new junction off Barbot Hill Road and the new east-west link from the Bassingthorpe Village character area. Junction spacing and visibility will be in accordance with Manual for Streets 2 and the style of the access will need to be determined by a Transport Assessment taking into account location conditions.
- Housing will front onto new primary routes through the area, with roads designed to promote walking and cycling, by providing generous pavements, cycle lanes and street trees.
- Opportunity for housing to face onto the southern edge of the character area, helping to frame the neighbourhood green space.
- Streets will be oriented to frame views towards Rotherham town centre and views to the hills beyond were possible.

- Use of more traditional materials such as brick and stone to reflect the materials used within the neighbouring residential area.

Landscape

- Streets should incorporate street trees and SuDS features to soften the transition between the urban areas and parkland to the south. Provision of active travel routes within generous greenways will traverse this character area to improve physical and visual permeability throughout the development parcels.
- A new parkland will be created to the south of the character area which will transform farmland into public open space. Areas within the parkland will be enhanced to increase biodiversity and attract wildlife.

Figure 26 Example of softer boundary treatments

- Along the southern edge of the character area, softer boundary treatments such as hedges and trees should be used to reflect the open nature of the semi natural greenspace to the south and filter views of the residential areas from the parkland.

Density

- Density to generally increase towards the western edge of the character area, on approach to the village centre. This would create a clear transition between the edges of the character area to the north and east towards Greasbrough.
- Lower density at the interface with the neighbourhood green space, to create a contrasting edge of settlement character.

Bassingthorpe Village

Overview

4.6.8. Bassingthorpe Village character area is located to the north west on the highest part of the site. It sits between Bassingthorpe Farm and a large area of broadleaved woodland outside the northern boundary. This character area will accommodate views across Rotherham townscape to the south east and a new local centre.

Key influences

- Highest elevation across the site area, ranging from 80-90m AOD.
- The Grade II listed Bassingthorpe Farm lies to the east of the character area.
- Views over the Rotherham townscape to the south east.
- Overhead cables and pylons traverse the north western edge of the character area.

Figure 27 view of pylons over Bassingthorpe Village character area

- Adjacent established area of woodland which is a designated Local Wildlife Site 067 (LWS) known as Bassingthorpe Spring and contains designated Ancient Woodland.
- Clough Streamside LWS 116 is adjacent to the southern edge of the character area. The watercourse is heavily vegetated with broadleaved woodland to either side and accommodates a section of the Rotherham Roundwalk long distance route at its centre.
- Densities within neighbouring Greasbrough and Kimberworth range from 26-40 dwellings per hectare.
- Prominent interface and intervisibility with Fenton Road.
- Bassingthorpe Lane (which has potential to become a key active travel route between Greasbrough and Rotherham Town Centre and the new mainline station) lies to the east of the character area.
- Aspiration for a new mixed use local centre comprising a range of community facilities towards the eastern edge of the character area.
- Proposed main street and bus route through the core development area.

Built form

- The key arrival into the neighbourhood will be from a new junction off Fenton Road. It will lead onto a main street which connects onto Barbot Hill Road, via the Bassingthorpe Park character area. Junction spacing and visibility should be in accordance with Manual for Streets 2 and the style of the accesses will need to be determined by a Transport Assessment taking into account location conditions.
- Fenton Road as a key connector to surrounding neighbourhoods, will be made safer, more welcoming and permeable. It is expected that development proposals coming forward will enhance this connection addressing its character, vehicle speed and severance issues to become more urbanised in nature, shifting the balance between movement and place function. This will include the provision of sustainable connections across this highway linking to local facilities (e.g. secondary and primary schools) as well as local communities. In addition, the built form should be considered so that Bassingthorpe Farm does not feel separate from surrounding areas, with the orientation residential properties enhancing natural surveillance, softening visual impacts and retaining views into the site.

Figure 28 Example of more urbanised streets

- The proposed access junctions for Bassingthorpe Farm from Fenton Road must be designed and delivered as high-quality gateways with a focus on reducing speeds, transitioning to residential character and providing a sense of arrival. Provision for active travel should feature prominently in the junction designs with spacing and visibility in accordance with Manual for Streets 2. Detailed work to establish the appropriate access point and form will be a key part

of a Transport Assessment. The scope of the Transport Assessment will need to consider the whole of the Bassingthorpe Farm allocation, not just specific plots within it and be accompanied by a Travel Plan. The Travel Plan will reference sustainable transport initiatives to minimise car usage and increase the use of public transport, walking and cycling and also consider new modes of transport such as electric and automated vehicles.

- Strong enclosure and contemporary built form will be appropriate along main streets at the edges of internal greenways, where it should frame views and provide strong containment, reinforcing the urban character of the neighbourhood.
- A softer more irregular frontage and discontinuous building line will be appropriate where buildings front the northern woodland edge. There is also an opportunity to introduce natural materials including timber, to reflect the woodland setting to the north.

Figure 29 Example of strong enclosure

- It is supported to retain and sensitively reuse or, where this is not feasible, explore heritage-led alternatives that acknowledge the original form and setting of the listed Bassingthorpe Farm buildings, recognising their historic and architectural significance as a key part of the site's heritage. Where feasible, the intention is to incorporate these buildings into the development as a positive feature of placemaking, contributing to local identity and character. The farmstead has the potential to form part of a local centre or community hub, with uses such as flexible community or cultural space or small scale commercial units. The provision of the buildings will be guided by a conservation led approach, ensuring that any proposals respect their setting and historic fabric while enabling a viable and active long term use.

Landscape

- In core development areas the landscape character should be more formal to reflect the urban setting around the primary street network and local centre. This should include generous verges and green space with avenue tree planting and clipped hedges and ornamental planting. There should be a new neighbourhood green located the highest point of the character area, to the north of the local centre, will provide an opportunity for people to enjoy the south easterly views towards Rotherham. Opportunities for new links to Bassingthorpe Lane.
- Along the northern edge of the character area, generous 'garden streets' and spacious avenues will provide a distinct landscaped focus to the area, allowing more tree planting to break up the built form and reinforce the woodland character. Softer boundary treatments such as hedges, trees and estate railings could be used to reflect the woodland setting.

Density

- The urbanising influence of the local centre uses and the proposed vehicular movement network act as a driver for higher densities. High density development should be delivered adjacent to the main streets and around the local centre.
- Housing at the lower end of the density scale will be appropriate along the northern edge at the interface with the public right of way and adjacent wooded areas.

Bassingthorpe Springs

Overview

4.6.9. Bassingthorpe Springs character area sits within the central/southwestern part of the site between the existing Bassingthorpe Farm buildings and the Clough Streamside watercourse and Local Wildlife Site. This character area will be sensitively designed around the sloping landform and areas of high biodiversity value along the watercourse.

Figure 30 View from Bassingthorpe Lane over Bassingthorpe Springs Character Area

Key influences

- Sloping topography, falling from 80m-60m AOD
- Views over the Rotherham townscape to the south and east, notably from Bassingthorpe Lane which runs along the northern boundary.
- Clough Streamside Local Wildlife Site forms the southern edge of the character area. The watercourse is heavily vegetated with broadleaved woodland to either side.
- A public right of way and long-distance route known as Rotherham Roundwalk runs through the centre of Clough Streamside. It forms a circuit from Rotherham town centre to Wentworth in the north, Wickersley in the east and Whiston in the south. It is connected to Bassingthorpe Lane by a public right of way.
- Overhead cables and pylons would bisect proposed development in this area.
- Aspiration for a new mixed use local centre comprising a range of community facilities and primary school at the northern edge of the character area.

Built form

- The main vehicular arrival into the neighbourhood will be via the Bassingthorpe Village character area.
- The character of the neighbourhood will become increasingly informal and organic as it transitions away from the Bassingthorpe Village character area and the proposed local centre; towards Clough Streamside and the proposed public open space at the eastern edge of the site.
- There is an opportunity for innovative house types in this character area, using more contemporary materials and more bespoke layouts to deal with the challenging topography.
- Opportunity to introduce contemporary building styles and materials to the north, to respond to the urbanising influences of Bassingthorpe Village and local centre; with more rural character and traditional building styles to the south.

