

Appendix 3

Consultation Statement Part 2: Representations Received and the Council’s Response

The following tables include all representations received during the consultation of the draft Bassingthorpe Farm SPD February – March 2025 and the Council’s response to the representations received.

Where no comments have been received in response to specific questions, the gaps in the table have been removed for ease of presentation and to limit the amount of white space within this report.

The comments are also available within the Planning Policy Consultation Portal and assigned to each individual who submitted the representation.

Consultee Name	RMBC : Public Health	Consultee ID	
Organisation:	RMBC : Public Health		
Agent Name			
Attachment Name (If applicable)			
Attachment Summary	<p>We welcome the clear public health narrative within the draft Bassingthorpe Farm SPD and would like to comment on opportunities to strengthen the content to ensure the development is a truly health improving, vibrant place to live, work and play.</p> <p>In attempt to tackle the CDoH the SPD could prevent the inclusion of street advertising (static boarding/electronic) on the development to prevent advertising food high in salt, fat and sugar, alcohol etc.</p> <p>SPD could restrict hot food takeaways, vape shops and barber outlets.</p> <p>Consider community garden spaces and planting green canopy and street trees.</p> <p>The development is an opportunity to incorporate smoke free zones.</p> <p>This could be planned out within the SPD to ensure public spaces are smoke/vape free.</p> <p>As Rotherham has an ageing population, we would expect to see provisions for older people's housing within the development.</p> <p>Play space should be throughout the development with equity of access.</p> <p>The SPD doesn't mention accessibility for people with disabilities for example within housing provisions.</p> <p>Create 'School Streets' to reduce traffic and emissions near schools. Consider Park and ride, play streets, homes zones, 20mph zones</p>		
Attachment Response	<p>The SPD is not able to introduce new policy on restricting street advertising.</p> <p>Will review wording on planting.</p> <p>The SPD is not able to introduce new policy on smoke/vape free zones.</p> <p>Will review wording in relation to older persons</p> <p>Para 3.1.8 refers to the need for the mix of homes to reflect the Councils guidance including meeting needs of people with special requirements</p> <p>Para 4.3.38 requires informal recreation and play throughout the site</p> <p>Will review wording on streets</p>		

Consultee Name	Public Rights of Way officer	Consultee ID	
Organisation:	RMBC : Pubic Rights of Way		
Agent Name			
Attachment Name (If applicable)			
Attachment Summary	Refers to Local Rights of Way Improvements Plan		
Attachment Response	The plan is included within the Objective consultation Portal as Supporting Document SD02 -Ensure reference is made to Plan in the SPD.		

Consultee Name	Sheffield Area Geology Trust	Consultee ID	
Organisation:	Sheffield Area Geology Trust		
Agent Name			
Attachment Name (If applicable)			
Attachment Summary	<p>Ensure Assets are identified.</p> <p>Highlight that advice on Geoconservation is provided by SAGT</p> <p>Parcel RU4 extends into R15, it should be pulled back.</p> <p>Has the Council decided how the green sapces wil be managed?</p> <p>Clarification sought on location of SUDS</p>		
Attachment Response	<p>The assests are identified on page 33.</p> <p>The masterplan framework is highlevel and further techncial work will determine the absolute boundaries to built development and location of features such as SUDs.</p> <p>No decisions on stewardship have been taken but hte SPD sets out what is expected as par tof future planning applications.</p>		

Consultee Name	Suzanne Turton	Consultee ID	
Organisation:	Designing Out Crime Officer at South Yorkshire Police		
Agent Name			
Attachment Name (If applicable)			
Attachment Summary	As you and your team get further down the line with designing the residential areas, Schools and public spaces etc. would it be possible to let myself and my colleague John Shillito know, just so we can cast our eyes over them regarding designing out crime and creating safer places.		
Attachment Response	Noted		

Consultee Name	Climate Change Officer	Consultee ID	
Organisation:	RMBC : Climate Change		
Agent Name			

Question 1	yes
Question 1a	
Response	

Question 2	no
Question 2a	in the attached document.
Response	Thank you for your comments. We agree that there is an opportunity to further strengthen the SPD's ambitions and language around environmental sustainability, energy efficiency, and climate adaptation – particularly within the placemaking principles and infrastructure expectations. Yes BREEM is misspelled CREEAM and will be corrected.

Question 3	yes
Question 3a	in the attached document.
Response	We welcome your support. With regard to the fencing, the SPD states that "this could include fencing and enhanced complementary planting to limit access from public areas and protect the most sensitive biodiverse sites." This is intended as a flexible option where necessary for habitat protection, rather than a blanket requirement. The emphasis remains on carefully balancing public access with the safeguarding of ecologically valuable areas, and alternative measures such as boundary planting and natural screening are equally encouraged. In terms of long-term care and management, the SPD includes a section on Stewardship, which highlights the importance of securing arrangements for the future governance and maintenance of green and blue infrastructure.

Question 4	
Response	

Question 5	Yes
Question 5a	
Response	

Question 6	Observation
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Question 6a	
Response	<p>Thank you for your positive comments. We acknowledge your point about Parkgate Shopping Park as a potential destination for residents. While the SPD outlines a strategic framework for active travel and infrastructure priorities, more detailed assessments such as the Transport Assessment, will explore specific connections, and safety considerations in greater depth at the planning application stage.</p> <p>Opportunities to improve connectivity to key local destinations, including Parkway Shopping Park, will be considered as part of this process, ensuring that safe, convenient, and accessible active travel options are maximised.</p>

Question 7	Observations
Question 7a	
Response	

Question 8	
Response	
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mandy Loach	Consultee ID	BFSPD052
Organisation:	Sustrans		
Agent Name			

Question 8	Please see attached Document
Response	
Attachment Name (If applicable)	BFSPD052_SustransAndTransPennineTrail.pdf - https://rotherham.objective.co.uk/kseapi/user/submissions/28311/comments/files/61745/content
Attachment Summary	Improve references to cycling and cycle network infrastructure. Improve references to accessibility
Attachment Response	Will review detailed wording comments and incorporate where appropriate.

Consultee Name	Christopher Carroll	Consultee ID	BFSPD051
Organisation:	Sport England		
Agent Name			

Question 8	Please see attached document
Response	
Attachment Name (If applicable)	BFSPD051_ChristopherCarroll_SportEngland.pdf - https://rotherham.objective.co.uk/kseapi/user/submissions/28069/comments/files/61686/content
Attachment Summary	<p>When reviewing the draft SPD, it appears that there would be no existing playing field or sports facility that would be affected by the proposal. However, if this is not the case please can you inform Sport England as to the facility that would be affected so that comments can be provided in relation to our Playing Fields Policy and paragraph 104 of the NPPF.</p> <p>Sport England should be consulted on any application.</p> <p>The population of the proposed development is estimated to be 5,664 (using a 2.36 average national occupancy rate). This additional population will generate additional demand for sports facilities. If this demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating deficiencies in facility provision. In accordance with paragraphs 96 and 98 of the NPPF, Sport England seeks to ensure that the development meets any new sports facility needs arising as a result of the development.</p> <p>The draft SPD appears to show that on-site pitches shall be delivered towards the centre of the site and paragraph 4.3.14 explains how the Council's Playing Pitch Strategy (PPS) or needs assessment shall determine the quantum of sports pitches to be developed. Sport England welcome the consideration of the provision of pitch sports within the draft SPD.</p> <p>It is welcomed that consideration has been given to playing pitch sports. However, it appears that the draft SPD has not robustly considered the likely demand that may be generated for other facility sports types such as swimming pools, sports halls, indoor bowls centres and outdoor tennis courts.</p> <p>Sport England has developed the Sports Facilities Calculator (SFC) to help provide an indication of the likely demand that will be generated by a development for these facility types. As can be seen below, the SFC indicates that a population of 5,664 in this local authority area will generate a demand for approximately £2,254,702 worth of sports facilities. Therefore, it is advised that consultation takes place with the Council's Sport, Leisure and Strategic Partnerships team to properly assess whether:</p> <ul style="list-style-type: none"> •Existing facilities within the concerned are can accommodate theadditional demand; or •Improvements to existing facilities are required to build in the additionaldemand; or •A contribution towards planned new provision is required <p>It is advised that these sports facilities are given due consideration in the draft SPD and included in the Appendix 1: Bassingthorpe Farm infrastructure schedule.</p> <p>Sport England welcome reference to 'Active Design' at paragraph 3.1.29 and Table 1 of the draft SPD. It should be noted that this is not just a Sport England guide</p>

	<p>Sport England have consulted Yorkshire Sport's Active Design Manager, Steven Heywood (Email: steven.heywood@yorkshiresport.org) on the proposal who considered that 'on the whole' the draft SPD has provided good reference to the key principles of the active environment's narrative. Steven is happy to work with the Council on any further consultation and on any forthcoming design review panels for this proposal and any other emerging major proposal in the borough.</p> <p>Detailed design comments provided</p>
Attachment Response	<p>Chapter 5.2 and IDP to be ammended to reflect comments on other sports facilities</p> <p>Will review detailed design comments and incoporate suggestions on examples, guidance and wording.</p>

Consultee Name	Mr James Langer	Consultee ID	BFSPD050
Organisation:	Historic England		
Agent Name			

Question 8	Please see attached document
Response	
Attachment Name (If applicable)	BFSPD050_JamesLanger_HistoricEngland.pdf - https://rotherham.objective.co.uk/kseapi/user/submissions/28068/comments/files/61687/content
Attachment Summary	<p>Support for identification of heritage assests and work done previoulsy on Heritage Impact Assessment.</p> <p>Welcome wording on topography and views</p> <p>Support overarching framework plan and approach to development footprint</p> <p>Support GI framework that reflects HIA recommendations on planting</p> <p>Support list of landscape mitigation measures</p> <p>welcome the development principles for the character areas as it highlights heritage assets and measure to avoid or minimise harm</p> <p>Three sets of key spatial principles with the same numbering convention 1, 2, 3 etc. for placemaking (from page 42), GI framework (from page 46), urban design framework (from page 54), movement hierarchy (from page 58).</p>
Attachment Response	<p>Comments welcomed.</p> <p>Will review the number and labelling of Principles</p>

Consultee Name	Mrs Melanie Lindsley	Consultee ID	BFSPD049
Organisation:	Mining Remediation Authority (formerly The Coal Authority)		
Agent Name			

Question 8	<p>Thank you for your notification of the 10th February 2025 seeking the views of the Coal Authority on the above. The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas. Our records indicate that within the Basingthorpe Farm SPD area there are recorded coal mining features present at surface and shallow depth including; mine entries, coal workings and reported surface hazards. These features may pose a potential risk to surface stability and public safety. As you will be aware some coal mining features, such as mine entries and surface mining highwalls, should avoid having built development located directly above them, and in the case of mine entries within their zones of influence as well. This may impact on the quantum of development that can be accommodated in areas where these features are present. Mine entries are spread throughout the site and when considering layout of development avoid being over or close to these features will be necessary. Any formal planning application submitted for development on this site, whether in full or part, will need to be supported by a Coal Mining Risk Assessment if recorded coal mining features are present within the application boundary. Please do not hesitate to contact me should you wish to discuss this further.</p>
Response	<p>Thank you for your comments. Constraints have been considered in the preparation of the SPD. The SPD acknowledges that the nature and extent of the land conditions is not fully understood and therefore there will be a need for thorough site investigations.</p>
Attachment Name (If applicable)	<p>BFSPD0049_MelanieLindsey_MiningRemediationAuthority.pdf - https://rotherham.objective.co.uk/kseapi/user/submissions/28067/comments/files/61683/content</p>
Attachment Summary	<p>Our records indicate that within the Basingthorpe Farm SPD area there are recorded coal mining features present at surface and shallow depth including; mine entries, coal workings and reported surface hazards. These features may pose a potential risk to surface stability and public safety. As you will be aware some coal mining features, such as mine entries and surface mining highwalls, should avoid having built development located directly above them, and in the case of mine entries within their zones of influence as well. This may impact on the quantum of development that can be accommodated in areas where these features are present.</p> <p>Mine entries are spread throughout the site and when considering layout of development avoid being over or close to these features will be necessary. Any formal planning application submitted for development on this site, whether in full or part, will need to be supported by a Coal Mining Risk Assessment if recorded coal mining features are present within the application boundary.</p>
Attachment Response	<p>A Coal Mining Risk Assessment will be required as part of the validation requirements</p>

Consultee Name	Mark Corrigan	Consultee ID	BFSPD048
Organisation:			
Agent Name			

Question 8	Please see attached document
Response	
Attachment Name (If applicable)	BFSPD048_MarkCorrigan_BritishHorseSociety.pdf - https://rotherham.objective.co.uk/kseapi/user/submissions/28066/comments/files/61677/content
Attachment Summary	<p>The BHS is bitterly disappointed by the exclusion of equestrians from this planning document.</p> <p>Critical of The Bassingthorpe Farm Development Rights of Way and Public Access Proposed Action Plan 2018.</p> <p>Highlights references to access for pedestrians and cyclists but not horse riders</p>
Attachment Response	Review text on page 48 and add references to horse riders where appropriate

Consultee Name	Natalie Carr	Consultee ID	BFSPD047
Organisation:			
Agent Name			

Question 1	No
Question 1a	Some documents state 1,500 homes, others state 2,400. SPD states it will protect and enhance existing green spaces, yet site H3, allocated for 100 additional homes, is ancient woodland and site H4 is extremely rich in biodiversity. One extra primary school insufficient. there is nothing sustainable about removing such a large area from Greenbelt classification and productive farmland and subjecting local residents to fifteen to twenty years of noise pollution, heavy plant machinery and increased flood risk
Response	<p>The SPD provides a framework for development, but the exact number of homes will be determined through the planning application process, informed by site constraints and detailed design work. The SPD is clear that sensitive environmental areas, including SSSIs, RIGS, LWSs, and Ancient Woodland, must be protected and enhanced. The allocation of land for education provision has been guided by initial assessments, and the final number of school places will be determined in consultation with the education authority in planning application stage.</p> <p>Development will be phased to minimise impacts on residents, and appropriate mitigation measures will be required to manage noise, traffic, and flood risk. The SPD seeks to ensure that the development contributes positively to the area by enhancing green infrastructure, delivering new amenities, and supporting long-term sustainability.</p> <p>The site is not designated as Green Belt</p>

Question 2	No
Question 2a	Page 35 shows extensive historical mining activity, as well as two landfill sites. Subsidence will be a major issue for any homes built here. There is no reference to the many vulnerable wildlife species that already live in this area. Red-listed skylarks, song thrush, redwing, yellowhammer to mention a few as well as endangered hedgehogs and many different protected bat species will be threatened or wiped out by this development. Infrastructure does not exist for the amount of traffic and new GP patients
Response	<p>Thorough site investigations will be required, with contamination mitigation in place for landfill and mining sites. The GI framework prioritises habitat retention, connectivity, and biodiversity enhancement, with mitigation designed by ecologists to protect species, including birds, bats, and hedgehogs. The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities. Specifically, a new healthcare facility is planned as part of the infrastructure delivery table to ensure adequate medical services.</p>

Question 3	No
Question 3a	The development is removing green space from the area, not adding to it. Bassingthorpe Spring in Clough Woods already frequently floods, without the added pressure of concreting over all of the

	fields. The allotments on Clough Bank also flood in winter and this will extend to the properties on Clough Road if the development goes ahead. Most of the proposed green space is limited to contaminated chemical dumping ground and former landfill sites. This is neither conducive to good physical health or ideal biodiverse habitat
Response	The development will deliver a minimum 10% Biodiversity Net Gain across the site. There are opportunities to design green space to integrate with drainage measures. Policy CS25 (Core Strategy) on Flood Risk requires sites to reduce surface water run off, utilise Sustainable Drainage Systems and provision of new areas of natural flood storage. One of the principles in the SPD is to 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.