Figure 31 Example of contemporary building styles

Landscape

- Where engineered measures are required to overcome levels changes, consideration should be given to landscape features such as pocket parks and tree and shrub planting to naturalise the streetscape. Potential for enhanced tree and hedge planting along the northern interface with Bassingthorpe Lane.
- Creation of a naturalistic landscape character to the southern edge, in response to the Clough Streamside LWS, with opportunities for complimentary wildflower meadows and wetland planting. Naturalistic and multifunctional SuDS features will also be appropriate along this edge, mimicking the lowland character of the localised valley.

Figure 32 Example of a naturalistic landscape character and use of changing levels

- Opportunity for new walking links into Rotherham Roundwalk along the watercourse. New links to be supplemented with tree and hedgerow planting to provide definition and provide wildlife connectivity.

Density

- Higher density housing should be focused within the northern area of the character area adjacent to the local centre.

- Along the southern and eastern edges of the site, density should step down to reflect the landscape and visual sensitivities and the more naturalistic landscape character along Clough Streamside.

Clough Bank View

Overview

4.6.10. Clough Bank View character area is located at the southern edge of the site area and offers the opportunity for a walkable neighbourhood with excellent access to the existing public right of way network, Rotherham town centre and mainline public transport services.

Figure 33 view of Clough Bank View Character Area from Henley Rise

Key influences

- Undulating and steep topography, falling from 90m-50m AOD east to west.
- Localised high point at Constitution Hill from which there are views to the south and east across Rotherham and the hills beyond.
- Clough Streamside Local Wildlife Site forms the northern edge of the character area. The watercourse is heavily vegetated with broadleaved woodland to either side and accommodates a section of the Rotherham Roundwalk long distance route at its centre.
- Bradgate Brickworks SSSI lies to the south of the character area. It is heavily vegetated with woodland and scrub. It is also a Local Wildlife Site and Regionally Important Geological Site (RIGS).

- Woodland, scrubland and Clough Bank Allotments and Hartley Lane Allotments lie to the south and west respectively.
- Clough Bank View is adjacent to the existing neighbourhoods of Henley and Thorn Hill. These suburban areas are relatively high in density at around 40 dwellings per hectare, and include a mix of uses including light industrial, schools and retail.
- Two sets of overhead cables and pylons traverse this character area which have an urbanising influence.

Built form

- The main arrival into the neighbourhood will be from a new junction off Henley Rise. This route would link through the character area to a new junction off Fenton Road further north west. Junction spacing and visibility will be in accordance with Manual for Streets 2 and the style of the access will need to be determined by a Transport Assessment taking into account location conditions.
- There is an opportunity for this character area to include contemporary housing styles, using a larger range of materials – particularly within the western portion of the character area – to reflect the mix of materials in neighbouring areas.

Figure 34 Example of contemporary housing

Figure 35 Example of a more relaxed building line and responding to topography

- There is potential for a more relaxed building line, comprised of traditional house types and materials along the north eastern edge of the area, to evoke more rural character at the interface with Clough Streamside.
- A flexible approach to the built form and the orientation of streets and buildings will enable development to respond to the steeper topography and more sensitive areas along the watercourse to the north.

Landscape

- Creation of a naturalistic landscape character to the northern and eastern edges, in response to the Clough Streamside LWS, with opportunities for complimentary wildflower meadows and wetland planting. Naturalistic and multifunctional SuDS features will also be appropriate along this edge, mimicking the lowland character of the localised valley.
- Clough Bank Allotments will be retained and enhanced with boundary planting.
- Creation of active travel links between the established settlement edge to the west and the public right of way to the north, via integrated green ways through the development area.

These routes will include wildflower meadows, amenity grass and scattered tree planting to maximise seasonal interest and habitat value.

- The existing track along the southern edge of the character area shall be formalised as a key pedestrian and cycle connection though the site and tie into the wider travel network.

Density

- Density should be at its highest at the western edge of the character area, at the interface with the Henley and Thorn Hill neighbourhoods, influenced by the existing settlement character, and in consideration of the proximity to Rotherham town centre and other facilities and services in the surrounding area.
- Development should transition to lower densities to the north east where homes will front Clough Streamside.

5. Delivery and implementation

5.1. Phasing

5.1.1. No prescribed approach to phasing has been taken at this stage. Testing was undertaken with a range of locally active housebuilders – both regional and national. The developers consulted put forward a variety of approaches to phasing and delivery of residential and infrastructure development; pointing out that taking a prescriptive line on phasing as part of this SPD could impact on deliverability and restrict future delivery. Further detailed work will identify the optimum phasing plan, taking into account the need for the early delivery of key infrastructure, such as the main street and primary school on site. Therefore, the following key principles should be adhered to when planning the phasing of development:

- Infrastructure should be provided in a timely way in order to reduce/mitigate the impact of the development. In particular, early phases must deliver social and community infrastructure, green and blue infrastructure and access to surrounding communities;
- Given the scale of the development, there is a need to balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of the development and infrastructure especially as delivery is likely to take place over a 20 year period;
- A comprehensive and co-ordinated approach to infrastructure delivery is required in order to ensure the overall policy aspirations are met;
- Avoiding insofar as possible, the creation of parcels of land or pockets of development that do not relate to their surroundings or are isolated from each other as it is important to create a sense of place as quickly as possible within the defined character areas;
- The early provision of community infrastructure such as the school and local centre and key transport infrastructure is recognised as being an essential requirement to reduce the impacts of the development upon the existing local highway network, reduce the impacts on existing community infrastructure and deliver good placemaking. However, this must be balanced with the need to maintain development delivery and viability.

5.1.2. It is recognised that housebuilders in general choose to start early phases, together with their sales and marketing suites along existing local routes in order to maximise their exposure to potential buyers. On a development of the scale of Bassingthorpe Farm it is expected that there will be several plots being constructed at any given time – probably by different developers each with their own marketing and sales points. One potential approach could be starting development from the West and South West of the site, adjacent to existing communities and existing main thoroughfare. This would enable the opening of a 'front door; to the development to help promote site and the construction of the main thoroughfare through the site. This would enable early delivery of the local centre and school, the introduction of public transport routes, with future phases coming off this main route. The Council would welcome multiple outlets taking place at similar times to maximise delivery of new homes and key infrastructure. This approach is to be tested as part of the consultation on this SPD.

5.1.3. In the event of early phases stalling, for whatever reason, proposals to bring forward other planned phases can be considered provided they do not: undermine delivery elsewhere within the overall

site; undermine provision of supporting infrastructure; and undermine mitigation of the impacts of the development as a result of earlier delivery.

5.2. Infrastructure delivery schedule and triggers

5.2.1. To support a new community of this scale, infrastructure like roads, schools, healthcare, green spaces, and community facilities all need to come forward at the right time and in the right places.

5.2.2. Most of this infrastructure will be delivered and funded by developers through a combination of planning obligations (also called Section 106 agreements) and the Community Infrastructure Levy (CIL). This means that developers are required to contribute financially, or sometimes provide land or build facilities directly, to make the development acceptable in planning terms. These contributions can be used to fund new facilities or improve existing ones, such as expanding nearby schools or upgrading road junctions.

5.2.3. The Council plays a proactive role in working with developers and service providers (like the NHS and education authorities) to coordinate the right infrastructure in the right place and at the right time

5.2.4. The infrastructure requirements for the Bassingthorpe Farm development have been assessed as part of this SPD, and a simplified infrastructure schedule is included at Appendix 1. This schedule should be used as a baseline for future consideration of planning applications and related infrastructure delivery.

5.2.5. The infrastructure schedule has been formulated through engagement with the Council's relevant Departments and with reference to Sport England and the Department for Education calculators. It has also taken into account the Council's Developer Contributions SPD (July 2023). It should be recognised that the infrastructure schedule is taken at a point in time and it is recognised that requirements may be subject to change due to future economic and market forces. Where information is not currently available, infrastructure needs and costs have been estimated.

5.2.6. The scope of infrastructure considered relevant to the policy, vision and objectives for Bassingthorpe Farm is:

- Physical infrastructure – this includes transport and utilities infrastructure;
- Social infrastructure – this includes community facilities; education; healthcare; emergency services;
- Green infrastructure – this includes open spaces (informal and formal); play areas; playing pitches and other sports facilities; allotments; drainage.

5.2.7. The infrastructure delivery planning process is structured around an understanding of how infrastructure will need to be provided in a timely manner to respond to the sequential growth of Bassingthorpe Farm. This requires careful consideration of phasing of infrastructure items to enable access to construction on development parcels and to ensure that facilities are available or new provision operational at the point when homes are occupied, and to prevent over-crowding of existing schools and lack of access to healthcare services and facilities arising from a significant increase in demand for such services beyond their capacity.

5.2.8. Triggers for education provision is challenging, as consideration needs to be given to the immediate availability of child spaces in nearby local schools, the servicing and access to the land parcel for

the construction of the new primary school and the period of time taken for the school to be constructed and commissioned.

5.2.9. The infrastructure schedule also provides a summary of the suggested improvements for existing highway junctions to mitigate the impact of additional vehicle trips generated by the Bassingthorpe Farm site and address level of service concerns. However, in due course a transport assessment will be required to determine the final interventions required.

5.2.10. The issue of viability has also been considered, albeit at an appropriate high level at this stage of the planning process. A number of assumptions have been made in testing development scenarios which will help inform future negotiations and decision making on planning applications, delivery strategies and Section 106 contributions including affordable housing discussions. Given the length of time of delivering development on the Strategic Allocation consideration will be given to regularly reviewing the content of any initially agreed S106 Planning Obligations and planning conditions attached to the grant of planning permission, to ensure that the requirements of national and local planning policy are applied

5.2.11. Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations sought will be related to the form of the development and its potential impact upon the surrounding area.

5.2.12. The Council will work with applicants to identify opportunities for sources of funding to ensure the delivery of community and physical infrastructure. It will consider how the use of CIL might deliver wider strategic infrastructure.

5.3. Stewardship

5.3.1. Bassingthorpe Farm will provide new green spaces, community services and facilities, and public realm areas. This mix of valuable components and assets will help to create a quality place that people will enjoy visiting, living, and working in.

5.3.2. It is therefore important to ensure that appropriate approaches to the long-term stewardship, management and maintenance of these local community assets are considered from an early stage, evolve with the active involvement of key local stakeholders, and implemented in a way that works for the local communities. There are practical steps, such as preservation of particular features, the installation of information boards etc that can help to generate a sense of community ownership and minimise anti-social behaviour.

5.3.3. Through deciding on and implementing an appropriate form of long-term stewardship for the new community and ensuring that the cost associated with that is properly factored in, and to ensure sustainable management of the community assets, can be provided for in the long term.

5.3.4. The Council expect that applicants will work with the Council to agree a strategy for ongoing management and maintenance. The Council will utilise guidance from the Town and Country Planning Association (TCPA) on long-term stewardship, which should be used to inform proposals at Bassingthorpe Farm. The following two key resources should be used to inform any stewardship strategy proposals for Bassingthorpe Farm:

- Making Stewardship Happen – A Process Guide for Councils
- Guide 9: Long-Term Stewardship

5.4. Council's Role

5.4.1. While much of the Bassingthorpe Farm site is in private ownership, Rotherham Metropolitan Borough Council is actively playing a place leadership role in shaping the future of the area. The Council owns part of the site and is committed to ensuring that delivery comes forward in a comprehensive, sustainable and coordinated way, in line with this SPD.

5.4.2. The preparation of the SPD demonstrates the Council's proactive investment in planning and placemaking, helping to create a strong framework that will guide future proposals and give confidence to residents, investors and stakeholders. The Council is working closely with landowners and partners to enable delivery, and this collaborative approach is expected to continue through the next stages of planning and implementation.

5.4.3. Delivery will come forward over time through coordinated infrastructure planning, supported by the Council. Further detail will be set out through individual planning applications and Site Wide Design Code.

6. Next steps: planning and design development

6.1. Using the masterplan framework SPD

6.1.1. This SPD is in conformity with the Guidance on preparing masterplans in Appendix 2 of the Sites and Policies DPD. The production of the SPD satisfies the criteria in 'Site development guidelines' in Chapter 5 of the Sites and Policies DPD. This SPD also satisfies CS1 and part of the Policy CS2 in the Core Strategy.

6.1.2. The Council expects that an outline or hybrid application, if it accelerates delivery, covering the masterplan area site will be made. However, the Council recognises the need for some flexibility over red line boundary, particularly in relation to allocations H2 and H3. There may also be the need for future applications to consider land beyond the SPD boundary, particularly in relation to BNG delivery and if that is the case the justification should be clearly set out. It is acknowledged that further technical work and studies will inform any future masterplanning work, prepared as part of the planning application process. This may mean that development parcels proposed are different to the framework in this SPD, for example on allocations H2 and H3, less development may be achievable. The Council expects applicants to consider how these sites can provide open space and biodiversity enhancement opportunities and be incorporated as far as possible into any application. Further technical work and studies may demonstrate that a higher number of homes can be achieved. This may change the type and quantum of infrastructure required and applicants should take this into account. Future applications should use this masterplan framework SPD to inform more detail at the planning application stage, on the delivery of essential infrastructure.

6.2. Design Code

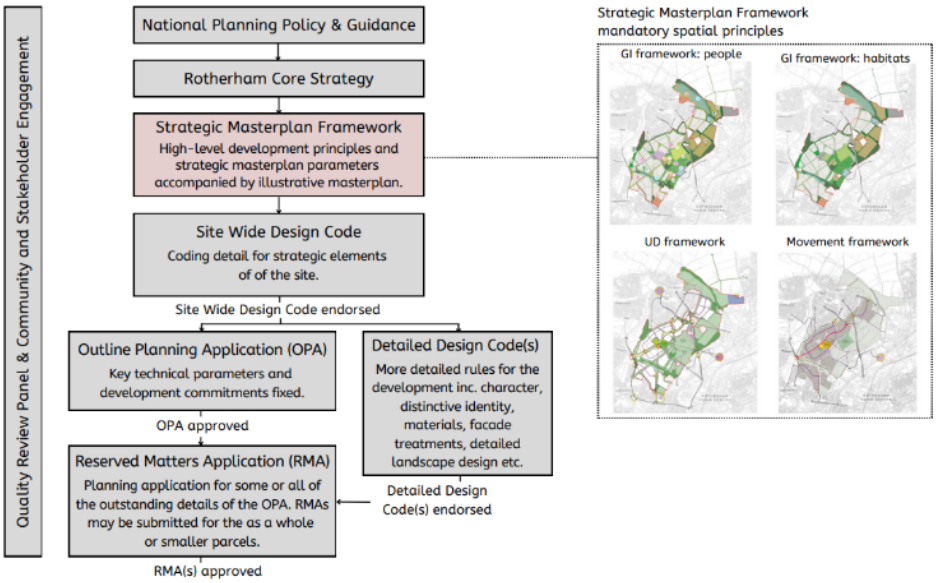
6.2.1. The NPPF makes clear that all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design codes and guides should provide a framework for creating high-quality places, which is the clear expectation for Bassingthorpe Farm, as set out in this SPD. The NPPF also makes clear that the level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place and should allow a suitable degree of variety and flexibility over time.

6.2.2. The Council requires that a site wide design code is developed and approved by the Council, prior to the determination of any planning applications in relation to the site (it is anticipated that a site wide code will be developed to support an outline planning application for the whole site). **Applicants are strongly encouraged to work closely with the local planning authority in the evolution and development of the site wide design code and any subsequent site specific codes** (see Process section below).

6.2.3. Design codes need to be a set of simple, concise, illustrated design requirements and rules, that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area. Design codes will help to maintain consistency in the delivery of development over a longer period of time, ensuring a comprehensive approach to place making across Bassingthorpe Farm.

6.2.4. The site wide design code will need to comply with the National Model Design Code and National Model Design Guide National Model Design Code: Part 1 - The Coding Process (publishing.service.gov.uk) and should be prepared in partnership between the developers/landowners, Local Planning Authority, service providers and other stakeholders. The Site Wide Design Code will need to provide a further interpretation of how the agreed vision will be implemented, building on and refining further, the design principles as set out in this SPD. It is important that the Site Wide Design Code provides a set of rules and accompanying guidance on the strategic design elements that will shape the form of new development across Bassingthorpe Farm, giving it a particular and appropriate quality and identity, in line with the work to date in the SPD.