Question 4	Yes, build elsewhere on existing brownfield sites or ideally refurbish the many empty and sub-standard homes already in the borough
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 5	No
Question 5a	The infrastructure is insufficient for the proposed new development. Traffic is already horrendous at Fenton Road Roundabout, Ring O Bells junction and Potter Hill without an additional 3000 + cars moving in and out of the area. Crime in the Masbrough area is high and homes built near here are very unlikely to sell. Primary and Secondary Schools are already oversubscribed and the inclusion of one extra Primary School is insufficient. GP surgeries in the area are also at breaking point. Crimes rates are high in this area and there are insufficient police officers to patrol such a large development
Response	Transport and other infrastructure will be designed to accommodate the increase in demand while ensuring accessibility and connectivity to the wider area. This includes improvements to existing highways. New community facilities, educational provision, healthcare services, and emergency services will be integrated into the development to meet the needs of residents. Infrastructure planning will continue to evolve through engagement with stakeholders and statutory consultees to secure the best outcomes for both new and existing communities.

Question 6	Observations
Question 6a	It identifies new routes but does not acknowledge severe congestion already present at these sites, without the addition of 3000+ vehicles
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in

	surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.
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Question 7	No
Question 7a	Site H3 is ancient woodland, which you have earmarked for the building of 100 homes. Site H4 is crucial habitat for many birds, amphibians and mammals, many endangered. Removing greenbelt land and building on it depletes the existing natural features, not enhances it. I was also told few gardens would be provided with the new homes which is even further depletion of the environment. Many hedgerows will be removed, which provide vital natural corridors for vulnerable wildlife
Response	<p>The SPD is clear that the Ancient woodland must be protected and will be unaffected by development. The GI framework includes mitigation designed by ecologists to protect protected and endangered species. House types will be determined at planning application stage, however, the SPD highlights that the development will be designed for a range of distinctive character areas with a mix of house type, tenure and density. The Greenways will follow existing hedgerows to provide well-vegetated links for people and wildlife along established corridors. All species rich hedgerows will be retained.</p> <p>The site is not designated as Green Belt</p>

Question 8	The quiet removal of greenbelt classification is insidious at best and has outraged the people of Rotherham. The area you have chosen to build on does not seem at all suitable or even safe for development. The removal of such productive and vast farmland and wildlife habitat, purely to make money, is infuriating when there are so many empty homes that could be converted to social housing and brownfield sites, flat and ready to build on, the former Midland Road Bus Depot for example
Response	<p>The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.</p> <p>The site is not designated as Green Belt.</p>
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Charlotte Copley	Consultee ID	BFSPD046
Organisation:	Nottinghamshire County Council		
Agent Name			

Question 8	Thank you for consulting NCC's Planning Policy Team on the above SPD. I can advise that at this time the County Council does not have any strategic planning policy comments to make. However, if there is a specific issue you wish us to provide comments on, please let me know as soon as possible.
Response	Noted

Consultee Name	Rachel Garrison	Consultee ID	BFSPD045
Organisation:			
Agent Name			

Question 8	<p>Thank you for asking South Yorkshire Integrated Care Board (ICB), Rotherham Place, to comment on the Bassingthorpe Farm Supplementary Planning Document. The Rotherham Joint Health and Wellbeing Strategy (Rotherham Joint Health and Wellbeing Strategy.pdf) outlines that health and wellbeing is important to everybody in Rotherham, enabling people to lead fulfilling lives and to be actively engaged in their community. The way individuals achieve good health will differ according to their experiences, life chances, abilities, and resources. In addition to creating healthy environments in which people can live, work, and travel, they also need to be able to access local services. Referring to the Ministry of Housing, Communities & Local Government National Planning Policy Framework (National Planning Policy Framework) and the obligations to consider health, South Yorkshire ICB is pleased to see that Primary Healthcare is included in the list of infrastructure requirements likely to be covered by the section 106 legal agreement, and also notes the site is subject to a Community Infrastructure Levy (CIL) charge. Rotherham has twelve general practices in the vicinity of the development; nine of which have boundaries of provision that cover much of the land identified, and three that cover it to a lesser extent. We know that practices are facing challenges to meet current need, and the impact of future demand will also be considered to determine appropriate infrastructure requirements. The ICB is committed to taking a data driven approach to gauging what that might look like, and there is executive level support to work collaboratively across partners in Rotherham to bring together a strategic approach to healthcare estate. The ICB looks forward to working with the RMBC Planning Team to create a joint plan on how best to meet the healthcare needs of those people living within this large development, building on the Rotherham Place Agreement for how we will work together (RPP_HCIPP2023_25_V7).</p>
Response	Noted thank you.

Consultee Name	Richard Lee	Consultee ID	BFSPD044
Organisation:			
Agent Name			

Question 8	<p>Dear Sir, Madam I live on Stubbin Road with my family in the village of Nether Haugh REDACTED. Stubbin Road is the main road used by many people wishing to avoid the motorway when travelling between Rotherham and Barnsley. The traffic that builds up on Stubbin Road already has a significant impact on the people who live in Nether Haugh. Heavy goods vehicles rattle through the village on a daily basis. Nether Haugh has a speed limit of 30 miles per hour (because it is narrow, and has various sharp bends), but because the roads on either side of the village have higher speed limits (60 miles per hour and 40 miles per hour respectively), and there are no speed cameras or other mechanisms to discourage and prevent speeding, the 30 mile per hour limit is simply not respected or adhered to by the majority of people (be it heavy goods vehicle drivers or normal motorists) driving through the village. Not only is speeding an issue, the backlog of traffic generated as a result of the already poor traffic infrastructure in Greasborough (the next village) is also an issue. We often struggle to exit our property and join Stubbin Road because of the build up of traffic. For example, when there is not a constant flow of traffic there is instead a stationary queue of back to back traffic, caused by delays / the backlog of traffic trying to pass through Greasborough. There is another dangerous junction and risk of collisions as cars try and merge from Cortworth Lane onto Stubbin Road. A blind bend and cars speeding is a lethal combination. Cars have unfortunately crashed into houses in the village on occasion. Most recently in July 2024, a car lost control and hit the wall next to our house (image attached). We are therefore understandably very concerned about the prospect of this new development, worsening these existing issues and the prospect of a general increase in traffic also brings with it concerns of increased pollution. Finally, in addition to air and noise pollution, the traffic that passes through Nether Haugh generates a significant amount of litter. I litter pick every Sunday morning and collect items of litter ranging from fast food and take away items to discarded post and other unwanted items. As residents of Nether Haugh we are concerned that the current plans for the Bassingthorpe site do not take into account that the creation of c. 2000 new homes will certainly increase traffic and reduce safety on the surrounding roads and will result in additional strain on roads connecting to the development (like ours), which are already unsuitable and certainly are not designed for, such volumes of traffic. We attended the consultation at Greasborough Library and spoke to many other local residents who shared these concerns. Kind Regards</p>
Response	<p>A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles. alongside waste management strategies.</p>

Consultee Name	Laura Mansell	Consultee ID	BFSPD043
Organisation:			
Agent Name			

Question 8	<p>As a resident of Potter Hill I am deeply concerned about the volume of traffic this will fetch to the area. Particularly the road we live on. There is often traffic backing up from the bottom of potter hill (where the new light system is) to the start of car hill• where the council recycling centre is. Given this, I do not see how the connecting roads, including potter hill, will have the capacity to support 2,400 more houses. Please can I ask how other local infrastructure will be supported such as rotherham hospital? The development will fetch new residents to the area, therefore putting extra strain on our hospital, which i know is already exceeding some if it's metrics due to demand. The local recycling centre on car hill often also has queues down car hill which is dangerous currently, without the additional demand. Please can you expand on the local schools noted in the proposed planning documents, does this include primary and secondary schools? Please could you also advise if pre school paid childcare has been considered. Given the new government funding this is already in increased demand. How will the capacity be increased for the proposed new residents? In the area there are often burst water pipes due to the age of the pipes in place. How will the additional water be supplied in the area and will the extra water demand cause further pipe bursts? There is also often surface water flooding in the lower areas of the village. Has consideration been given to how the removal of the soakaway fields/land and replacing it will more hard, none soluble surfaces e.g. tarmac, will impact surface water flooding. I look forward to hearing your responses</p>
Response	<p>A full Transport Assessment will identify necessary improvements to key roads, to manage increased traffic and reduce congestion. Infrastructure planning includes consultation with NHS services to assess healthcare needs and ensure appropriate provision for new residents. The development includes plans for primary school and contibution towards expanding existing secondary school provision. Yorkshire Water will assess network capacity and necessary upgrades to prevent further disruptions from increased demand. A Sustainable Drainage Strategy (SuDS) will be implemented to manage surface water runoff and mitigate flood risks from increased impermeable surfaces.</p>

Consultee Name	Mr Jamie Wilkinson	Consultee ID	BFSPD042
Organisation:			
Agent Name			

Question 8	<p>Dear Sirs, I am writing to you to express my outrage and disgust at your proposed development at the Bassington farm site. I feel it is fundamentally wrong to build on the green site and shows an inherent lack of imagination to simply start building on the land just because you can. The area should be maintained as these areas are scarce in the Rotherham borough and should be preserved. The council taking a lead on this. How is the proposed development going to be managed by the Council? Walking around areas in Rotherham the local authority doesn't appear to be maintaining the existing estates to a reasonable standard. The amount of litter and fly tipping is unacceptable. Roads and pavements are poor due to the specification being used. Pot holes and deterioration is a major issues on our roads. More over what are the councils plans in relation to public services? Currently the NHS and Police are struggling to manage the current communities so the answer is to increase the commitment and stress on the services. Generally Councils around the country seem to have mis managed their budgets for many years. I have serious concerns this is not affordable without raising the council tax yet again and lowering the property prices of the surrounding area. Can you forward me evidence of how the Council will mitigate this. I understand the pressure the council is under to build new homes, however ruining green land is not the answer. I have lived in Rotherham for over 40 years and paid tax all my working life. This is just another example of how the government is ignoring the wellbeing of a community for a political agenda. For years myself along with many others feel let down by both local and central government. Can you please forward me the literature around the councils decision making process to develop the site and what has been done to look at redeveloping existing brown field sites as a possible alternative. In addition to this can you please let me have the current number of vacant properties in the borough and evidence that Rotherham borough Council is working with other authorities to home people. I have voiced my concerns previously regarding this and attended a local meeting when the development was first proposed. The local people in attendance were outraged by the proposal. Yours Faithfully</p>
Response	<p>The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014. Public consultations have been held throughout the Local Plan and planning process, allowing for resident feedback. The planning applicants will work with the Council to agree a strategy for ongoing management and maintenance of assets. The NHS, police, and other services are consulted as part of the planning process to ensure necessary infrastructure is in place. Contributions may be secured through developer funding. Development viability assessments ensure affordability. New developments generate council tax revenue, supporting local services. Housing demand in Rotherham requires new development despite existing vacant properties.</p>

Consultee Name	Mrs Kathleen McDermott	Consultee ID	BFSPD041
Organisation:			
Agent Name			

Question 8	<p>Dear Sirs I have been advised of the above SPD consultation and wish to make the following comments We should not be using farmland for housing work .site etc Countryside is precious and we may need more farmland in future to produce food for ourgrowing population South Yorkshire has seen a great deal of development recently, and there are also proposals for solar farms near Barnsley, Conisborough and Whiston/Bramley areas South Yorkshire has a high population density and people need countryside for rest and recreation not too far from their homes. at this rate there will be very little left. The Government has said that “grey” areas should be used for development, are there no “grey” areas in South Yorkshire? And what about wildlife and nature.this will further destroy them</p>
Response	<p>The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham’s housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.</p>

Consultee Name	Benjamin Robuck	Consultee ID	BFSPD040
Organisation:			
Agent Name			

Question 8	<p>Dear planning department, After being unsuccessful at registering for the online consultation I decided to email directly; in future would an online feedback page without the need to register be more accessible. I currently live in a home on the corner of munsbrough Lane and broom Riddings overlooking the bassingthorpe site meaning we currently have great views over the unspoilt land; it was one of the primary reasons we moved here, we are surrounded by nature, quiet and have easy access to lots of open green land. We are disappointed to see that the council plans to force building on this green belt, impede on the nice features of the area and likely significantly reduce the value of our home and lower our quality of life plus potential to live with construction related issues for years. I strongly oppose these plans.</p>
Response	<p>The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.</p>

Consultee Name	Mr Ryan Shepherd	Consultee ID	BFSPD039
Organisation:			
Agent Name			

Question 1	Yes
Question 1a	Yes, the vision is supported; however, there could be opportunity to emphasise the delivery of affordable homes, reflecting the importance of delivering homes which meet identified needs. In this respect, the South Yorkshire Housing Framework ¹ sets out our vision and priorities which include raising the design quality and environmental standards of new homes and ensuring that everyone has access to good quality, warm homes that are affordable and meet needs, and support housing growth.
Response	Noted. Affordable housing requirements will be guided by Local Plan policy, but the SPD vision has been ammended to better reflect the importance of addressing affordable housing need.

Question 2	Yes
Question 2a	Yes, it is considered that the SPD covers the most important issues for the Strategic Allocation. We recognise the importance of placemaking; ensuring our Region's new homes and neighbourhoods are safe, sustainable, well planned, and well connected to amenities and employment opportunities.
Response	Noted.

Question 3	
Question 3a	How development of the Strategic Allocation responds to the challenges and opportunities around climate change and resilience will be important in delivering a successful new community. Reference to the opportunities for a district heat network in the town centre to be expanded are welcomed, as are the details of the surface water drainage strategy. Connected by Water (which comprises Rotherham Council and the other South Yorkshire Local Authorities, along with SYMCA, the Environment Agency and Yorkshire Water) is working across South Yorkshire to increase resilience to flooding and the changing climate. There may be opportunities going forward to explore, through Connected by Water, where joint working or identification of projects could help add value to the development of this Strategic Allocation.
Response	Noted.

Question 4	References throughout the SPD to opportunities to deliver higher densities of housing where appropriate are welcomed; this recognises the need to make the most efficient use of land and aligns with the South Yorkshire Housing Framework which identifies the need to increase urban densification.
Response	Support is welcomed.

Question 5	The objectives set out are supported, particularly with regard to maximising public transport and active travel connections.
Question 5a	The objectives set out are supported, particularly with regard to maximising public transport and active travel connections.
Response	Support is welcomed.