6.2.5. The Site Wide Design Code will need to inform future more detailed, plot/area specific Design Codes, that will accompany reserved matters applications, and the site wide design code will in effect act as a design brief for plot/area codes, ensuring a level of consistency to placemaking across the site, whilst encouraging and allowing for variety and innovation. The Site Wide Design Code will need to set out the approach to plot/area specific coding e.g. which areas/plots these will relate to, who will prepare them, what content they are anticipated to cover (see Plot Code section below). The illustration below sets out the proposed approach to Design Coding alongside the planning process:



Site Wide Design Code Content

6.2.6. The Site Wide Design Code will be focussed around providing further design detail in relation to the masterplan framework layers and will need to cover, as a minimum:

- Typologies and Built Form – whilst the SPD describes character areas across the site and defines their approximate locations and design influences, the Site Wide Design Code will need to describe in more detail, what differentiates these areas in terms of the approach to density, typologies, building heights and palettes of materials. Which areas are suitable for terraced blocks, looser grain, flat blocks etc. and what are the key design rules for each of the typologies/areas that should be applied when preparing plot specific codes.

- Movement and street hierarchy – the principal route is a key piece of structural infrastructure across the site and the Site Wide Design Code will need to provide details in relation to its width; function (i.e. cycle routes, pedestrian routes etc.); approach to landscaping/planting; accommodation of drainage and particularly sustainable drainage etc. A site wide strategy for car parking (including where on street parking is acceptable, avoidance of frontage parking, use of communal parking areas) should also be included, together with more detail on the location and function of any mobility hubs and the potential use of 20mph neighbourhoods.
- Further detail should be provided in relation to the key off site sustainable links, in terms of form and function, dimensions etc.
- Green and blue infrastructure and public open space – the Site Wide Design Code should be 'landscape led' with a focus on the structural green and blue spaces. Details should be provided on: how structural areas will function; how they will relate to surrounding built form; the incorporation of SuDS into green spaces in an attractive and functional way; the use of formal and informal play; ensuring they are safe to use; a greater understanding of suitable landscape treatment within differing structural areas; defining their contribution to BNG; the hierarchy of greenspaces across the site and how they will function etc. Importantly, the Site Wide Design Code should explain where early delivery of structural green space can be achieved, to create the appropriate setting for the new development and allow areas to establish.
- Density – the SPD requires a variety of densities across the site and the character areas support this and provide high level indications on density ranges. The Site Wide Design Code will need to explain the approach to densities in more detail, examining the influences for each of the character areas, to create clear rules on density parameters and ranges for differing locations across Bassingthorpe Farm, together with illustrations on how these can be implemented.
- Heights – allied to densities, there also needs to be a variety of building heights across the site and this needs to be determined by factors such as topography, sensitivity, surrounding uses etc. The Site Wide Design Code will need to set out the height ranges appropriate to differing locations/character areas.
- Number of homes – through further design work, the Site Wide Design Code should set out further definition of the number of homes that can be delivered, particularly for early phases.
- Identity and character of buildings and public spaces – the urban design framework identifies a number of key gateways, nodes, intersections etc. and the Site Wide Design Code will need to provide further detail on the design approach to these. This should cover elements such as the relationship between built form and new public spaces/key junctions; the opportunity for innovation in design; local influences and cues; design detail for key junctions; pallet of materials for key public spaces etc.
- Local centre and primary school – the local centre is a critical element of the infrastructure for Bassingthorpe Farm and will help to support the new community. The Site Wide Design Code will need to fix the location of the local centre and provide greater detail on the mix of uses proposed; approach to character and built form; approach to accessibility and parking; timing of delivery etc.

- Phasing and Delivery – the Site Wide Design Code will need to identify early phases of delivery, both in terms of infrastructure and development parcels. This will need to include an explanation of how plot/area Codes will be developed to align with and inform detailed planning applications.

Plot/Area Codes

6.2.7. Given the scale of the site and the fact that it will be delivered over a number of years, it is acknowledged that it is appropriate to provide design detail in a phased way, to inform detailed planning applications/reserved matters submissions. The Site Wide Design Code will need to identify more detail in relation to phasing and explain how the next level of design detail will come forward accordingly. It may be appropriate to determine that certain key locations (such as the local centre) require a specific detailed design code, but it is required that as key phases of development come forward, they are informed by and accompanied with a detailed design code. This detailed code will need to use the Site Wide Design Code as its start point, but then, depending on the nature of the application being brought forward, it may be necessary to include relevant detail relating to:

- Secondary and tertiary streets;
- Pedestrian and cycle routes;
- Edges, gateways and corners;
- Community buildings and facilities;
- Sports facilities (indoor and outdoor)
- Public spaces;
- Block sizes;
- Built form; character and materials;
- Building heights and setbacks;
- Potential for the provision of custom and self-build properties
- Appropriate parking solutions, which should include bicycle parking/storage and electric charging points;
- Natural surveillance;
- Provision of external bin storage;
- Location and details of street furniture and service installations;
- Tree and shrub species to be used.

6.2.8. Appropriate planning conditions will be attached to any site wide outline application (or equivalent/s) in order to require the submission of this design detail in line with the proposals as set out in the Site Wide Design Code.

Design Code Process

6.2.9. All design codes, both Site Wide and Plot/Area specific, should be developed in collaboration with the Council and be the subject of an appropriate level of consultation and engagement. Applicants are strongly encouraged to work closely with the Council at the earliest stages of any coding work to agree the following:

- The detailed scope and contents for the code (using the guidance above as a start point)
- A suitable engagement strategy. For the Site Wide Code, it is expected that the existing local community will be involved in its formulation, including elected Members. All design codes will require an element of stakeholder involvement from statutory consultees etc, and this should be agreed in advance with the Council.

- An appropriate regime for reviewing emerging content, critiquing and approving the code. This could involve collaborative workshops at key points in the process, together with an agreed programme of communication and decision making.
- The use of Design Review Panels to inform the Coding content.
- An agreed approach to code review, once approved. Particularly for the Site Wide Design Code, it is recognised that this will need to be reviewed at appropriate intervals across the life of the development, to respond to changing technologies, regulations etc. The period and regularity of these reviews should be agreed with the Council, together with an appropriate approach to review.

6.3. Planning Performance Agreement

6.3.1. Planning Performance Agreements (PPAs) are a useful tool for dealing with complex and larger development proposals. The NPPF recognises the potential for PPAs to a achieve 'a faster and more effective application process'. Recent research by the Planning Advisory Service (Pre-application advice and Planning Performance Agreements (PPAs) | Local Government Association) concluded that there was consensus from applicants, Local Planning Authorities and stakeholders that PPAs can lead to better working relationships, better engagement, early identification of constraints and issues, better quality applications, resourcing of applications, shorter timescales for determination and better quality built development.

6.3.2. The Council has significant experience of utilising PPAs on large complex sites and expects all future applicants to agree a PPA to cover the pre-application, the application itself and future discharge of conditions or reserved matters. The Council strongly encourages the use of PPAs to support the pre-application, design coding and application processes in relation to Bassingthorpe Farm. In particular, PPAs can be used to assist with the appropriate level of resourcing and skills to enable the timely progression of planning applications and design codes. The Council will follow the process outlined by Planning Advisory Service (PAS).

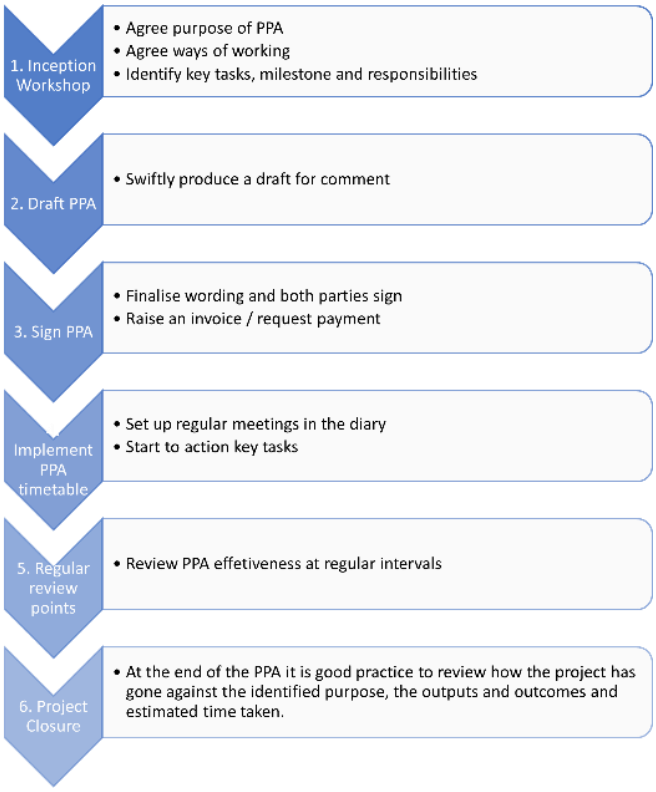


Figure 36 PPA Flowchart

6.4. Design review expectations

6.4.1. The adopted Core Strategy Policy CS1 emphasises the importance the Council gives to achieving high design quality. The Policy sets out that design review will be used to ensure design quality. The Council expects that the SPD framework and future planning applications will promote and ensure the delivery of high quality design across Bassingthorpe Farm and will encourage and draw on a range of tools that can integrate with and benefit the planning application process. The use of these tools will be established through dialogue between the Council and prospective applicants and used where appropriate.

Design review panels

6.4.2. Design review panels provide an independent service in which peers can comment on major development schemes. The use of design review will be most appropriate for larger scale applications and their supporting design codes, but may also be required for proposals of a sensitive and/or complex nature and will be funded by applicants. Any review should take place at an early stage of pre-application discussions, in order for the recommendations of the review panel to be taken into account in preparing proposals. The requirement for and timing of design review should be the subject of early discussion with the Council.

Design Assessments

6.4.3. Design Assessments will be undertaken as part of the pre-application and application determination process, with the Council potentially utilising tools such as Building for a Healthy Life (BHL), but ensuring any assessment draws on the requirements of the SPD. In preparing a Design and Access Statement and Site Wide Design Code, the BHL criteria should be considered and the Council will use BHL as a proactive tool to assess and guide the content of emerging proposals and planning applications.

6.5. Public and stakeholder engagement expectations

6.5.1. The Council's adopted Statement of Community Involvement (SCI) places a strong emphasis on pre-application engagement. It recommends that applicants undertake pre-application public consultation early in the design process. The Council will work with applicants to guide pre-application engagement.

6.5.2. Policy SP55 of the Sites and Policies DPD encourages applicants to undertake community engagement on masterplanning. Whilst engagement on this SPD has taken place, the Council expects further public engagement to be undertaken as part of the pre-application process.

6.5.3. In line with the Council's commitment to ongoing community engagement, there will be further opportunities for local people and stakeholders to get involved as the project progresses. Following adoption of this SPD, the next stage will involve the preparation of a site-wide Design Code. This will provide more detailed guidance on key design aspects including layout, architecture, landscaping, movement and phasing. The Council expects public consultation to take place on the draft Site Wide Design Code before it is finalised.

6.5.4. Beyond the Design Code, further engagement will occur during the planning application process for different parts of the site. This will include opportunities to comment on more detailed proposals such as the layout of streets and spaces, types of housing, green infrastructure and access. The diagram below outlines the typical next stages of the planning process, the likely level of detail at

each stage, and how the community can expect to be involved, although the exact sequence may vary, for example if a full application is submitted.

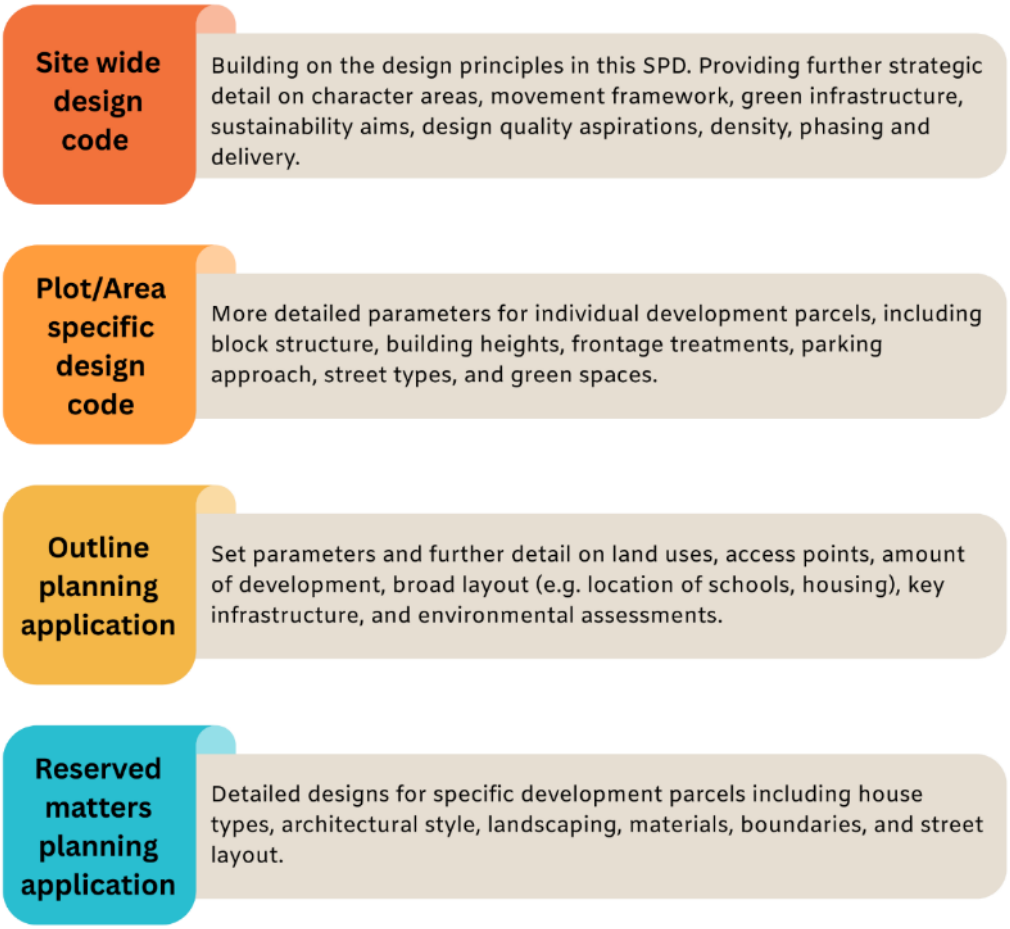


Figure 37 Opportunities for Engagement

6.6. Planning application requirements, validation and timing

Policy requirements for planning applications

6.6.1. In determining applications, the Council will apply all relevant policies from the local plan. Applicants should ensure they have undertaken comprehensive review to understand which policies apply, especially those which set out specific technical requirements or supporting studies to be submitted within a planning application.

6.6.2. Policy CS2 of the adopted Core Strategy requires the detailed masterplanning and the preparation of appropriate Design Codes prior to the submission of any planning application. It is the Council's view that this SPD, once adopted, will satisfy the masterplanning element of the policy, unless the applicant proposes significant changes or departures from this SPD.

6.6.3. The Core Strategy, Sites and Policies DPD and Joint Waste Plan form the local plan and contain policies that set requirements for future development and the assessment of planning applications. The table below sets out which general and site specific requirements which are applicable to

Bassingthorpe Farm, although this should not be considered as an exhaustive list. The Council expects applicants to enter into pre-application discussions where application requirements will be reviewed, and further advice given.

Table 1: general development requirements applicable to Bassingthorpe Farm

Policy	Source	Requirement
CS1	Core Strategy, 2014	Phasing and delivery strategy Access and transport strategy Multifunctional green infrastructure strategy Heritage impact assessment and management strategy Agreement of appropriate remediation and mitigation measures for ground conditions Demonstrate how the development is resilient to climate change and helps to reduce greenhouse gas emissions.
SP26, SP28, SP1 and Site Development Guidelines	Sites and Policies DPD, 2018	Transport assessment
SP1 and Site Development Guidelines	Sites and Policies DPD, 2018	Flood risk assessment and surface water management strategy
SP1 and Site Development Guidelines	Sites and Policies DPD, 2018	Landscape assessment
SP1 and Site Development Guidelines	Sites and Policies DPD, 2018	Phase 1 habitat survey and protected species habitat survey
SP40 supporting text, SP43, SP1 and Site Development Guidelines	Sites and Policies DPD, 2018	Heritage Statement for Archaeology
SP1 and Site Development Guidelines	Sites and Policies DPD, 2018	Geodiversity survey and report
Policy SP28 Development Affecting Key Routes and the Strategic Road Network	Sites and Policies DPD, 2018	Transport assessment must set out suitable mitigation measures to any proposals which will have transport implications on Key Routes and the Strategic Road Network.