Question 6	
Question 6a	<p>The Mayor and the MCA place an emphasis on the importance of connecting residents to services, facilities, and employment opportunities via means of active travel (walking, cycling and wheeling), and efficient public transport, and this approach should be integrated within any new development. The Site Development Guidelines for Bassingthorpe Farm set out in the Local Plan Sites and Policies document highlight the need for a Transport Assessment, and that development proposals shall promote sustainable transport and travel, providing walkable neighbourhoods, streets and spaces for people. Streets will be designed to enable and encourage bus penetration and slow speeds of all vehicles. It also states that a network of pedestrian, cycle and green linkages, public rights of way and bridleways, will connect the site internally and to wider destinations. The objectives set out are supported, and it is considered that the SPD recognises key movement drivers, including public transport hubs in Rotherham Town Centre providing access to bus, rail and Tram Train services, and the proposed new Mainline Rail and Tram-Train Station. The MCA is currently preparing a Walking, Wheeling, and Cycling Strategy which, once adopted, will be a relevant consideration as development proposals are progressed. The Framework identifies the ‘primary route’ as a main bus thoroughfare. We support the reference under spatial principle 1 to deliver this route early to enable bus services to serve the development. This will be vital in ensuring that the community enjoys access to sustainable movement options as early as possible in the development of the new community. We welcome the inclusion of a financial bus service contribution as part of the infrastructure schedule, and further work will be required to identify the appropriate level of contribution in agreeing any Transport Assessment. However, to deliver future bus services there will need to be supporting infrastructure in the form of bus stop waiting facilities which could include the provision of real time information displays. The precise requirements will require further consideration. Section 5 ‘Phasing’ refers to the early provision of transport infrastructure, and the potential to facilitate the main bus route through the site by starting development to the west and south (5.1.2) which we support. At the MCA Board meeting on Tuesday 18 March 2025, Mayor Oliver Coppard announced his decision to progress with the South Yorkshire Franchising Scheme for Buses. As this transition to a franchised bus network takes place, criteria relating to minimum service levels and household accessibility will be prepared which any future development will need to adhere to. The MCA Executive would welcome engagement in future discussions regarding public transport provision and related developer contributions, to ensure the early provision of bus infrastructure and agree service levels as part of the transition to a franchised bus network. For clarity and transparency, the narrative under Principle 3: Public Transport Provision (4.5.12 – 4.5.17) and the Public Transport entry in the Infrastructure Table (page 91) should also make reference to the need for developer contributions to provide supporting bus stop waiting facilities. Suggested wording below (additions in bold underlined): 4.5.15. A bus service 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. A contribution has also been included in the infrastructure schedule to deliver the supporting bus</p>

	stop waiting infrastructure, to be agreed as part of a future Transport Assessment. Appendix 1 Infrastructure table: [Table in attached document]
Response	Support welcomed. The SPD recognises the importance of active travel and early public transport provision, and we will continue to engage with the MCA to align with the emerging Walking, Wheeling, and Cycling Strategy and franchising approach. Suggested wording around bus stop infrastructure will be considered for inclusion.

Question 7	
Question 7a	The proposed measures to retain valuable ecological features, enhance and create new habitats and deliver a net gain in biodiversity are welcomed. A Local Nature Recovery Strategy (LNRS) for South Yorkshire is currently being prepared; once finalised and adopted (expected to be in 2026). regard should be had to the LNRS in preparing and bringing forward proposals within the Bassingthorpe Farm Strategic Allocation.
Response	Support noted. The intention to retain and enhance ecological features is a core principle of the SPD, and future planning proposals will take account of the South Yorkshire LNRS once adopted.

Question 8	It is also welcomed that the SPD recognises the supporting infrastructure and development which will be required outside of the Strategic Allocation, including active travel links, highway improvements and new transport links, as well as sustainable drainage and flood alleviation measures. These will ensure that the Strategic Allocation is deliverable, sustainable and functions as part of the wider urban area.
Response	Support welcomed.
Attachment Name (If applicable)	BFSPD039.pdf - https://rotherham.objective.co.uk/kseapi/user/submissions/28016/comments/files/61664/content
Attachment Summary	
Attachment Response	

Consultee Name	Alexander Davis-Terry	Consultee ID	BFSPD038
Organisation:	Fitzwilliam Wentworth Estate		
Agent Name	James Hobson		

Question 1	No
Question 1a	Please see Section 2 of our Representations Statement dated 24th March 2025
Response	Noted. The vision is intended to be ambitious yet grounded in deliverability. The SPD acknowledges that the Council will have to 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. References to design standards and community infrastructure reflect best practice aspirations but do not override viability or policy requirements.

Question 2	No
Question 2a	Please see Section 3 of our Representations Statement dated 24th March 2025
Response	Comments noted. The SPD is intended to set out a spatial and design-led framework. Viability will remain a key consideration through the planning process. Representations submitted in confidence will be reviewed and taken into account as appropriate.

Question 3	No
Question 3a	Please see Section 4 of our Representations Statement dated 24th March 2025
Response	Support for the green and blue infrastructure strategy is welcomed. The SPD presents a high-level spatial framework rather than a fixed land use. The net developable area and spatial efficiencies will be tested further at the planning application stage. The SPD framework demonstrates that BNG requirements can be met on site but it is acknowledged that there may be other ways of achieving the BNG requirements using less land. The Council will consider if it is necessary to clarify how open space requirements will be assessed through the planning process, including consideration of existing provision.

Question 4	Please see Section 5 of our Representations Statement dated 24th March 2025
Response	Support for the proposed character areas is welcomed. Noted that density ranges should remain flexible to support viability and delivery. The SPD is intended to guide not prescribe development parameters, and we will review the wording to ensure appropriate flexibility is maintained around density expectations. The SPD has been ammended and will reference "up to 2000" dwellings to allow for flexibility.

Question 5	No
Question 5a	Please see Section 6 of our Representations Statement dated 24th March 2025
Response	Support for the integration principles is noted. The SPD recognises the importance of connections to existing communities, and acknowledges that delivery will be shaped by viability and phasing. The suggested wording change to 4.4.13 is not necessary and would add ambiguity.

Question 6	No
Question 6a	Please see Section 7 of our Representations Statement dated 24th March 2025
Response	It's acknowledged that there is a need to consider greenway delivery in the context of phasing and it is recognised that that some routes may be dependent on the sequencing of development parcels. Lighting and surveillance will be considered on a route-by-route basis to ensure routes are usable, safe, and do not adversely affect ecological assets. With regard to the proposed connection to the mainline station, the Council acknowledges that delivery will require further work, including consideration of third-party landownership. As such, the SPD does not require the immediate delivery of this link but highlights it as a potential route to be explored further.

Question 7	No
Question 7a	Please see Section 8 of our Representations Statement dated 24th March 2025
Response	<p>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 and this is referenced in para 6.1.2. 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 Sites and Policies DPD that allocates H2, H3 and H4 includes site development guidelines for these allocations which tie them into a masterplan for allocations H1, E1 and E2. It is therefore considered appropriate that all of the sites are considered by the SPD.</p> <p>It is acknowledged that the site has a ecological sensitivity and that there is a need for a precautionary, evidence-led approach to any future development proposals. Any future proposals will need to demonstrate no adverse impact on the adjacent ancient woodland or LWS, with appropriate ecological assessment and mitigation secured through the planning process. The SPD is clear that sensitive environmental areas, including SSSIs, RIGS, LWSs, and Ancient Woodland, must be protected and enhanced</p>

Question 8	Please see Section 9 of our Representations Statement dated 24th March 2025
Response	The Sites and Policies DPD that allocates H2, H3 and H4 includes site development guidelines for these allocations which tie them into a masterplan for allocations H1, E1 and E2. It is therefore considered appropriate that all of the sites are considered by the SPD. Whilst the SPD rightly covers

	<p>the red-line boundary for the Strategic Allocation (H1), H2, H3, H4, E1 and E2 it is not necessarily the case that a future outline or hybrid planning application will be required to cover the whole of the wider SPD area.</p> <p>Submitted viability work will be assessed. The SPD does not create new policy and utilises existing adopted Development Plan Documents.</p> <p>Wording associated with the Parkgate and Rawmarsh Flood Alleviation Scheme will be reviewed to ensure clarity and consistency.</p> <p>The SPD acknowledges that the number of homes achieved will be defined further through further design work particularly the site wide design code. The SPD presents a high-level spatial framework rather than a fixed land use budget. The net developable area and spatial efficiencies will be tested further at the planning application stage. The SPD is not intended to fix detailed or time-specific phasing at this stage. Phasing is expected to evolve over time in response to market conditions, infrastructure delivery, and ongoing engagement with developers and stakeholders. As such, a flexible approach is necessary to ensure the development can adapt to changing circumstances and proceed in a viable and coordinated manner. The Site Wide Design Code will need identify early phases of delivery, both in terms of infrastructure and development parcels. To ensure delivery of the spine road to serve all development parcels and the delivery of the school and other required community and social faculties will be dealt with through the provision of appropriate wording included within the SPD. Creation of development platforms following site remediation may "release" some parcels for development prior to other parcels.</p> <p>Wording relating to the Core Strategy review (3.1.14) and Sites and Policies DPD (3.1.16) will be reviewed and updated if necessary.</p>
Attachment Name (If applicable)	<p>BFSPD038_FitzwilliamEstates_Responses.pdf - https://rotherham.objective.co.uk/kseapi/user/submissions/28010/comments/files/61747/content</p>
Attachment Summary	
Attachment Response	

Consultee Name	Ray and Arlene Dainty	Consultee ID	BFSPD036
Organisation:			
Agent Name			

Question 1	No
Question 1a	Not fully thought out how it is going to affect residents already in area esp on top part of Munsbrough Lane. There is no pavement outside bottom of lane (near Junction) house which makes it dangerous reversing out. The cars already speed down and the amount of traffic will increase substantially.
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, existing junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Existing highway improvements will be identified as part of the transport assessment for interventions required to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.

Question 2	No
Question 2a	No dates on commencement and completion. Where they will start building. How all the lorries are going to approach and leave the site. Need road humps near the junction.
Response	Start on site is reliant on planning applications coming forwards and their determination. No prescribed approach to phasing has been taken at this stage. 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. Development will be phased to minimise impacts on residents, and appropriate mitigation measures will be required to manage construction access, noise and traffic.

Question 3	No
Question 3a	
Response	

Question 4	Approach roads to the site. The junction of Munsbrough Lane and Munsbrough Rise is dangerous for the people living near the junction when reversing out onto the road with no pavements outside their houses. They have to reverse out blind. The cars already come round the corner fast and the amount of traffic will increase substantially. Will big lorries carrying materials soil extra be allowed to come down this junction.
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, existing junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Existing highway improvements will be identified as part of the transport assessment for interventions required to minimise congestion. Sustainable transport options, including

	active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.
Question 5	No
Question 5a	
Response	
Question 6	Observations
Question 6a	Munsbrough Lane/Munsbrough Rise junction is not made for large lorries and all extra traffic. It is called a LANE for a reason.
Response	<p>A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, existing junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Existing highway improvements will be identified as part of the transport assessment for interventions required to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.</p>
Question 7	No
Question 7a	What is happening to the old farm house and stables
Response	<p>We recognise the importance of the existing farm as a heritage asset within the site. While the SPD is currently light-touch on this point, the farm buildings are listed, and as such, their retention and reuse is a key consideration in the future development of the site.</p> <p>The aim is to retain and sensitively repurpose these buildings where possible, and we see a strong opportunity for them to play a valuable role in the community. For example, as part of the local centre, a community facility, or for heritage-focused uses that help embed local identity into the heart of the new development.</p> <p>We will be strengthening the wording in the SPD to more clearly reflect this intention, ensuring that the importance of the farm buildings is properly acknowledged and that their potential reuse is clearly articulated as part of the site-wide vision.</p>

Consultee Name	David Hopkins	Consultee ID	BFSPD035
Organisation:			
Agent Name			

Question 1	No
Question 1a	Nothing should be built on. This is good farming land. This land hosts a wide range of fauna and flora
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 2	No
Question 2a	The countryside should be left alone. Many brown field sites. Not green spaces.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 3	No
Question 3a	Green spaces and whole range of British wildlife should be protected. Keep Britain farming.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 4	Keep Britain farming.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD

	(Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.
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Question 5	No
Question 5a	Sanitation. Clean water (Increasing pressures due to over population) Waste: Loss of wildlife habitat Loss of green spaces Mental health due to green spaces concreted over.
Response	The development will deliver a minimum 10% Biodiversity Net Gain across the site.

Question 6	Observations
Question 6a	Parks are not the answer for green spaces. When good farmland is lost. Increase of food prices due to loss of self sufficiency. The British population as not boomed So why and who are/is thus development of houses for?
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs.

Question 7	Observations
Question 7a	No sprawling urbanisation Loss of farming Loss of British wildlife Loss of History Another concrete dump will be created
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs.

Question 8	Our Countryside will become one concrete hell!!
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs.

Consultee Name	Lynn Denby	Consultee ID	BFSPD034
Organisation:			
Agent Name			

Question 1	No
Question 1a	By leaving the environment and the community as it is because of the beauty of the surrounding area and the disruption it will bring to residents in the area which will be affected. The whole project will not only affect residents but will have a detrimental effect on wildlife and well-being. The traffic, which is already heavy on Potter Hill and Car House Hill as it is a main route through to Barnsley, will increase to the detriment of the people who live in Greasbrough. My elderly parents do not go out alone to cross the already busy road on Potter Hill and are distressed about the plans that have been put forward.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 2	No
Question 2a	Consideration being given to people who have lived in the area all their lives and object to the changes being proposed. Whilst consideration to residents may not be considered a valid reason by the planning department at RMBC, the well-being of all people affected is of paramount importance in my opinion, and when attending the Consultation meeting at Greasbrough Library this afternoon, I saw nothing in the plans that could possibly change my mind on this. It would be disaster for the area and would bring not only traffic and pollution problems but would also have an overwhelming effect on services within the area
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 3	No
Question 3a	Nothing – my opinion is that the area will give nothing to the residents of Greasbrough, indeed it would take green spaces away. The new residents would not know the area as it is now so would have no opinion one way or the other

Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.
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Question 4	
Response	

Question 5	No
Question 5a	Consideration for the effect on the environment, the community and the services within what used to be a village and is now becoming a township of Rotherham already without the added stress of more residential properties
Response	The development will deliver a minimum 10% Biodiversity Net Gain across the site. The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 6	No
Question 6a	The movement in and through the site is going to be too disruptive to even consider. It is inconceivable that this whole idea won't have a detrimental effect on the environment, the well-being of the residents of Greasbrough and the surrounding area, not to mention the pollution from the traffic and the problems this will cause
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, existing junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Existing highway improvements will be identified as part of the transport assessment for interventions required to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles. The development will deliver a minimum 10% Biodiversity Net Gain across the site

Question 7	No
Question 7a	Not at all – if anything the natural and historic features are going to change beyond recognition to the detriment of the proposed area for development
Response	Proposed development and the landscaped spaces provided will respond sensitively to the established heritage and natural assets. 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.
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Question 8	I have no further comments to make other than I oppose the plans for the many reasons I have listed.
Response	Noted.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mr Henry Dickinson	Consultee ID	BFSPD033
Organisation:	Kiveton Park Steel Ltd		
Agent Name			

Question 1	Yes
Question 1a	
Response	

Question 2	No
Question 2a	Adequate explanation of why Green Belt land shall be scarified for this development when many other brown field and grey-belt sites exist within the district
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed. The site is not designated as Green Belt.