Policy	Source	Requirement
SP32 Green Infrastructure and Landscape	Sites and Policies DPD, 2018	Demonstrate appropriate management of change in the landscape in line with the Landscape Character Areas and their sensitivity to change, as illustrated in the Council's evidence base: • Landscape Character Assessment and Landscape Capacity Study (2010) • Landscape and Visual Impact Assessment (2015) • Landscape Capacity Assessment Addendum No. 1 (2015) Major development (10 homes or more) needs to demonstrate consideration of and appropriate mitigation for landscape, green infrastructure, and active travel variables, as listed in the policy.
SP33 Conserving and Enhancing the Natural Environment	Sites and Policies DPD, 2018	10% Biodiversity Net Gain requirement
SP36 Soil Resources	Sites and Policies DPD, 2018	Where appropriate, such as proposals on best and most versatile agricultural land, applications should include an up-to-date detailed assessment to determine the quality of soils and to identify sustainable re-use for soils which are to be translocated
SP37 New and Improvements to Existing Green Space	Sites and Policies DPD, 2018	Residential development of 36 homes or more is required to provide 55 square metres of green space per home on site. All homes are required to be within: • 280 metres of a green space • 840 metres of a neighbourhood green space (as defined in the Rotherham Green Space Strategy, 2010) • 400 metres of an equipped play area Where new on site Green Space provision is required, applications should include an appropriate assessment of demand that is proportionate to the scale and nature of the development proposed. Applicants are also advised to engage Sport England at the pre-app stage and utilise the Sport England Active Design guidance.
Policy SP43 Conserving and Recording the Historic Environment	Sites and Policies DPD, 2018	Any Heritage Statements submitted with planning applications should consider the impact of development proposals on: the setting of on-site and/ or nearby heritage assets; detailed archaeological assessment; and the results of field evaluation.

Policy	Source	Requirement
SP44 Historic Parks, Gardens and Landscapes	Sites and Policies DPD, 2018	Applications for any development that is likely to affect a Historic Park and Garden or its setting need to include a Heritage Impact Assessment which identifies any impact and proposes appropriate mitigation.
SP52 Pollution Control	Sites and Policies DPD, 2018	A Noise Assessment is required to determine the planning application. A lighting Assessment will also be required, given nearby woodlands and hedgerows used by nocturnal birds and animals.
SP55 Design Principles	Sites and Policies DPD, 2018	Applications should include a submitted assessment of local building materials, their colour and architectural detailing. Design and Access Statements and detailed masterplanning should include the broad aims and principles set out within the policy, this SPD and have regard to the Building for a Healthy Life toolkit (or updated guidance). Applicants should consider the health impacts of their design. This can be demonstrated through the completion of a Health Impact Assessment. Further guidance on the production of a HIA is contained in Supplementary Planning Document 5: Equal and Healthy Communities
WCS7 Managing Waste in all developments	Joint Waste Plan, 2012	All development proposals must submit a waste management plan as part of the planning application. The policy sets out what should be included in the plan.

6.6.4. It is necessary to demonstrate how delivery of the allocations will help to facilitate comprehensive development, help to co-ordinate infrastructure provision across the site, and ensure consistency of section 106 contributions. An outline application should set out a framework to ensure the requirements set out above are fulfilled and at which planning applications stage (i.e. outline, reserved matters or full application).

Pre-application advice

6.6.5. Applicants encouraged to use the Council's pre-application service. The Council's expectations are that a PPA will be utilised to manage the pre-application process. A key aim of this process will be to agree the scope of technical studies required to support the application, as listed above. It is expected that a scoping opinion in relation to EIA Regulations will be sought from the applicant at this stage.

Validation

6.6.6. All applicants must fulfil the validation requirements set out in the Council's Validation of Planning Applications Policy. Further details of validation requirements will be established during the pre-app process.

Section 106 and Community Infrastructure Levy

6.6.7. The section 106 legal agreements accompanying approval of planning applications on the site will be important to ensure infrastructure is secured, especially green, social and community

infrastructure. Appendix 1 sets out infrastructure requirements for the site, the provision of which are likely to be included in a section 106. The section 106 for any initial, site-wide outline application will be especially important as it will help to deliver comprehensive development. The TCPA stewardship guidance provides suggested heads of terms for a section 106 agreement, which might include:

- Community facilities
- Community Worker
- Community Management Organisation
- Green Infrastructure
- Allotments
- Play Areas
- Public Realm including Public Art
- Primary Healthcare
- Outdoor Sports
- Community Employment and Training Plan
- Ecology

6.6.8. The site is subject to a Community Infrastructure Levy (CIL) charge. The site sits in Residential zone 4. The 2025 rate was £20.72 per sq. m. The rates are updated annually and further information can be found on the Council's website.

6.6.9. Further information on Section 106 requirements can be found in the Developer Contributions SPD.

6.7. Refining housing numbers and technical testing

6.7.1. The Framework anticipates up to 2000 homes, based on currently available evidence and known site constraints. This will be refined through the next stages of planning and design work.

6.7.2. The Site Wide Design Code will provide further definition of the number of homes to be delivered, particularly in relation to early phases, and must take into account matters such as site capacity, infrastructure requirements, and design quality standards. Outline planning application(s) will confirm the proposed quantum of development across the whole site, supported by updated technical assessments and evidence. This may include re-testing of infrastructure requirements and impacts, such as on highways, schools, and utilities, to ensure that the proposals remain deliverable and acceptable in planning terms.

6.7.3. Further work will also be required to assess viability in more detail. Viability testing will help inform negotiations around Section 106 contributions, infrastructure delivery, and the phasing of development. These matters will be secured through legal agreements and planning conditions.

7. Glossary of terms

Accessibility: The ease with which people can reach places, move around areas, and access facilities, regardless of physical ability or mode of transport.

Active Frontages: Building frontages that face the public realm with windows, doors, or other openings, encouraging natural surveillance and creating an engaging streetscape.

Active Design (Sport England): A set of principles developed by Sport England and Public Health England that embed opportunities for physical activity into the design and layout of buildings, streets, and public spaces.

Active Travel: Forms of travel that involve physical activity, such as walking, wheeling, horse riding and cycling, usually for short journeys.

Affordable Housing: Housing provided to eligible households whose needs are not met by the market, including social rented, affordable rented, shared ownership, intermediate housing etc.

Ancient Woodland: Land continuously wooded since at least 1600 AD in England, and recognised as irreplaceable habitat with high biodiversity and historical value.

Arrhenatherum Neutral Grassland: A type of semi-natural grassland found on neutral soils and of high ecological value due to species richness.

Biodiversity: The variety of life on Earth, including different species of plants, animals and the ecosystems they form.

Biodiversity Net Gain (BNG) An approach to development that leaves biodiversity in a measurably better state than before. It often involves enhancing or creating habitats as part of a project.

Blue Infrastructure: Water-based elements of green infrastructure, such as rivers, streams, ponds, swales and other water features that provide ecological, recreational, or flood mitigation benefits.

Building for a Healthy Life (BHL): A design tool used to assess the quality of new residential development, based on principles of good urban design, connectivity, and wellbeing.

Building Regulations: Minimum legal requirements in the UK covering the design and construction of buildings to ensure safety, energy efficiency, accessibility, and environmental performance.

Building with Nature: An independent, evidence-based framework and accreditation system that integrates green infrastructure, biodiversity, and sustainable design into new developments.

BREEAM Communities: A sustainability assessment method that evaluates the environmental, social and economic sustainability of large-scale development proposals at the masterplanning stage.

Bridleway: A type of public right of way that can be used by pedestrians, horse riders, and cyclists, but not motor vehicles.

Character Area: A defined geographic area with a distinct identity based on existing or proposed landscape, land use, built form, and historical context.