Question 3	No
Question 3a	Existing/neighbouring residents lose green space
Response	Green infrastructure is a key component of the development of the site. It will be accesible to both new and existing residents. The strategic green space provides a fundamental element of the framework plan, comprising a large area of retained green wedge -Formal and informal open space provision will be delivered within the strategic green space established by the framework plan

Question 4	No
Response	Noted.

Question 5	Yes
Question 5a	
Response	

Question 6	Yes
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Question 6a	
Response	

Question 7	No
Question 7a	Development of previously undeveloped greenfield neither enhances nor safeguards existing natural features Development of previously developed portion of the site would be acceptable
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 8	The scale of development and loss of undeveloped green field land is not acceptable Development of previously developed land within this site and elsewhere within the District should be prioritised over building on green fields
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Adam McLaughlin	Consultee ID	BFSPD032
Organisation:			
Agent Name			

Question 1	No
Question 1a	You are building on areas known to flood, which will impact existing residents and potentially flood allotments which have animals on them. the whole region is affected by mining subsidence and you plan, knowingly, to build on it There are chemicals in the land and your are going to use the affected area as a communal green space
Response	The masterplan framework avoids area of flooding. A Sustainable Drainage Strategy (SuDS) will be implemented to manage surface water runoff and mitigate flood risks from increased impermeable surfaces. Thorough site investigations will be required, with contamination mitigation in place for previous landfill and mining sites.

Question 2	No
Question 2a	Prevention of flooding of existing areas. A plan to deal with subsidence. Any assessment at all of the danger from toxic chemicals - the Love Canal springs to mind An accurate assessment on the impact of traffic in ab area where junctions and side roads are already overloaded
Response	A Sustainable Drainage Strategy (SuDS) will be implemented to manage surface water runoff and mitigate flood risks from increased impermeable surfaces. Thorough site investigations will be required, with contamination mitigation in place for previous landfill and mining sites.A full Transport Assessment will identify necessary improvements to key roads, to manage increased traffic and reduce congestion.

Question 3	No
Question 3a	Your insistence that you will created a “Green Space” is disingenuous at best - the whole are is currently green and inhabited by animals. You will actually be destroying most of it, then asking for praise by leaving the bit that’s contaminated by chemicals
Response	The development will deliver a minimum 10% Biodiversity Net Gain across the site. The GI framework prioritises habitat retention, connectivity, and biodiversity enhancement, with mitigation designed by ecologists to protect species.

Question 4	Your project and those like it are not about maintaining character, but making money
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham’s housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The

	consultation is focused on how development should come forward, rather than whether the site should be developed.
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Question 5	No
Question 5a	This will worsen traffic problems - junctions are already too small for existing traffic. Also the threat of introducing even more expensive bike lanes no-one will use I can't see any reference to expanding NHS capacity, which is overloaded in Rotherham as it is. EG new GP surgery The area has a high crime rate - what consideration have you taken over this?
Response	Transport Assessment will identify necessary improvements to key roads, to manage increased traffic and reduce congestion. Transport and other infrastructure will be designed to accommodate the increase in demand while ensuring accessibility and connectivity to the wider area. New community facilities, educational provision, healthcare services, and emergency services will be integrated into the development to meet the needs of residents. Infrastructure planning will continue to evolve through engagement with stakeholders and statutory consultees to secure the best outcomes for both new and existing communities.

Question 6	No
Question 6a	Traffic can be severe in the area and there are many dangerous junctions. it's frightening to think about visiting the area after you put another 1500 cars in the area
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.

Question 7	No
Question 7a	You're poring tarmac over it all. Numerous protected species inhabit the land EG Hedgehogs, Yellowhammers, Bats, Redwings etc The area was greenbelt land until Labour quietly, without apparent notice, re-classifying it so they could sell it - this has created a lot of bad will from locals
Response	The development will deliver a minimum 10% Biodiversity Net Gain across the site. The GI framework prioritises habitat retention, connectivity, and biodiversity enhancement, with mitigation designed by ecologists to protect species.

Question 8	Local residents are already struggling with crime and are frightened this will bring more They are extremely concerned by talk of "Social Housing" without clear details of what this will actually mean The area you want to build on does not seem suitable or even safe for development. You have confused people by stating various different number of houses to be built
Response	The design of new developments will follow 'Secured by Design' principles and involve consultation with South Yorkshire Police to reduce crime risks. The SPD refers to a mix of housing types, including

	affordable housing as required by national policy. This includes shared ownership, first homes, and some homes for social rent-details will be determined through future planning applications.The site has been allocated through the adopted Local Plan following technical assessments of its suitability, including constraints and infrastructure needs. The SPD provides a framework for up to 2,400 homes, phased over time. Any variations in figures reflect different stages of planning.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Pamela Wyett	Consultee ID	BFSPD031
Organisation:			
Agent Name			

Question 1	Yes
Question 1a	Maybe have a statement prepared for future consultations that outlines RMBC's objectives i.e. provide more housing and brining communities together. Provide more facilities for new and existing residents. On key objectives its only focus on green space and transport links.
Response	Noted. The Vision has been ammended to better reflect the importance of addressing housing need and bringing communities together.

Question 2	Yes
Question 2a	As it develops and where feasible it would be good to see more details on the amenities that will be available such as doctors surgeries, health centre's, core homes or adapted living houses/community spaces.
Response	More detail will be availble in later stages.

Question 3	Yes
Question 3a	Very impressed with the amount of green space to both ends where there is existing residents,
Response	Suport is noted.

Question 4	Road names, schools, surgeries etc. village titles to tie in with the history of the area -These may have been mentioned and I've missed them.
Response	We will consider this to add in the SPD.

Question 5	Yes
Question 5a	New transport link detail good, maybe more details eventually surrounding access routes from existing housing to the green spaces.
Response	More detail will be provided in later stages/site wide design code/planning applications.

Question 6	Observations
Question 6a	Potentially lacking towards Rawmarsh or not clear on documents.
Response	The movement framework shows connections to Mangham Road, which is a key connection to Rawmarsh. Consideration will be given to showing these connections.

Question 7	Observations
Question 7a	I haven't seen any mention of the historic element but I can see a lot plans to keep plenty of green space and social areas.
Response	Noted

Question 8	Some comments made on this response form may be incorrect due to not reviewing all information thoroughly but I think the scheme will have a positive effect on the surrounding communities and be an attractive area for new housing and the residents. It will also relieve pressure for housing being built on infill plots that make up an already built up area seem even more cramped as such. Schools, Dr's surgeries, core homes, dentists, libraries are important and shouldn't be compromised on and may alleviate pressures from the surrounding areas. Although housing and green space are important the above shouldn't be overlooked.
Response	Support is noted.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Robert Bee	Consultee ID	BFSPD030
Organisation:			
Agent Name			

Question 1	Yes
Question 1a	
Response	

Question 2	No
Question 2a	I do feel clarification on additional GP Surgery, Dental Practice and Accessibility is needed during negotiations with prospective builders as a guarantee these will be in place in a timely manner and not added on a whim as although this plan is incorporated to the local area this could not be available except as additions to the masterplan. The local area simply cannot accommodate these services to an additional estimated 6000 people in 2400 properties. NHS and Government need to give assurances and to rely on stretching current services.
Response	The development includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities. Infrastructure planning includes consultation with NHS services to assess healthcare needs and ensure appropriate provision for new residents.

Question 3	Yes
Question 3a	
Response	

Question 4	The chemical works on Ginhouse Lane will still exist as an industrial site along with the skip hire business. In order to enhance the area by incorporating a physical barrier of fencing to camouflage and separate industrial land from residential similar to what took place @ Hoyland common when the industrial area was built along with Evri Parcel Distribution etc. A blanket fence to shield from Industrial as I think close proximity to a chemical works especially is already controversial with skip hire being an eyesore. These pointers will need addressing mixing Industrial with residential.
Response	The SPD acknowledges the importance of carefully managing the interface between existing uses and new areas. Further detail on design treatment) will be developed through the Design Code and planning application stages. One of the principles is to plan for the future including the context of potential transformation of adjacent industrial areas to the south.

Question 5	No
Question 5a	Please refer to Question 2

Response	Noted.
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Question 6	Observations
Question 6a	Should I understand correctly you intent to feed extra traffic onto Munsbrough Lan3 and into Munsbrough Rise. Maybe consider making amendments to traffic flow un and down an already busy Munsbrough Rise. This road is already used as a shortcut to avoid the multi million pound traffic system @ the bottom of Potters Hill made worse by this housing development and the proposed Munsbrough Lane feeder road.
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. Highway improvements will be identified as part of the transport assessmen for interventions required, to minimise congestion.

Question 7	No
Question 7a	No planning strategy could ever guarantee retention of wildlife which is a natural feature of 100% of the you will acquire being 80% greenbelt as I understand
Response	The SPD recognises the ecological value of the site and sets out a landscape-led approach that prioritises biodiversity enhancement, ecological mitigation, and the protection of sensitive areas from the outset.

Question 8	We all require housing. You have to take the public view to move forward with such massive projects. This project will change demand for everything. You have to move forward with fine detail in place and not as you go along otherwise the price we pas an existing community will be too high. The consultation has been constructive, thank you. Maybe if more general public attend we could obtain views on Rotherham's future.
Response	We appreciate the thoughtful feedback and agree that early and ongoing public engagement is key to shaping a high-quality development. The SPD provides a clear framework to guide future planning applications in more detail, ensuring community needs are considered throughout.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Anita Heaton	Consultee ID	BFSPD029
Organisation:			
Agent Name			

Question 1	No
Question 1a	As this is the start of process and developer and builders not appointed it cannot be clear, but it is ambitious
Response	Thank you for recognising the ambition of the SPD. While detailed proposals will come forward in future planning applications, the SPD sets out the overarching vision, principles, and expectations for high-quality development.

Question 2	No
Question 2a	Facilities appropriate to young adults such as Youth Centre type building into plan as well as nursery, young people could be vulnerable if not catered for
Response	Noted. More detail on community facilities will be established in later stages.

Question 3	No
Question 3a	Green space needed in new developments accessible to all
Response	Agreed, the SPD promotes the integration of well-connected, inclusive green spaces to support health, wellbeing, and biodiversity across the site.

Question 4	If by character we can apply reference to age of existing residents consideration should be given to here building and roads and styles of buildings are built to avoid future community issues as there are a lot of older people living there and there are a number of bungalows which older people prefer
Response	The SPD supports the creation of a mixed and inclusive community, with a range of housing types, to meet the needs of all ages and abilities.

Question 5	No
Question 5a	Not sure at this stage
Response	Noted.

Question 6	Observations
Question 6a	Roads need to be wider to avoid parking on pavements. Properties need drives to hold more than one car

Response	The SPD highlights the importance of high-quality street design. A site wide design code will include site wide strategy for car parking (including where on street parking is acceptable, avoidance of frontage parking, use of communal parking areas). Future planning applications will need to demonstrate how these issues are addressed in line with highways guidance.
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Question 7	Yes
Question 7a	
Response	

Question 8	The community need further consultation when further plans are prepared before approved. Maintenance of the site during and after building needed. The maintenance needs to be continued for a set period of years not month Social housing should be developed near main roads to access bus routes near main roads to access bus routes. The closeness to three accesses/exits to motorways could give rise to drug houses and county lines issues so funding for housing officer and police support needed
Response	The Council is committed to further consultation as proposals evolve, and long-term stewardship and maintenance will be a key consideration in future delivery plans. Social housing and infrastructure planning will also consider accessibility, safety, and community cohesion.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mark McGrail	Consultee ID	BFSPD028
Organisation:			
Agent Name			

Question 1	No
Question 1a	The vision isn't as clear in that it needs to consider additional Projects in the area and more include to direct land owner
Response	The SPD takes account of the allocations in the adopted Local Plan and the opportunities and constraints.

Question 2	No
Question 2a	It has got some basis covered except Gin House Lane, struggling to understand the direction of what importance Gin House is to the Scheme
Response	The SPD suggests that Bassingthorpe Lane / Ginhouse Lane will be a pedestrian and cycle route

Question 3	No
Question 3a	The Space's the framework is trying to use isn't owned by RMBC; and as such may need to lose the size of the scheme to accommodate green spaces
Response	There are a mix of ownerships across the allocated sites and the SPD area. These will be subject to separate discussions to bring forward comprehensive proposals.

Question 4	From my view the essential part of the area must be enhanced to accommodate access for our farm, requiring suitable access to and from. One point it reinstating the old road from Potters Hill to Gin House Farm
Response	Existing rights of access will be an important consideration as planning applications are prepared. Thank you for the suggestion regarding the reinstatement of the old road. The movement framework whilst not suggesting the old route is used does suggest pedestrian / cycle routes making similar connections.

Question 5	The Framework does not provide any acceptance for any other scheme Fig 1 and Fig 2 Enclosed other than stand alone
Question 5a	The Framework does not provide any acceptance for any other scheme Fig 1 and Fig 2 Enclosed other than stand alone
Response	The SPD has considered the opportunities and constraints across the site. The Council would welcome further discussions about proposals for your land.

Question 6	No
Question 6a	Gin House Farm Access. We don't want HGV Access, and possibility of reinstating the road from Potters Hill to Gin House as the desire is reduce the traffic, our hope is to develop the old ground on Bassingthorpe Lane
Response	The SPD suggests that Bassingthorpe Lane / Ginhouse Lane will be a pedestrian and cycle route

Question 7	Observations
Question 7a	The safe guard of the two historic features. Bassingthorpe Farm Gin House Farm
Response	Noted

Question 8	The scheme in all is welcoming to a point of representation. My Two Schemes Flg2: Gin House Farm has been put on hold due to this framework Fig1: Bassingthorpe, my scheme to be presented. If no further requirement from RMBC of wanting to purchase this land. we would hope RMBC would support both schemes. Enclosed are my two scheme.
Response	The Council would welcome further discussions about proposals for your land.
Attachment Name (If applicable)	BFSPD028Fig1Fig2.pdf - https://rotherham.objective.co.uk/kseapi/user/submissions/27801/comments/files/61666/content
Attachment Summary	
Attachment Response	

Consultee Name	Cllr Linda Beresford	Consultee ID	BFSPD027
Organisation:	RMBC		
Agent Name			

Question 1	Yes
Question 1a	
Response	

Question 2	Yes
Question 2a	
Response	

Question 3	Yes
Question 3a	
Response	

Question 4	I think we should consider the density, style and proximity to existing properties and ensure we maintain natural green distance between existing properties and the new builds. I also think we should ensure no 3 storey dwelling should be built close to existing properties.
Response	The SPD acknowledges the importance of carefully managing the interface between existing uses and new residential areas. Further detail on design treatment will be developed through the Design Code and planning application stages.

Question 5	Yes
Question 5a	
Response	

Question 6	No
Question 6a	I believe insufficient consideration has been made of existing traffic congestion in Greasbrough. The plans seem to suggest most traffic will be going to Rotherham and doesn't take into account traffic heading to the motorway networks. I believe it will make an existing traffic issue worse and we'll be in a gridlock situation, with rat running, especially at peak times.
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic

	calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.
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Question 7	No
Question 7a	The area planned for building is currently primarily farmland. It is alive with wildlife and is a pleasure to walk in and enjoy the sights and sounds of nature. I appreciate the document says there will be a biodiversity increase, but many raptor species are wary of people and need space to hunt and we are removing their natural habitat.
Response	The development places a strong emphasis on biodiversity protection and enhancement. The Green Infrastructure (GI) framework has been designed to ensure the protection of valued ecological habitats and species by establishing a connected multifunctional network of green spaces that prioritise habitat creation, connectivity, and biodiversity value. A Biodiversity Net Gain (BNG) assessment has already been undertaken, ensuring that a minimum 10% BNG will be delivered across the site. This process prioritises the retention of distinctive features and the provision of appropriate mitigation measures, all of which will be guided by qualified ecologists.

Question 8	Please consider existing residents and, as it is going to be built, make it nice place to live. Nice houses, with gardens for families and no bedsits pleas.
Response	The SPD aims to ensure that new development is high quality and contributes positively to existing communities. It promotes well-designed, high quality housing with a mix of tenure.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mr ray stanley	Consultee ID	BFSPD026
Organisation:			
Agent Name			

Question 1	No
Question 1a	Alternative sites should be used LETS KEEP OUR GREEN SPACES, list available on request
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 2	No
Question 2a	use alternative sites, use empty houses in the borough - check with housing, other areas need investment, outlying areas i.e. ex mining areas would benefit from investment and employment other than greasbrough
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The consultation is focused on how development should come forward, rather than whether the site should be developed. Housing demand exceeds available brownfield land, necessitating some development on greenfield sites.

Question 3	No
Question 3a	keep the green space and the nature it houses as it is
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The consultation is focused on how development should come forward, rather than whether the site should be developed. Housing demand exceeds available brownfield land, necessitating some development on greenfield sites.

Question 4	what design??? what sort of accomodation are you planning, all we can see is colourful maps
Response	More detail on house types will be available through later stages of the planning process.

Question 5	No
Question 5a	no, you have not accounted for traffic infrastructure, water run off, environmental impact, existing nature, standing traffic (Car Hill) leading to poor air quality in and around Greasbrough
Response	These are all important considerations. The SPD requires detailed technical assessments as part of future planning applications, including Transport Assessments, Flood Risk and Drainage strategies, and Environmental Impact Assessments. These will ensure that development mitigates any negative effects on the environment, infrastructure, and local air quality.

Question 6	No
Question 6a	more details are required, better road infrastructure for traffic joining Greasbrough from Wath and Swinton and exiting from Town Centre
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.

Question 7	No
Question 7a	perhaps we need to keep Rotherham's natural and historical environment instead of demolishing it or building on it when its not a suitable site
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 8	yes, a more details plan is required before local and the wider communities are asked to comment. this area is used widely by nature lovers/walker, horse riders, cyclists. There is an abundance of wildlife and most of all it provides a natural break between the town centre and the urban sprawl of Munsbrough, Wingfield, Kimberworth, Rockingham. Bassinthorpe is a vital link in Rotherhams green corridor, and should be protected
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that

	enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed. The SPD will guide future planning applications, which will provide more detail.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Miss Rosie Elliott	Consultee ID	BFSPD025
Organisation:			
Agent Name			

Question 1	Yes
Question 1a	
Response	

Question 2	No
Question 2a	The lack of large green spaces that we will be using.
Response	Green infrastructure is a key component of the development of the site. It will be accesible to both new and existing residents. The strategic green space provides a fundamental element of the framework plan, comprising a large area of retained green wedge -Formal and informal open space provision will be delivered within the strategic green space established by the framework plan

Question 3	No
Question 3a	How can it??? You're taking away so much greenfield and then asking if there is enough green space on the new plans - There isn't!
Response	Concerns around loss of green spaces are noted. Green infrastructure is a key component of the development of the site. The strategic green space provides a fundamental element of the framework plan, comprising a large area of retained green wedge -Formal and informal open space provision will be delivered within the strategic green space established by the framework plan

Question 4	I don't think the plans should happen. Our village cannot deal with the extra traffic and should not be losing the greenfield sites.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The consultation is focused on how development should come forward, rather than whether the site should be developed. Housing demand exceeds available brownfield land, necessitating some development on greenfield sites.

Question 5	No
Question 5a	
Response	

Question 6	No
Question 6a	
Response	

Question 7	No
Question 7a	Another obvious one! How can it when you are taking away greenfield?
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The consultation is focused on how development should come forward, rather than whether the site should be developed. Housing demand exceeds available brownfield land, necessitating some development on greenfield sites.

Question 8	These plans should not happen.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The consultation is focused on how development should come forward, rather than whether the site should be developed.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	mr John Green	Consultee ID	BFSPD024
Organisation:			
Agent Name			

Question 1	No
Question 1a	This document will never gain the diamond award for plain English. It's written in colourful and unmeaning language and needs translation into plain English that ordinary people can understand. Then one could comment efficiently. There are also many acronyms e.g. 'CREEAM communities' which are not explained. I don't know what this means nor WELL building standards. CREEAM is not even on Google.
Response	Feedback is appreciated. 'CREEAM' is a typographical error and will be corrected to the intended 'BREEAM'. We have included a glossary of terms and will consider how jargon can be minimised and document simplified.

Question 2	No
Question 2a	There are sections to conserve and cater for heritage, wildlife, waste management, drainage, climate change, etc. but no mention of food security and the removal of prime agricultural land used for food production. The circa 2K homes will no doubt relate to around 6-10 k residents all of whom will need feeding. Only imports will cater for this. This is a large reduction in food security not being addressed. Importing food to replace lost home production is not sustainable with regards to carbon emissions and climate change.
Response	The SPD supports the adopted Local Plan, which allocated this site for development following a Borough-wide assessment of land needs, including housing and employment. The loss of agricultural land was considered at that stage and balanced against the strategic need for growth. While food security is a valid wider concern, the SPD's role is to guide the design and delivery of a site already allocated for development.

Question 3	No
Question 3a	What is 'blue space' ? No explanation for this makes it impossible to comment on. Green space is universally understood but the only green space allocated is that that is not developable due to it's past use, eg former landfill . Little is detailed of what the green space will have on it, will it be grass lawns, wild fields, playing spaces?
Response	Blue spaces are defined as outdoor environments that feature water. We will consider the use of glossary of terms. The green infrastructure framework shows a whole framework of green spaces that weave through the development. The central neighbourhood green space will provide a range of uses including sports pitches; a semi-natural country park; and allotments.

Question 4	There is no reference to the increased use of Munsbrough Lane in the proposed plan. Originally the lane was not able to be used as a through road traversing the the whole site. This could lead to using
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	<p>it as a 'rat run'. It currently suffers from this at peak going home times to avoid traffic backlogs on Potter hill. 4.4.10 Principle 3 talks about long distance views from new developments but does not address the removal of such views from residents of the upper part of Munsbrough Lane by developing on a gradually rising plot opposite. 4.6.5 In the 'built form' there is no mention of the maximum number of storeys of dwellings. Ideally the housing nearer to Munsbrough lane should be single storey so as to not to impede views from there however, if they were 3 storeys these could easily impede the privacy of residents homes on Munsbrough lane and allow views from Basingthorpe park homes into bedrooms of Munsbrough Lane. The density of this area is stated as 35-50/HEC whilst Carr Hill Rise is lower at 30-40/HEC. At the proposed rate it would make housing on the lower density Munsbrough lane to be sandwiched between high density of Munsbrough estate and Basingthorpe Park. The Lower Density statement is unclear and is not marked on the Character plan.</p>
Response	<p>We recognise concerns about Munsbrough Lane. The SPD does not propose it as a primary through-route and further traffic modelling will test all access points. The design of roads and access will consider safety, traffic calming, and the impact on existing streets. Any changes to Munsbrough Lane would require careful assessment and community consultation. Protecting views for existing and new residents is a key principle. The SPD encourages sensitive design and massing that considers the relationship between new and existing homes. Height and massing will be informed by local context. The SPD allows for flexibility, but planning applications will need to demonstrate that new development respects the scale and privacy of neighbouring homes. The suggestion regarding single-storey homes near Munsbrough Lane is noted and will be considered in detailed design stages. The SPD provides indicative densities, but site-specific applications must respond to context and topography. Developers will be required to carry out ground investigations and demonstrate safe, suitable development.</p>

Question 5	No
Question 5a	Detail of integration is not given
Response	<p>The masterplan framework promotes connections with existing communities, green space integration, and character to foster continuity. More detailed design work at application stage will further define how integration is achieved.</p>

Question 6	No
Question 6a	<p>Too much emphasis is on planning for cyclists. This is not York or Cambridge both of which have a mainly flat topography. Rotherham is hilly and doesn't encourage cycling. The cycle path from Ring o bells pub on Fenton road down to Greasbrough is rarely used by cyclists. They do however provide excellent ways for electric scooters and bikes but until central government gets it's act in order to legislate these forms of transport they prove to be dangerous to pedestrian traffic. Proposed verges of soft landscaping will not last very long. The one down Musbrough Rise is decimated by vehicles parking on it, some HGV where it is completely destroyed. These areas should be protected by either barriers or posts or by using a SUDS type surface which allows grass to grow through without being damaged. Pedestrian pavements should be mandatory throughout the development contrary to recent years where pavements are non existent. This is detrimental to pedestrian safety and to disabled (blind and wheelchair) movement. There's an additional problem with an entry point to the development next to 55 Munsbrough Lane where from the junction with Barbot Hill Road to 66A Musbrough Lane there is no footpath on either side of the road. Increased traffic accessing the new junction into the development will acerbate the already unsafe pedestrian safety along this section. I</p>

	can't see any projected traffic volumes for the routes traversing the development. Looking at the plan there's opportunity for several rat runs. This needs to be done in advance of the final plan to prevent this problem. A new school will also increase traffic flows during opening and closing times.
Response	The SPD aims to support safe, accessible and sustainable transport for all users, not just cyclists, with walking, wheeling and public transport forming part of a balanced approach. Topography and practical use are acknowledged and will be carefully considered at the detailed design stage. The concerns about soft landscaping durability, lack of pavements, and pedestrian safety are noted and will inform future access planning and highway design. The SPD also includes principles to minimise the risk of rat-running and ensure appropriate traffic calming. Detailed transport assessments, including traffic volumes, will be required at planning application stage, alongside plans for school access and traffic management.

Question 7	No
Question 7a	Covering the whole of a farmland site with housing and roads does not enhance the existing site and historical buildings have already been demolished, Greasbrough Town Hall and the old pump house at the bottom of Ginhouse Lane for example. Barbot Hall will be safeguarded as will the Bassingthorpe farm house, the latter only from an age point of view rather than attractive architecture.
Response	The SPD seeks to retain and enhance important heritage and landscape features where possible. While some buildings have been lost in the past, the SPD aims to prevent further loss of character and ensure new development contributes positively to local identity.

Question 8	I would have liked to see a demographic projection for this development and how it compares to the people of Rotherham and those contemplating moving to the area. There's not even a proposed split of social housing to home ownership. There is a danger of creating a low cost area to house overflows from surrounding towns which will not increase the prosperity of Rotherham. There is no mention of essential services to cater for this new population. It is likely that this will be around 10,000 extra people. This number will need at least one GP surgery, a dentist and general clinic.
Response	The specific split between affordable housing and market housing will be guided by the adopted Local Plan policy. While detailed housing mix and tenure are not defined within this document, these aspects will be addressed through future planning applications. The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities. Specifically, a new healthcare facility is planned as part of the infrastructure delivery table to ensure adequate medical services.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mrs Susan Luckock	Consultee ID	BFSPD023
Organisation:			
Agent Name			

Question 1	No
Question 1a	The language used in this document alienates ordinary people making it almost impossible to respond. The many acronyms used are not explained, plain english would clarify the meaning & context. Sadly many people will not have the opportunity to put forward their views & concerns.
Response	Feedback is appreciated. We whave now included Glossary of Terms and will consider how jargon can be minimised.

Question 2	No
Question 2a	Conservation and catering for heritage, wildlife, drainage and climate change etc. are mentioned in detail. Prime agricultural land is not mentioned despite the future food security of this country. This I believe is a major factor being overlooked and dismissed both locally and nationally.
Response	The SPD supports the adopted Local Plan, which allocated this site for development following a Borough-wide assessment of land needs, including housing and employment. The loss of agricultural land was considered at that stage and balanced against the strategic need for growth. While food security is a valid wider concern, the SPD's role is to guide the design and delivery of a site already allocated for development.

Question 3	No
Question 3a	Where is the detail about the use of green space. I've no idea what 'blue space' means. Once again the lack of plain english relating to an important document.
Response	Blue spaces are defined as outdoor environments that feature water. We will consider the use of glossary of terms. The green infrastructure framework shows a whole framework of green spaces that weave through the development. The central neighbourhood green space will provide a range of uses including sports pitches; a semi-natural country park; and allotments.

Question 4	I am very concerned about the increased use of Munsbrough lane. There is no reference to this in the proposed plan. Originally the lane was not to be used as a through road. I am also aware that it is illegal cut down or damage hedgerow. This would compound the use as a "rat run" which already happens at peak times to avoid the traffic backlog on Potter hill. Access onto Munsbrough lane demonstrates a total lack of respect for existing residents. There are no footpaths on most of the lane and at present cars are parked on both sides on the lower part of the lane. Increase in traffic at this point will make this intolerable. In the 'built form' there is no mention of the maximum number of storeys of dwellings. Ideally these should be single storey to preserve the privacy of residents on Munsbrough lane otherwise Bassinthorpe park homes will allow views into the bedrooms of houses on Munsbrough lane. This precedent was setup when Ackroyd and Abbott built bungalows behind
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	Munsbrough lane. This demonstrated their respect for the residents. I also hope the density of houses should reflect and harmonise with existing houses. On the proposed plan and at numerous earlier meeting and consultations a 30 meter buffer zone was shown. The underlying and historical issues with the land e.g. opencast mining and seams plus gas pipes and the landfill and chemical works need to be considered when developing the land.
Response	We recognise concerns about Munsbrough Lane. The SPD does not propose it as a primary through-route and further traffic modelling will test all access points. The design of roads and access will consider safety, traffic calming, and the impact on existing streets. Any changes to Munsbrough Lane would require careful assessment and community consultation. Protecting views for existing and new residents is a key principle. The SPD encourages sensitive design and massing that considers the relationship between new and existing homes. Height and massing will be informed by local context. The SPD allows for flexibility, but planning applications will need to demonstrate that new development respects the scale and privacy of neighbouring homes. The suggestion regarding single-storey homes near Munsbrough Lane is noted and will be considered in detailed design stages. The SPD provides indicative densities, but site-specific applications must respond to context and topography. Developers will be required to carry out ground investigations and demonstrate safe, suitable development.

Question 5	No
Question 5a	This is not given.
Response	The masterplan framework promotes connections with existing communities, green space integration, and character to foster continuity. More detailed design work at application stage will further define how integration is achieved.

Question 6	No
Question 6a	There appears to be an obsession with cycling despite little or no evidence of value despite the enormous cost putting this in place. As an example this is evident on Fenton road rarely is a bicycle seen. The majority of residents will have a car probably two so making cycling routes a priority will have little value. There is a need for pavements for pedestrians especially for the safety of the large numbers of residents. Has there been any study of the increase in traffic volumes and the inevitable "rat runs". all access points will be coming onto single traffic roads.
Response	The SPD aims to support safe, accessible and sustainable transport for all users, not just cyclists, with walking, wheeling and public transport forming part of a balanced approach. The concerns about pedestrian safety are noted and will inform future access planning and highway design. The SPD also includes principles to minimise the risk of rat-running and ensure appropriate traffic calming. Detailed transport assessments, including traffic volumes, will be required at planning application stage.