Climate Change: Long-term shifts in weather patterns and average temperatures caused largely by greenhouse gas emissions from human activity.

COMAH Zone: A zone defined under the Control of Major Accident Hazards (COMAH) Regulations, identifying areas near hazardous industrial sites where risks to health and safety must be considered in planning.

Community Infrastructure Levy (CIL): A planning charge allowing local authorities to raise funds from developers to support infrastructure needed for new development.

Conservation Area: An area designated under the Planning (Listed Buildings and Conservation Areas) Act 1990 for its special architectural or historic interest, where additional planning controls aim to preserve or enhance its character.

Connectivity: The degree to which different parts of a place are linked together by routes for pedestrians, cyclists, and vehicles, affecting movement and access

Core Strategy: A central document in a Local Plan that sets out the long-term spatial vision, strategic objectives, and core policies for the future development of an area.

Density: The number of buildings or dwellings in a given area, commonly expressed as dwellings per hectare (dph).

Design Code: A set of illustrated design requirements that guide the physical development of a site or area in line with a shared vision.

Development Framework: A strategic document that sets out key design principles, infrastructure requirements, and spatial arrangements to guide the development of a site.

Development Parcel: A discrete area of land within a wider site identified for development, often defined in relation to character areas or masterplans.

Development Plan Documents (DPDs): Formal planning documents that form part of the Local Plan and are used to guide and assess development proposals.

Environmental Assessment (EA): A process to evaluate the environmental effects of plans before decisions are made.

Flood Alleviation: Measures to manage and reduce the risk of flooding, often by controlling water flow through natural or engineered interventions.

Future Homes Standard: A set of building regulation aimed at ensuring new homes produce 75–80% fewer carbon emissions compared to current standards.

Gradient: The steepness or slope of a land surface, typically expressed as a ratio or percentage, influencing accessibility, drainage, and design solutions.

Green Belt: A policy applied to a designated area of open land surrounding urban areas where development is controlled to prevent urban sprawl.

Green Buffer: A landscaped area designed to separate different land uses, often providing visual screening, ecological habitat, or noise mitigation.

Green Corridor: A strip of green space that links natural areas and enables the movement of wildlife and people.

Green Infrastructure (GI): A network of natural and semi-natural spaces designed to deliver environmental, social, and economic benefits.

Green Space: An area of vegetated land within an urban setting, such as a park, garden, or landscaped open space.

Ground Conditions: The physical characteristics of land and soil that may affect its suitability for construction or influence design considerations.

Habitats Regulation Assessment (HRA): An assessment required under the Habitats Regulations to consider whether a plan or project may harm a protected site of European ecological importance.

Hectare: A unit of area measurement equal to 10,000 square metres or approximately 2.47 acres.

Heritage Asset: A building, monument, site, place or landscape identified as having heritage significance, including listed buildings and non-designated assets.

Historical Landscape: A landscape that retains features and patterns shaped by past human activity, which contribute to its cultural, archaeological, or aesthetic significance.

Informal Frontages: Edges or boundaries of buildings or plots that are less structured or consistent, often facing green spaces or rear/side streets, and may require sensitive design to avoid blank or inactive edges.

Infrastructure: The physical and social services needed for places to function, such as roads, schools, utilities, and public transport**.**

Key Node: A prominent or strategic point within a layout, such as a junction, crossing, or focal space, that helps orient users and may serve as a location for landmark buildings or wayfinding features.

Landscape-Led: An approach to development that responds to and enhances the landscape context, shaping layout, land use, and design around natural features.

Legibility: The ease with which people can understand and navigate a place, often influenced by landmarks, street layouts, and clear visual cues.

Local Centre: Small clusters of shops and services that meet the day-to-day needs of nearby residents, often including food shops and cafes..

Local Distinctiveness: The unique character and identity of a place, shaped by its history, architecture, landscape, materials, and culture.

Local Plan: A collection of documents that set out the spatial planning strategy and policies for a local authority area.

Local Wildlife Site (LWS): A non-statutory designation for areas of substantive local biodiversity value, often identified by wildlife trusts or local councils.

Low-Carbon Lifestyles: Ways of living that minimise carbon emissions, often through choices related to housing, transport, energy use, and consumption.

Masterplan: A strategic layout showing how a site or area will be developed, including land uses, movement networks, open spaces and design principles.

Mixed Use: Development that combines multiple uses (e.g. residential, retail, employment, community facilities) in a single area or building to support vibrancy and reduce the need to travel.

Multifunctional Green Infrastructure: Green infrastructure that delivers multiple benefits simultaneously, such as flood prevention, biodiversity, recreation and landscape value.

National Planning Policy Framework (NPPF): The Government's key planning policy document for England, which guides local plans and decision-making on development proposals.

Natural Surveillance: Designing buildings and spaces so that public areas are overlooked, helping to increase safety and reduce anti-social behaviour.

Net-Zero Ready Home: A home designed and constructed to require minimal energy use and capable of being upgraded to net-zero carbon in operation through the addition of renewable technologies.

Outline Application: A type of planning application seeking approval for the general principles of a proposal, with detailed matters reserved for later approval.

Outward Looking: A design or spatial planning approach that encourages connections beyond the site boundary (physically, visually, or socially) fostering integration with the wider community and landscape.

Passive Design: Design strategies that maximise the use of natural resources (e.g., sunlight, shading, ventilation) to reduce energy demand for heating, cooling, and lighting.

Permeability: The degree to which a place allows movement through it, especially for pedestrians and cyclists, via connected and accessible routes.

Phasing: The planned sequencing of development over time to ensure coordinated delivery of infrastructure, homes, and services.

Placemaking: An approach to planning and design focused on creating attractive, liveable, and distinctive places for people.

Public Realm: The spaces between buildings that are accessible to all, such as streets, squares, parks and other publicly accessible open spaces.

Public Rights of Way: Legally protected paths on which the public can travel, including footpaths and bridleways often crossing public or private land.

Renewable Energy: Energy derived from naturally replenishing resources, such as solar, wind, hydro, or geothermal power, used to reduce reliance on fossil fuels.

Reserved Matters: Details not approved as part of an outline application, such as layout, access, appearance, scale, and landscaping.

RIGS (Regionally Important Geological/Geomorphological Sites): Non-statutory designations for sites of regional or local geological significance, used to promote education and geodiversity.

Site of Special Scientific Interest (SSSI): A legally protected site recognised for its special wildlife or geological value, designated by Natural England.

Social Value: The wider benefits a development or intervention brings to the local community, economy, and environment, including health, education, inclusion, and wellbeing outcomes.

Stewardship: The long-term management and maintenance of places, spaces, and assets to ensure they remain high quality and accessible.

Strategic Allocation: A site identified in a Local Plan or Core Strategy for large-scale development, such as housing or employment.

Strategic Green Infrastructure Network: A planned, larger-scale framework of green and blue infrastructure that links key open spaces, habitats, and corridors across a district or wider region.

Supplementary Planning Documents (SPDs): Non-statutory documents that provide further guidance on planning policies but do not form part of the Local Plan.

Surface Water Flooding Areas: Places at risk of flooding from rainwater that cannot drain away quickly enough through traditional drainage systems or absorb into the ground.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs

Sustainable Transport: Environmentally friendly modes of transport, such as walking, horse riding, cycling and public transport, supported by infrastructure and planning.

Sustainable Urban Drainage Systems (SuDS): Drainage methods that manage surface water sustainably by mimicking natural drainage processes, such as infiltration and retention.

Tenure: The legal and financial arrangement under which property is held or occupied, such as owner occupied, private rented, or affordable (e.g., social rent, shared ownership).

The National Green Infrastructure Standards Framework: A developing set of national benchmarks and guidance by Natural England for planning, designing, and managing high-quality green infrastructure networks across England.

Topography: The physical form and features of the land surface, including its elevation, slope, and natural contours.

Travel Plan: A package of measures designed to encourage sustainable travel choices and reduce reliance on private cars for new developments.

Transport Assessment: A comprehensive review of the potential transport impacts of a proposed development, including analysis of existing conditions, predicted trip generation, and measures to mitigate any adverse effects.

Undulating Landform: Land with a rolling or gently sloping surface, creating variation in elevation that can contribute to character, views, and drainage considerations.