Question 7	No
Question 7a	Most historic buildings have already been demolished. Historically this area has been farmland producing crops this sadly appears now to be of little importance.

Response	The SPD seeks to retain and enhance important heritage and landscape features where possible. While some buildings have been lost in the past, the SPD aims to prevent further loss of character and ensure new development contributes positively to local identity.
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Question 8	I would like to see evidence of actual infrastructure being guaranteed with hard facts. It is all very well to show plans for a school, doctors, dentists (Greasbrough has not had one for many years) but is this just an ideal situation and unlikely be realised. Placing a school relatively near to the chemical works is another concern. What is the actual evidence that there are all these people needing houses and what is the proportion of private and social housing. Unless there is an increase in employment opportunities to enhance Rotherham it will to be detrimental to the potential and planned growth of the town.
Response	This SPD, when adopted, will guide future planning applications and will be a material consideration in determining future planning applications. The UK faces a chronic shortage of housing, with supply struggling to keep pace with demand. All local authorities follow the standard method for assessing local housing need. As per policy CS7 'Housing mix and affordability', residential sites of 15 homes or more should include at least 25% affordable housing. Affordable housing includes social rented housing, affordable rented housing , and schemes like shared ownership and First Homes.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mr Antony Jones	Consultee ID	BFSPD022
Organisation:			
Agent Name			

Question 1	No
Question 1a	<p>The vision for the area is not clear at all for the local community. They are already all too aware of the difficulties of obtaining an appointment with a local doctor; having to go outside the area to find a dentist.; dealing with traffic congestion at peak times. Equally, due to the hard work of its staff, the local comprehensive school is already saying they are “oversubscribed” on their website. This is before even one of the predicted 2,400 houses have been built. A document of over 150 pages available online or with one copy placed in local libraries does not allow for clarity, it only serves to overwhelm or convince the local community that there is little point in filling in a consultation response form. Consultation with the community took place in 2014 when a government inspector came to chair several days of meetings. Having attended those meetings it was clear from the beginning that RMBC had been offered a lifeline to meet their housing targets when Fitzwilliam estates offered the land at Bassingthorpe Farm as available for development. Subsequently the council removed the site from Greenbelt. Since then, all the Planning Department’s efforts have been to push on with a scheme that is neither wanted by the local community nor technically feasible or value for money. It is a pity RMBC do not apply the same criteria to Bassingthorpe Farm as they did when they chose not to build more houses in Harthill as reported in the Rotherham Advertiser on February 24th 2025, when a spokesman for the council is recorded as saying: - “The planning application has been withdrawn following a regular review of the proposal which indicated it would be more expensive to develop than we had originally anticipated. It is normal practice to delay or withdraw schemes that face challenges, replacing them with others that are more likely to provide better value for money or are more technically feasible.” A similar lack of clarity occurred during the 2025 consultation meetings held in March. Inappropriate venues not previously visited or assessed by the planning department again resulted in a lack of clarity for the local community. The meeting at Greasbrough Library took place in an overcrowded room with many people unable to speak to planners directly; tables covered in plans which were not always clear or even accurately labelled e.g. Car Hill in Greasbrough being labelled as Carr Hill. St Mary’s Church room in Greasbrough hosted an evening meeting with no disabled access or even outdoor lighting. It was significant when attending these meetings how many residents did not know about the consultations of 2014 or thought the whole idea of development had been abandoned. A significant and vital change on the part of the planners would be to arrange site visits and smaller consultations with interested local residents to make themselves more aware of the problems on the ground instead of producing 150 page reports online which many people will not be able to access. To challenge the community’s view that there is no point in filling in a Consultation Response Form the planners really must consult, listen and act upon information and suggestions put forward by members of the community instead of paying lip service to the process.</p>
Response	<p>The SPD recognises the need for new and improved/expanded existing facilities - this includes healthcare and education facilities to support the new and existing residents. Transport and other infrastructure will be designed to accommodate the increase in demand while ensuring accessibility and connectivity to the wider area. This includes improvements to existing highways.</p> <p>The SPD is a technical planning document required to guide future development over many years. A degree of complexity and length is unavoidable given the scale and sensitivity of the site. The Council provided face-to-face events to support community understanding. We will aim to simplify jargon</p>

	<p>and provide glossary of terms. The Council will consider preparing a simplified , and shorter and more accessible version of the document pulling out the key points.</p> <p>The decision to remove the site from Green Belt was taken through the Local Plan process. Comparisons to other sites circumstances, such as Harthill, are not valid - each case is assessed based on its own viability, constraints, and delivery potential. Bassingthorpe remains viable and suitable for development.</p> <p>Issues raised about consultation venues are noted. The Council sought to utilise venues in the communities closest to the development and will give further consideration to utilising more more accesible venues in the future.</p>
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Question 2	No
Question 2a	<p>The size of the Bassingthorpe Farm development is too extensive for the existing infrastructure so a significant change in the detail of the plan is needed to inform the community how the local doctors' practices: the non-existent dental services: the local primary and secondary schools; major roads through the village are going to cope with the additional residents and vehicles of 2,400 houses. Significantly when these additional community facilities will be built. The existing community need to know what demands the Council Planning Department is going to make on future developers to ensure they are responsible for, and carry out, the significant infrastructure changes required in the existing community. It does not instil confidence in the existing community when planners' replies to questions about the impact of the site is just to say that the developers will create more detailed plans. Most of us are only too aware that is likely to result in a greater number of houses with no responsibility for infrastructure. Similarly, the plan sweeps away the difficulties of the topography and existing problems of the site. It frequently suggests how to cope with the problems of this site for significant development using the phrase "mitigating measures" which the local community know only too well have not worked well in the past e.g. demolishing the old Town Hall and replacing the traffic island with traffic lights sited at the bottom of Potter Hill to aid traffic flow through the village. This decision has in fact created significant deterioration in traffic flow before one new house has even been built. It has resulted in Barbot Hill Rd and even Munsbrough Lane becoming rat runs at peak times as drivers seek to avoid the lights altogether. Equally, there are sweeping statements about walking and cycling becoming alternative methods of movement through and around the development even though Car Hill is a significant gradient, resulting in a lack of cyclists even now. A significant change on the part of the planners would be to arrange site visits and smaller consultations with interested residents to make themselves more aware of the problems instead of producing 150-page reports online which many people will not be able to access. To challenge the community's view that there is no point in filling in a Consultation Response Form the planners really must consult, listen and act upon information and suggestions put forward by members of the community instead of paying lip service to the process.</p>
Response	<p>We acknowledge the concern about the scale of the Bassingthorpe Farm development in relation to existing infrastructure. The SPD identifies the infrastructure requirements associated with the site, including healthcare, education, transport, and utilities. It provides a framework for how these will be secured through future planning applications and legal agreements. The Council will ensure that all necessary infrastructure is delivered in line with policy requirements. The Council is working with infrastructure providers, including education and healthcare bodies, to ensure that necessary improvements can be identified, funded, and delivered alongside new homes. The SPD acknowledges the constraints on the site but it is not the purpose of the SPD to deliver full engineering detail or fixed phasing dates at this stage - these will come forward as part of subsequent planning and development processes. Comments referencing past unrelated traffic schemes (e.g. Potter Hill</p>

	<p>junction) are noted. The SPD sets out a transport framework that will be refined through future Transport Assessments and technical design stages. Issues such as gradient and topography are not overlooked and they are well understood and inform the proposed strategy. Site visits by officers and technical assessments have informed the draft SPD. While consultation methods can always be improved, the Council has met its legal obligations and made the SPD available in multiple formats. Public drop in sessions were also available to speak to the Planning Officers. Smaller workshops and engagement formats may be considered in future.</p>
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Question 3	No
Question 3a	<p>Using the definition of greenspace in the GI Framework more green and blue space should be provided in the development plan by including and extending the following on the site: - More urban parks. More housing greenspace. Additional village greens. More woodland, scrub and wild grassland areas to encourage native species and wildlife. More siting of bird and bat boxes to support native species and wildlife. More greenspaces not necessarily accessible to the public e.g. Farm land or a golf course. The existing Bassingthorpe Farm buildings could be retained and used as an urban farm, thus allowing the local community who already livery their horses there to continue to do so. More blue space provided through even greater use of ponds and lakes to alleviate future problems of flooding from surface run off. Clearly this will necessitate a lower density of housing per hectare, but that is a small price to pay to achieve a green and sustainable development for existing residents as well as new residents.</p>
Response	<p>The illustrative masterplan includes a comprehensive network of greenspaces, ranging from strategic green corridors to neighbourhood parks and ecological habitats, as well as surface water management features. The suggestion that significantly more land should be set aside for greenspace including non-publicly accessible farmland and golf courses would fundamentally compromise the site's ability to deliver much-needed homes. The SPD seeks to balance high-quality placemaking, biodiversity, climate resilience and housing delivery. Reducing housing densities below the level proposed is not justified and would undermine the viability and strategic objectives of the site - however, the capacity of the site has been amended which will reflect on the densities. The aspiration for green and blue infrastructure to help address climate resilience, biodiversity net gain, and placemaking is strongly aligned with the Council's own objectives for sustainable growth. We recognise the importance of the existing farm as a heritage asset within the site. While the SPD is currently light-touch on this point, the farm buildings are listed, and as such, their retention and reuse is a key consideration in the future development of the site. The aim is to retain and sensitively repurpose these buildings where possible, and we see a strong opportunity for them to play a valuable role in the community. For example, as part of the local centre, a community facility, or for heritage-focused uses that help embed local identity into the heart of the new development.</p> <p>We will be strengthening the wording in the SPD to more clearly reflect this intention, ensuring that the importance of the farm buildings is properly acknowledged and that their potential reuse is clearly articulated as part of the site-wide vision.</p>

Question 4	<p>Greater emphasis is needed in the plan to include details of how RMBC planning department will be able to regulate the freedom developers might have in designing the different areas of the development. As it appears now plans which the existing community are viewing could be changed/adapted by successive developers which might not reflect the existing character of the area or its housing needs over the 20-year plan life. Greater note should be taken to accept and work with the topography of the site and its open cast and historic mining activity which is evident throughout</p>
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	<p>the site and may require expensive amelioration methods developers would find costly and not value for money. Once again planners should ensure these adaptations cannot be short cut as different developers move through the site. The density of housing per hectare should reflect that of the local community. At the moment suggested development in the Bassingthorpe Park area of the development does not do that. Density within neighbouring Greasbrough ranges from 26-40 dwellings per hectare. Suggested new density for Bassingthorpe Park is 35-50 dwellings. This should be changed. Along the northern edge of the new residential areas which interface with Munsbrough Lane should be single storey dwellings to avoid obscuring sight lines from existing properties on higher ground. This also considers the ever-increasing ageing population whose needs for single storey dwellings does not appear to be being met by the current plan. Equally, softer boundary treatments like hedges and trees should be used to maintain the open nature of the landscape to the south of Munsbrough Lane and to filter views of the new residential area from Munsbrough Lane. During previous discussions regarding this boundary along the interface with Munsbrough Lane to maintain the safety of the Gas Pipeline a boundary of 30 metres of greenspace was suggested by the Planning Department. This figure does not appear in any of the plans and maps now being put forward and this should be rectified as soon as possible. Consideration should also be given to increasing the green corridor. A variety of building materials are being suggested for the new properties to be built, but no specific reference is being made in it to the green credentials of these properties e.g. green and blue roofs, rainwater harvesting and swift bricks. Similarly different designs of house should be used across the Bassingthorpe Farm site to avoid an “estate uniformity” which was allowed to proliferate in housing developments in the past. Most households now are multi car owners so secure and sufficient parking spaces should be available with each new dwelling to avoid on street parking obstruction.</p>
Response	<p>The Council shares the aspiration for high quality, sustainable, and characterful development. We are committed to ensuring that any future development comes forward in accordance with the Masterplan and will be subject to robust regulation through future planning applications.</p> <p>The issues raised about topography, mining history, and the need for appropriate site remediation are recognised. When designing the character areas, existing densities, interfaces and transitions have been taken into account. The density for Bassingthorpe farm will increase towards the western edge of the character area, on approach to the village centre. This will create a clear transition between the edges of the character area to the north and east towards Greasbrough. Lower density is proposed at the interface with the neighbourhood green space, to create a contrasting edge of settlement character.</p> <p>A landscape-led approach is being promoted throughout the SPD, and soft boundary treatments, tree planting, and the protection of key views and open edges will be embedded. The previous suggestion for a 30m green buffer adjacent to the gas pipeline is also noted, and further engagement with the utility providers will be undertaken to confirm the appropriate stand-off distance.</p>

Question 5	No
Question 5a	<p>The framework masterplan chapter 4.4 provides two and a half pages of “planning speak” jargonised text, but does not provide sufficient guidance and detail that a lay person can understand about how the new development is going to integrate with the existing community. Several things are missing:-</p> <ol style="list-style-type: none"> 1. A significant re-design of access routes is required, through site visits including residents who actually use the existing road network and can immediately see problems with proposed integration routes. See below: - Do not create a vehicular exit from Bassingthorpe Park on to Munsbrough Lane. This lane is not suitable for increased traffic flow. Any new road would have to pass over the High Pressure Gas Main pipeline. Bringing a vehicle access road onto Munsbrough Lane from the new