UNICEF Child Friendly Cities: A UNICEF initiative that encourages local governments to embed children's rights into planning and governance, ensuring that cities are inclusive, safe, and supportive for young people.

Urban Form: The physical structure and layout of an urban area, including buildings, streets, and open spaces.

Visually Permeable Edges: Boundaries or features (such as fences or landscaping) that allow visual connections into or across a site, contributing to openness, safety, and integration.

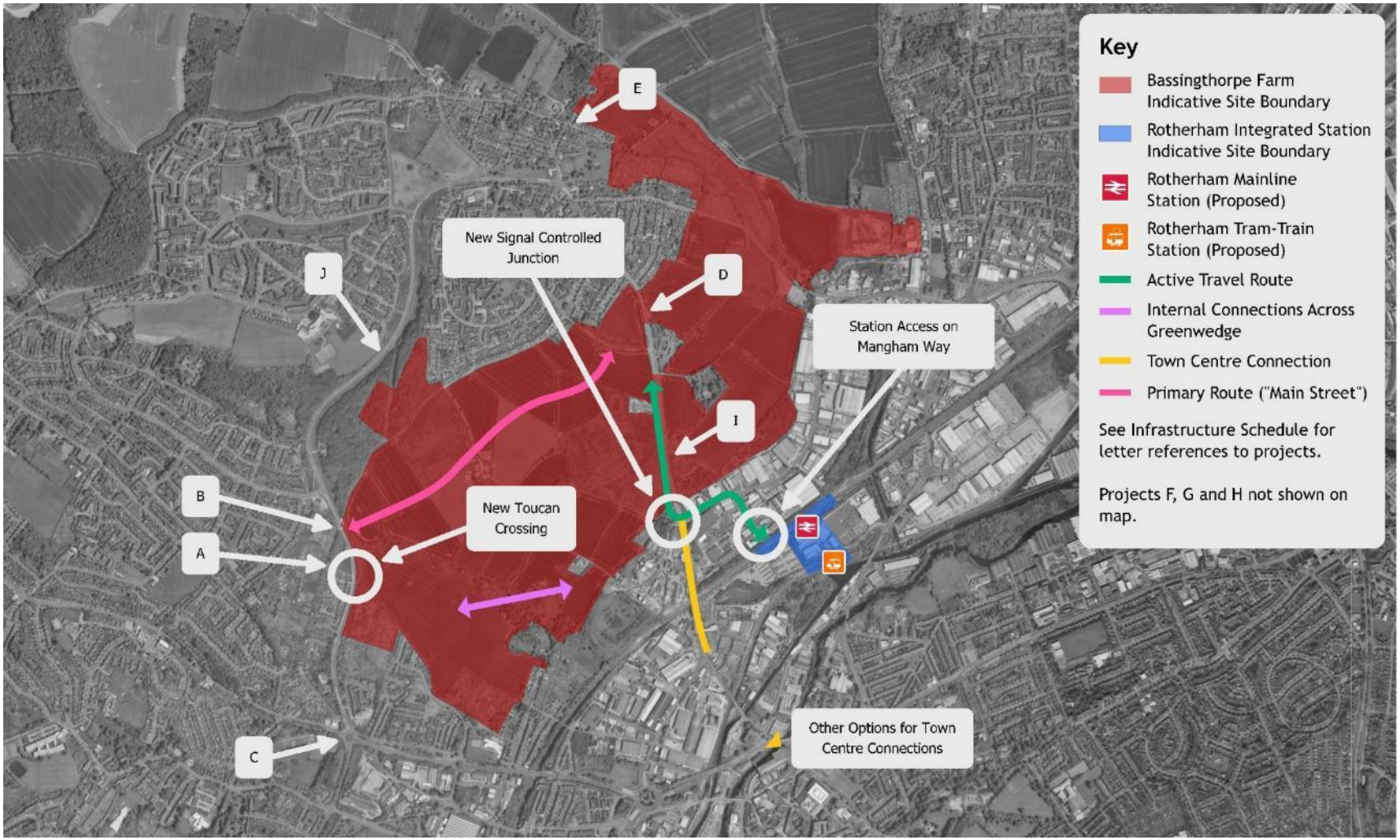
Wayfinding: Elements that help people navigate an area, including signs, markings, maps, and visual cues in the built environment.

WELL Building Standards: A global performance-based certification system that evaluates how buildings and communities support health and wellbeing across key factors like air, water, light, fitness, and mental health.

Wildlife Corridor: A linear area of habitat that connects otherwise isolated natural spaces, allowing animals to move and thrive.

Appendix 1: Bassingthorpe Farm infrastructure schedule

Bassingthorpe Farm infrastructure map



Bassingthorpe Farm infrastructure table

Type	Sub-Category	Infrastructure Project	Diagram ID
Off Site Transport	Highways	Bassingthorpe Farm Access (Fenton Road/Fenton Fields/Clough Bank - West Site Access South)	A
		Bassingthorpe Farm Access (Roughwood Road/Fenton Road - West Site Access North)	B
		A629 New Wortley Road/ Fenton Road Roundabout	C
		Car Hill/Barbot Hill Road Junction - Site accesses	D
		B6089 Main Street/Church/Harold Croft Improvement Scheme	E
		Works identified as part of an access strategy for local roads including Scrooby Lane and Lowfield Lane	F (not shown on map)
		Works identified as part of an access strategy for local roads including Munsbrough Lane and Bassingthrope Lane	G (not shown on map)
	Public Transport	Contribution towards/kick start funding for extension of existing bus services / new bus services	H (not shown on map)
	Active Travel	Contribution towards Rotherham to Greasbrough Active Travel Corridor	I
		Fenton Road Puffin/Toucan Crossing (north)	J
		Fenton Road Bridleway	K (not shown on map)
		Car Hill Equestrian Crossing	L (not shown on map)

Type	Sub-Category	Infrastructure Project	Diagram ID
Internal Transport	Highways	Primary Route (Main Street)	See separate site movement plan
		Secondary Route (Residential Lane)	See separate site movement plan
		Tertiary Route (Quiet Street)	See separate site movement plan
	Active Travel	New active travel routes	See separate site movement plan
		Upgrade of existing public rights of way	See separate site movement plan
Utilities	Gas	Medium Pressure Gas Main Extension (near Car Hill and Ginhouse Lane) provided if required in the context of the Future Homes Standard	
	Electricity	Upgrade of Park Street and Rawmarsh Road Substations plus other potential upgrades to meet increased electricity demand due to Future Homes Standard	
	Water	Aldwarke Wastewater Treatment Works (WwTW) Upgrade	
	Broadband and Telecoms	Broadband	
Education	Primary / Early Years	Bassingthorpe Farm – Land and construction for new 2.5 FE Primary school, Early years and SEND resource accommodation. Contributions to 15 SEND places in RMBC special schools	
	Secondary	Contributions to extend local secondary school – 9 classroom extension to local Secondary Provision. .	

Type	Sub-Category	Infrastructure Project	Diagram ID
		Contributions to 7 SEND places in RMBC Special schools	
Health	Healthcare	Bassingthorpe Farm Health Hub	
Sports and leisure	Play	LAP – minimum activity zone: 100m2 fenced play areas for children under 6.	
		NEAP – large junior play minimum activity zone is 1000m2 m, comprising an area for min 9 pieces play equipment and a hard-surfaced area of at least 465m2	
		Large Toddler play	
	Teen Facilities	Informal ball sports	
		Play space	
		Social seating including shelters	
		Fitness agility	
	Sport	Formal playing pitch requirement	
		Dependant on timing of application and demand / supply at the time, contributions to improve existing sport facilities	
Green infrastructure		Allotments	
		Green infrastructure BNG improvements	
		Green spaces	
		Landscaping, street trees and rain gardens to enhance resilience to climate change	
Community	Libraries	Improvements and repairs to Greasbrough Library and Neighbourhood Hub (including outdoor space)	

Type	Sub-Category	Infrastructure Project	Diagram ID
	Community Hubs	To be provided on site	
	Community building / space	To be provided on site	

The delivery of the infrastructure outlined within the Infrastructure table will be covered and provided through a Section 106 and planning conditions as necessary.

Appendix 1 - Bassingthorpe Farm Supplementary Planning Document

Rotherham
Metropolitan
Borough Council