	<p>development also does not work as at this point the lane is too narrow and because of the multi vehicle households many cars park on the lane already resulting in a narrowing for vehicular access causing pedestrians to walk down the centre of the road. Equally there is a pavement only on one side of the road and to rectify this would cause even more road narrowing for vehicles and pedestrians alike. Junction of Munsbrough Lane and Munsbrough Rise is a staggered junction, and this would lead to further traffic congestion at peak times. Junction of Munsbrough Lane and Potter Hill would be unsuitable for increased traffic volumes at peak times. Munsbrough Rise passes the entrance to Greasbrough Primary School. This is already a dangerous site at school pick-up and drop-off times. It could not safely accept increased traffic volumes. Resident parking on the downhill side of the road is further source of congestion. Since the construction of the traffic-light controlled junction at the bottom of Potter Hill, Munsbrough Rise has become a significant rat-run at peak times.</p> <p>The Primary route exiting the proposed development to the east should be realigned to either connect with Car Hill at the bottom of Barbot Hill Rd or to the north of the Waste Reclamation site. The construction of a roundabout or traffic-light controlled junction would be needed to control traffic flow. This would slow down speeding motorists driving up Car Hill to a blind summit and pulse the traffic attempting to drive up or down Potter Hill. This causes traffic tailbacks on Car Hill at peak times now without the additional car journeys the development will produce. Tertiary access from the proposed Car Hill Rise development west onto Barbot Hill Rd is potentially acceptable due to the number of vehicular movements it is likely to generate, but poor sightlines for traffic entering Barbot Hill Rd could present problems. Traffic entering east onto Potter Hill from Car Hill Rise would pose significant problems at peak times. Tertiary vehicular access north to Munsbrough Lane should not be considered. Munsbrough Lane is very narrow at this point and is unsuitable for extra vehicular traffic. It would also compromise traffic exiting Broom Riddings at a junction with difficult sight lines.</p> <p>2. An up to date, detailed Transport Assessment considering location conditions at different times of the day is also needed. This should extend to Potter Hill, Main Street, Cinder Bridge Road and The Whins as the B6089 through Greasbrough is already being used to access Rawmarsh, Nether Haugh and beyond to avoid congestion through Parkgate and Rawmarsh Hill at peak times. The traffic lights at the Potter Hill junction with Main Street has simply exacerbated the problem and caused rat runs on Barbot Hill Road and Munsbrough Lane already. Mangham Road leading to Parkgate is also already congested at peak times whilst being considered as an access route to a proposed new mainline rail station which must also be re-evaluated. Bassingthorpe Lane is also being considered as having potential to become a key active travel route between Greasbrough and Rotherham town centre and the new mainline station, even though at the moment it is a single-track, winding road with a 60mph speed limit. An onsite visit and research should have informed this decision.</p> <p>3. A more detailed and pragmatic evaluation of the facilities and services within Greasbrough already must be done. Doctors' surgeries are already oversubscribed. There is no dentist. The now popular secondary school in Wingfield is already oversubscribed according to their website. Shops are limited to a small Co-op, a post office and small local grocery suppliers. Most people now think of Parkgate as Rotherham town centre and so will the new residents, thus resulting in even more car journeys on already overcrowded roads. The new development at Waverley waited 12-14 years for their primary school and their first shop. There is little in the plan to suggest that the Bassingthorpe Farm development will be any different.</p>
Response	<p>Thank you for this feedback on the clarity of the Framework Masterplan, particularly in Chapter 4.4. We recognise that certain sections are written in technical language and this will be reviewed, however the main purpose of an SPD is to guide future developers when submitting their planning applications and therefore there is need for complex issues to be addressed. We also acknowledge the points made around the importance of redesigning access routes with local input, and agree that the views of those who use the road network daily should continue to inform the process. As part of the next stage of planning, further detailed transport assessments will be undertaken to test the</p>

	<p>impacts of proposed access points, junctions, and route alignments. Transport and other infrastructure will be designed to accommodate the increase in demand while ensuring accessibility and connectivity to the wider area. This includes improvements to existing highways. Community consultation responses are greatly valued and important and lead to positive changes to the SPD reflecting local matters of concern and results in a significantly more robust SPD.</p> <p>On services and facilities, further evidence gathering and feasibility work will be undertaken to understand what supporting infrastructure is required and when it will be delivered. Lessons from comparable sites such as Waverley are acknowledged, and we are committed to avoiding delay in the delivery of essential community infrastructure such as schools, healthcare and shops.</p>
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Question 6	Observations
Question 6a	<p>The framework masterplan identifies important connections and routes through the site, but they are not shown in the best positions. A significant re-design of access routes is required, through site visits including residents who actually use the existing road network and can immediately see problems with proposed integration routes. See below: - Do not create a vehicular exit from Bassingthorpe Park on to Munsbrough Lane. This lane is not suitable for increased traffic flow. Any new road would have to pass over the High Pressure Gas Main pipeline. Bringing a vehicle access road onto Munsbrough Lane from the new development also does not work as at this point the lane is too narrow and because of the multi vehicle households many cars park on the lane already resulting in a narrowing for vehicular access causing pedestrians to walk down the centre of the road. Equally there is a pavement only on one side of the road and to rectify this would cause even more road narrowing for vehicles and pedestrians alike. Junction of Munsbrough Lane and Munsbrough Rise is a staggered junction, and this would lead to further traffic congestion at peak times. Junction of Munsbrough Lane and Potter Hill would be unsuitable for increased traffic volumes at peak times. Munsbrough Rise passes the entrance to Greasbrough Primary School. This is already a dangerous site at school pick-up and drop-off times. It could not safely accept increased traffic volumes. Resident parking on the downhill side of the road is further source of congestion. Since the construction of the traffic-light controlled junction at the bottom of Potter Hill, Munsbrough Rise has become a significant rat-run at peak times. The Primary route exiting the proposed development to the east should be realigned to either connect with Car Hill at the bottom of Barbot Hill Rd or to the north of the Waste Reclamation site. The construction of a roundabout or traffic-light controlled junction would be needed to control traffic flow. This would slow down speeding motorists driving up Car Hill to a blind summit and pulse the traffic attempting to drive up or down Potter Hill. This causes traffic tailbacks on Car Hill at peak times now without the additional car journeys the development will produce. Tertiary access from the proposed Car Hill Rise development west onto Barbot Hill Rd is potentially acceptable due to the number of vehicular movements it is likely to generate, but poor sightlines for traffic entering Barbot Hill Rd could present problems. Traffic entering east onto Potter Hill from Car Hill Rise would pose significant problems at peak times. Tertiary vehicular access north to Munsbrough Lane should not be considered. Munsbrough Lane is very narrow at this point and is unsuitable for extra vehicular traffic. It would also compromise traffic exiting Broom Riddings at a junction with difficult sight lines. Bassingthorpe Lane is also being considered as having potential to become a key active travel route between Greasbrough and Rotherham town centre and the new mainline station, even though now it is a single-track, winding road with a 60mph speed limit. An onsite visit and research should have informed this decision.</p>
Response	<p>The Council acknowledges the concerns raised regarding the proposed access and movement strategy, particularly in relation to Munsbrough Lane, Munsbrough Rise, and the surrounding network. These comments provide a valuable insight and the experiences of residents are essential to informing a deliverable and context sensitive access strategy. As part of the next stage of planning,</p>

	<p>further detailed transport assessments will be undertaken to test the impacts of proposed access points, junctions, and route alignments. Transport and other infrastructure will be designed to accommodate the increase in demand while ensuring accessibility and connectivity to the wider area. This includes improvements to existing highways. Site-specific constraints such as the High Pressure Gas Main and narrow widths along Munsbrough Lane will also need to be carefully factored into the design, and any potential access points reviewed against technical safety requirements and their potential for mitigation. Community engagement with local residents who understand the day-to-day realities of the local network, will continue to play an important role in refining these proposals.</p>
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Question 7	Observations
Question 7a	<p>The proposed development footprint claims to take into consideration the physical constraints of the Bassingthorpe Farm site but does not explain in any detail how this will be done; the financial costs to developers; and environmental costs to the existing community. Simply saying they are aware of the following is not good enough:- Contaminated land at the former landfill site. Monitoring equipment associated with the former landfill site. Made ground and bell pits / mine shafts. Overhead cables and pylons COMAH zone . Topography and slopes The existing community wants answers to questions like:- What are you going to do to mitigate these serious site limitations?</p> <p>Why are you even considering building 2,400 houses on this site? Why is the site for the proposed primary school, if it ever gets built, close to a chemical works whose Comah safety zone has been seriously reduced since proposals to use the site for housing were first mooted in 2011? Once again, the framework plan also has long lists of projects that will need to be done to make the site viable e.g. 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 central and new mainline station. Footpaths and cycle paths connecting to Car Hill, and improvements to existing paths. Sustainable drainage infrastructure and flood alleviation measures. Missing from this section in the plan is how and when this will be done? How much will it cost? Who will pay for these projects? The developers or the existing community?</p>
Response	<p>We understand and acknowledge concerns around the site's constraints, infrastructure requirements, and impact on the existing community. The SPD recognises key technical constraints including contaminated land, former landfill, overhead power lines, mining history, topography, and the COMAH zone. These constraints have shaped the overall development footprint and masterplanning principles. However, the SPD is not a technical delivery plan or detailed design document, instead, it sets out a strategic framework to ensure that any future planning applications address these issues comprehensively. Site-specific investigations, risk assessments, and mitigation strategies will be required through the planning application and Environmental Impact Assessment (EIA) processes. These will need to demonstrate how development can be made safe, sustainable, and appropriate before permission is granted. On the COMAH zone and the proposed school location: the regulatory thresholds will be followed, and any detailed planning proposals will need to demonstrate compliance with these safety requirements. Delivery of infrastructure is a key part of the SPD. A range of measures will be required to make the site viable and to ensure that development benefits both new and existing communities. This includes sustainable drainage, highways upgrades, active travel links, education provision, green infrastructure, and utilities. The SPD identifies these infrastructure components and sets the expectation that developers will be responsible for funding and delivering them, through mechanisms such as Section 106 agreements and Community Infrastructure Levy (CIL) contributions. The timing and phasing of infrastructure delivery will be secured through future</p>

planning applications and legal agreements, and further detail will be required from developers as proposals evolve.

Question 8

After further research it is still extremely difficult to find information on the numbers of houses which are being built annually in the borough. And significantly how many are actually needed- not to meet government targets which have changed for Rotherham from 958 houses annually in 2014 to 1080 by 16/12/2005, largely due to Labour's new decision to build our way out of recession. How many people are waiting to buy a house in Rotherham? Is it greater than those already being built in the Borough? The large development at Waverley had consent for 3,890 houses and, according to their own website, over 1,700 are already occupied leaving room for a further 2,190 still to be built. They claim to complete 150 houses annually on their development so there is capacity at Waverley for the next 14 years. Anyone who travels through the Rotherham Borough will have noticed several housing developments ongoing e.g. Thorpe Hesley, Maltby, Brecks, Wath-upon-Deane, Dinnington, Ravenfield, Upper Haugh, Treeton, Moorgate, West Melton, Throapham, Rotherham town centre. Do we need to press on with plans for a new development at Bassingthorpe Farm because it is needed or because RMBC planners have already spent significant amounts of taxpayers' money to produce documents, framework plans etc, held "consultation meetings" and will not admit they have chosen the wrong site simply because the land was suggested by Fitzwilliam Estates? In 2014 when the Bassingthorpe Farm site was first proposed for development its main justification was that it would revive Rotherham town centre- not a realistic justification after RMBC themselves gave permission for both the Parkgate and Meadowhall developments which caused town centre retail to wither and die. However since deciding to adapt their aspirations for Rotherham to make it a cultural and entertainment quarter, with a new cinema, (also paid for by tax payers), and restaurants, RMBC claim the town is undergoing a revival. Without a single house being built at Bassingthorpe Farm at all.

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Response

The level of new housing required in Rotherham is established through the adopted Local Plan, which has been subject to public consultation and independent examination. The Plan considers demographic evidence, housing need, market signals, and affordability issues. The annual requirements and subsequent updates reflect projections and policy direction at the time, including a

	<p>government expectation for local authorities to maintain a sufficient pipeline of housing supply. While Waverley is a major development site, it alone cannot meet all of Rotherham’s housing needs. The SPD does not re-open the principle of development at Bassingthorpe Farm, as this was established through the Local Plan process. Instead, the SPD provides a framework to guide how development will come forward in a coordinated, high-quality, and sustainable way over the long term. Regarding the site's role in supporting Rotherham town centre, housing growth within proximity to the town centre can support its vitality by increasing footfall and demand for local services. While these changes are already underway, delivery of new homes at Bassingthorpe will help maintain momentum and reinforce long-term aspirations for the town.</p>
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mrs Judith Jones	Consultee ID	BFSPD021
Organisation:			
Agent Name			

Question 1	No
Question 1a	<p>The vision for the area is not clear at all for the local community. They are already all too aware of the difficulties of obtaining an appointment with a local doctor; having to go outside the area to find a dentist.; dealing with traffic congestion at peak times. Equally, due to the hard work of its staff, the local comprehensive school is already saying they are “oversubscribed” on their website. This is before even one of the predicted 2,400 houses have been built. A document of over 150 pages available online or with one copy placed in local libraries does not allow for clarity, it only serves to overwhelm or convince the local community that there is little point in filling in a consultation response form. Consultation with the community took place in 2014 when a government inspector came to chair several days of meetings. Having attended those meetings it was clear from the beginning that RMBC had been offered a lifeline to meet their housing targets when Fitzwilliam estates offered the land at Bassingthorpe Farm as available for development. Subsequently the council removed the site from Greenbelt. Since then, all the Planning Department’s efforts have been to push on with a scheme that is neither wanted by the local community nor technically feasible or value for money. It is a pity RMBC do not apply the same criteria to Bassingthorpe Farm as they did when they chose not to build more houses in Harthill as reported in the Rotherham Advertiser on February 24th 2025, when a spokesman for the council is recorded as saying: - “The planning application has been withdrawn following a regular review of the proposal which indicated it would be more expensive to develop than we had originally anticipated. It is normal practice to delay or withdraw schemes that face challenges, replacing them with others that are more likely to provide better value for money or are more technically feasible.” A similar lack of clarity occurred during the 2025 consultation meetings held in March. Inappropriate venues not previously visited or assessed by the planning department again resulted in a lack of clarity for the local community. The meeting at Greasbrough Library took place in an overcrowded room with many people unable to speak to planners directly; tables covered in plans which were not always clear or even accurately labelled e.g. Car Hill in Greasbrough being labelled as Carr Hill. St Mary’s Church room in Greasbrough hosted an evening meeting with no disabled access or even outdoor lighting. It was significant when attending these meetings how many residents did not know about the consultations of 2014 or thought the whole idea of development had been abandoned. A significant and vital change on the part of the planners would be to arrange site visits and smaller consultations with interested local residents to make themselves more aware of the problems on the ground instead of producing 150 page reports online which many people will not be able to access. To challenge the community’s view that there is no point in filling in a Consultation Response Form the planners really must consult, listen and act upon information and suggestions put forward by members of the community instead of paying lip service to the process.</p>
Response	<p>The SPD recognises the need for new and improved/expanded existing facilities - this includes healthcare and education facilities to support the new and existing residents. Transport and other infrastructure will be designed to accommodate the increase in demand while ensuring accessibility and connectivity to the wider area. This includes improvements to existing highways.</p> <p>The SPD is a technical planning document required to guide future development over many years. A degree of complexity and length is unavoidable given the scale and sensitivity of the site. The Council provided face-to-face events to support community understanding. We will aim to simplify jargon</p>

	<p>and provide glossary of terms. The Council will consider preparing a simplified , and shorter and more accessible version of the document pulling out the key points.</p> <p>The decision to remove the site from Green Belt was taken through the Local Plan process. Comparisons to other sites circumstances, such as Harthill, are not valid - each case is assessed based on its own viability, constraints, and delivery potential. Bassingthorpe remains viable and suitable for development.</p> <p>Issues raised about consultation venues are noted. The Council sought to utilise venues in the communities closest to the development and will give further consideration to utilising more more accesible venues in the future.</p>
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Question 2	No
Question 2a	<p>The size of the Bassingthorpe Farm development is too extensive for the existing infrastructure so a significant change in the detail of the plan is needed to inform the community how the local doctors' practices: the non-existent dental services: the local primary and secondary schools; major roads through the village are going to cope with the additional residents and vehicles of 2,400 houses. Significantly when these additional community facilities will be built. The existing community need to know what demands the Council Planning Department is going to make on future developers to ensure they are responsible for, and carry out, the significant infrastructure changes required in the existing community. It does not instil confidence in the existing community when planners' replies to questions about the impact of the site is just to say that the developers will create more detailed plans. Most of us are only too aware that is likely to result in a greater number of houses with no responsibility for infrastructure. Similarly, the plan sweeps away the difficulties of the topography and existing problems of the site. It frequently suggests how to cope with the problems of this site for significant development using the phrase "mitigating measures" which the local community know only too well have not worked well in the past e.g. demolishing the old Town Hall and replacing the traffic island with traffic lights sited at the bottom of Potter Hill to aid traffic flow through the village. This decision has in fact created significant deterioration in traffic flow before one new house has even been built. It has resulted in Barbot Hill Rd and even Munsbrough Lane becoming rat runs at peak times as drivers seek to avoid the lights altogether. Equally, there are sweeping statements about walking and cycling becoming alternative methods of movement through and around the development even though Car Hill is a significant gradient, resulting in a lack of cyclists even now. A significant change on the part of the planners would be to arrange site visits and smaller consultations with interested residents to make themselves more aware of the problems instead of producing 150-page reports online which many people will not be able to access. To challenge the community's view that there is no point in filling in a Consultation Response Form the planners really must consult, listen and act upon information and suggestions put forward by members of the community instead of paying lip service to the process.</p>
Response	<p>We acknowledge the concern about the scale of the Bassingthorpe Farm development in relation to existing infrastructure. The SPD identifies the infrastructure requirements associated with the site, including healthcare, education, transport, and utilities. It provides a framework for how these will be secured through future planning applications and legal agreements. The Council will ensure that all necessary infrastructure is delivered in line with policy requirements. The Council is working with infrastructure providers, including education and healthcare bodies, to ensure that necessary improvements can be identified, funded, and delivered alongside new homes. The SPD acknowledges the constraints on the site but it is not the purpose of the SPD to deliver full engineering detail or fixed phasing dates at this stage - these will come forward as part of subsequent planning and development processes. Comments referencing past unrelated traffic schemes (e.g. Potter Hill</p>

	<p>junction) are noted. The SPD sets out a transport framework that will be refined through future Transport Assessments and technical design stages. Issues such as gradient and topography are not overlooked and they are well understood and inform the proposed strategy. Site visits by officers and technical assessments have informed the draft SPD. While consultation methods can always be improved, the Council has met its legal obligations and made the SPD available in multiple formats. Public drop in sessions were also available to speak to the Planning Officers. Smaller workshops and engagement formats may be considered in future.</p>
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Question 3	No
Question 3a	<p>Using the definition of greenspace in the GI Framework more green and blue space should be provided in the development plan by including and extending the following on the site: - More urban parks. More housing greenspace. Additional village greens. More woodland, scrub and wild grassland areas to encourage native species and wildlife. More siting of bird and bat boxes to support native species and wildlife. More greenspaces not necessarily accessible to the public e.g. Farm land or a golf course. The existing Bassingthorpe Farm buildings could be retained and used as an urban farm, thus allowing the local community who already livery their horses there to continue to do so. More blue space provided through even greater use of ponds and lakes to alleviate future problems of flooding from surface run off. Clearly this will necessitate a lower density of housing per hectare, but that is a small price to pay to achieve a green and sustainable development for existing residents as well as new residents.</p>
Response	<p>The illustrative masterplan includes a comprehensive network of greenspaces, ranging from strategic green corridors to neighbourhood parks and ecological habitats, as well as surface water management features. The suggestion that significantly more land should be set aside for greenspace including non-publicly accessible farmland and golf courses would fundamentally compromise the site's ability to deliver much-needed homes. The SPD seeks to balance high-quality placemaking, biodiversity, climate resilience and housing delivery. Reducing housing densities below the level proposed is not justified and would undermine the viability and strategic objectives of the site. The aspiration for green and blue infrastructure to help address climate resilience, biodiversity net gain, and placemaking is strongly aligned with the Council's own objectives for sustainable growth. We recognise the importance of the existing farm as a heritage asset within the site. While the SPD is currently light-touch on this point, the farm buildings are listed, and as such, their retention and reuse is a key consideration in the future development of the site. The aim is to retain and sensitively repurpose these buildings where possible, and we see a strong opportunity for them to play a valuable role in the community. For example, as part of the local centre, a community facility, or for heritage-focused uses that help embed local identity into the heart of the new development.</p> <p>We will be strengthening the wording in the SPD to more clearly reflect this intention, ensuring that the importance of the farm buildings is properly acknowledged and that their potential reuse is clearly articulated as part of the site-wide vision.</p>

Question 4	<p>Greater emphasis is needed in the plan to include details of how RMBC planning department will be able to regulate the freedom developers might have in designing the different areas of the development. As it appears now plans which the existing community are viewing could be changed/adapted by successive developers which might not reflect the existing character of the area or its housing needs over the 20-year plan life. Greater note should be taken to accept and work with the topography of the site and its open cast and historic mining activity which is evident throughout the site and may require expensive amelioration methods developers would find costly and not value</p>
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	<p>for money. Once again planners should ensure these adaptations cannot be short cut as different developers move through the site. The density of housing per hectare should reflect that of the local community. At the moment suggested development in the Bassingthorpe Park area of the development does not do that. Density within neighbouring Greasbrough ranges from 26-40 dwellings per hectare. Suggested new density for Bassingthorpe Park is 35-50 dwellings. This should be changed. Along the northern edge of the new residential areas which interface with Munsbrough Lane should be single storey dwellings to avoid obscuring sight lines from existing properties on higher ground. This also considers the ever-increasing ageing population whose needs for single storey dwellings does not appear to be being met by the current plan. Equally, softer boundary treatments like hedges and trees should be used to maintain the open nature of the landscape to the south of Munsbrough Lane and to filter views of the new residential area from Munsbrough Lane.</p> <p>During previous discussions regarding this boundary along the interface with Munsbrough Lane to maintain the safety of the Gas Pipeline a boundary of 30 metres of greenspace was suggested by the Planning Department. This figure does not appear in any of the plans and maps now being put forward and this should be rectified as soon as possible. Consideration should also be given to increasing the green corridor. A variety of building materials are being suggested for the new properties to be built, but no specific reference is being made in it to the green credentials of these properties e.g. green and blue roofs, rainwater harvesting and swift bricks. Similarly different designs of house should be used across the Bassingthorpe Farm site to avoid an “estate uniformity” which was allowed to proliferate in housing developments in the past. Most households now are multi car owners so secure and sufficient parking spaces should be available with each new dwelling to avoid on street parking obstruction.</p>
Response	<p>The Council shares the aspiration for high quality, sustainable, and characterful development. We are committed to ensuring that any future development comes forward in accordance with the Masterplan and will be subject to robust regulation through future planning applications.</p> <p>The issues raised about topography, mining history, and the need for appropriate site remediation are recognised. When designing the character areas, existing densities, interfaces and transitions have been taken into account. The density for Bassingthorpe farm will increase towards the western edge of the character area, on approach to the village centre. This will create a clear transition between the edges of the character area to the north and east towards Greasbrough. Lower density is proposed at the interface with the neighbourhood green space, to create a contrasting edge of settlement character.</p> <p>A landscape-led approach is being promoted throughout the SPD, and soft boundary treatments, tree planting, and the protection of key views and open edges will be embedded. The previous suggestion for a 30m green buffer adjacent to the gas pipeline is also noted, and further engagement with the utility providers will be undertaken to confirm the appropriate stand-off distance.</p>

Question 5	No
Question 5a	<p>The framework masterplan chapter 4.4 provides two and a half pages of “planning speak” jargonised text, but does not provide sufficient guidance and detail that a lay person can understand about how the new development is going to integrate with the existing community. Several things are missing:-</p> <ol style="list-style-type: none"> 1. A significant re-design of access routes is required, through site visits including residents who actually use the existing road network and can immediately see problems with proposed integration routes. See below: - Do not create a vehicular exit from Bassingthorpe Park on to Munsbrough Lane. This lane is not suitable for increased traffic flow. Any new road would have to pass over the High Pressure Gas Main pipeline. Bringing a vehicle access road onto Munsbrough Lane from the new

	<p>development also does not work as at this point the lane is too narrow and because of the multi vehicle households many cars park on the lane already resulting in a narrowing for vehicular access causing pedestrians to walk down the centre of the road. Equally there is a pavement only on one side of the road and to rectify this would cause even more road narrowing for vehicles and pedestrians alike. Junction of Munsbrough Lane and Munsbrough Rise is a staggered junction, and this would lead to further traffic congestion at peak times. Junction of Munsbrough Lane and Potter Hill would be unsuitable for increased traffic volumes at peak times. Munsbrough Rise passes the entrance to Greasbrough Primary School. This is already a dangerous site at school pick-up and drop-off times. It could not safely accept increased traffic volumes. Resident parking on the downhill side of the road is further source of congestion. Since the construction of the traffic-light controlled junction at the bottom of Potter Hill, Munsbrough Rise has become a significant rat-run at peak times.</p> <p>The Primary route exiting the proposed development to the east should be realigned to either connect with Car Hill at the bottom of Barbot Hill Rd or to the north of the Waste Reclamation site. The construction of a roundabout or traffic-light controlled junction would be needed to control traffic flow. This would slow down speeding motorists driving up Car Hill to a blind summit and pulse the traffic attempting to drive up or down Potter Hill. This causes traffic tailbacks on Car Hill at peak times now without the additional car journeys the development will produce. Tertiary access from the proposed Car Hill Rise development west onto Barbot Hill Rd is potentially acceptable due to the number of vehicular movements it is likely to generate, but poor sightlines for traffic entering Barbot Hill Rd could present problems. Traffic entering east onto Potter Hill from Car Hill Rise would pose significant problems at peak times. Tertiary vehicular access north to Munsbrough Lane should not be considered. Munsbrough Lane is very narrow at this point and is unsuitable for extra vehicular traffic. It would also compromise traffic exiting Broom Riddings at a junction with difficult sight lines.</p> <p>2. An up to date, detailed Transport Assessment considering location conditions at different times of the day is also needed. This should extend to Potter Hill, Main Street, Cinder Bridge Road and The Whins as the B6089 through Greasbrough is already being used to access Rawmarsh, Nether Haugh and beyond to avoid congestion through Parkgate and Rawmarsh Hill at peak times. The traffic lights at the Potter Hill junction with Main Street has simply exacerbated the problem and caused rat runs on Barbot Hill Road and Munsbrough Lane already. Mangham Road leading to Parkgate is also already congested at peak times whilst being considered as an access route to a proposed new mainline rail station which must also be re-evaluated. Bassingthorpe Lane is also being considered as having potential to become a key active travel route between Greasbrough and Rotherham town centre and the new mainline station, even though at the moment it is a single-track, winding road with a 60mph speed limit. An onsite visit and research should have informed this decision.</p> <p>3. A more detailed and pragmatic evaluation of the facilities and services within Greasbrough already must be done. Doctors' surgeries are already oversubscribed. There is no dentist. The now popular secondary school in Wingfield is already oversubscribed according to their website. Shops are limited to a small Co-op, a post office and small local grocery suppliers. Most people now think of Parkgate as Rotherham town centre and so will the new residents, thus resulting in even more car journeys on already overcrowded roads. The new development at Waverley waited 12-14 years for their primary school and their first shop. There is little in the plan to suggest that the Bassingthorpe Farm development will be any different.</p>
Response	<p>Thank you for this feedback on the clarity of the Framework Masterplan, particularly in Chapter 4.4. We recognise that certain sections are written in technical language and this will be reviewed, however the main purpose of an SPD is to guide future developers when submitting their planning applications and therefore there is need for complex issues to be addressed. We also acknowledge the points made around the importance of redesigning access routes with local input, and agree that the views of those who use the road network daily should continue to inform the process. As part of the next stage of planning, further detailed transport assessments will be undertaken to test the</p>

	<p>impacts of proposed access points, junctions, and route alignments. Transport and other infrastructure will be designed to accommodate the increase in demand while ensuring accessibility and connectivity to the wider area. This includes improvements to existing highways. Community consultation responses are greatly valued and important and lead to positive changes to the SPD reflecting local matters of concern and results in a significantly more robust SPD.</p> <p>On services and facilities, further evidence gathering and feasibility work will be undertaken to understand what supporting infrastructure is required and when it will be delivered. Lessons from comparable sites such as Waverley are acknowledged, and we are committed to avoiding delay in the delivery of essential community infrastructure such as schools, healthcare and shops.</p>
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Question 6	Observations
Question 6a	<p>The framework masterplan identifies important connections and routes through the site, but they are not shown in the best positions. A significant re-design of access routes is required, through site visits including residents who actually use the existing road network and can immediately see problems with proposed integration routes. See below: - Do not create a vehicular exit from Bassingthorpe Park on to Munsbrough Lane. This lane is not suitable for increased traffic flow. Any new road would have to pass over the High Pressure Gas Main pipeline. Bringing a vehicle access road onto Munsbrough Lane from the new development also does not work as at this point the lane is too narrow and because of the multi vehicle households many cars park on the lane already resulting in a narrowing for vehicular access causing pedestrians to walk down the centre of the road. â€¢Equally there is a pavement only on one side of the road and to rectify this would cause even more road narrowing for vehicles and pedestrians alike. Junction of Munsbrough Lane and Munsbrough Rise is a staggered junction, and this would lead to further traffic congestion at peak times. Junction of Munsbrough Lane and Potter Hill would be unsuitable for increased traffic volumes at peak times. Munsbrough Rise passes the entrance to Greasbrough Primary School. This is already a dangerous site at school pick-up and drop-off times. It could not safely accept increased traffic volumes. Resident parking on the downhill side of the road is further source of congestion. Since the construction of the traffic-light controlled junction at the bottom of Potter Hill, Munsbrough Rise has become a significant rat-run at peak times. The Primary route exiting the proposed development to the east should be realigned to either connect with Car Hill at the bottom of Barbot Hill Rd or to the north of the Waste Reclamation site. The construction of a roundabout or traffic-light controlled junction would be needed to control traffic flow. This would slow down speeding motorists driving up Car Hill to a blind summit and pulse the traffic attempting to drive up or down Potter Hill. This causes traffic tailbacks on Car Hill at peak times now without the additional car journeys the development will produce. Tertiary access from the proposed Car Hill Rise development west onto Barbot Hill Rd is potentially acceptable due to the number of vehicular movements it is likely to generate, but poor sightlines for traffic entering Barbot Hill Rd could present problems. Traffic entering east onto Potter Hill from Car Hill Rise would pose significant problems at peak times. Tertiary vehicular access north to Munsbrough Lane should not be considered. Munsbrough Lane is very narrow at this point and is unsuitable for extra vehicular traffic. It would also compromise traffic exiting Broom Riddings at a junction with difficult sight lines. Bassingthorpe Lane is also being considered as having potential to become a key active travel route between Greasbrough and Rotherham town centre and the new mainline station, even though now it is a single-track, winding road with a 60mph speed limit. An onsite visit and research should have informed this decision.</p>
Response	<p>The Council acknowledges the concerns raised regarding the proposed access and movement strategy, particularly in relation to Munsbrough Lane, Munsbrough Rise, and the surrounding network. These comments provide a valuable insight and the experiences of residents are essential to informing a deliverable and context sensitive access strategy. As part of the next stage of planning,</p>

	<p>further detailed transport assessments will be undertaken to test the impacts of proposed access points, junctions, and route alignments. Transport and other infrastructure will be designed to accommodate the increase in demand while ensuring accessibility and connectivity to the wider area. This includes improvements to existing highways. Site-specific constraints such as the High Pressure Gas Main and narrow widths along Munsbrough Lane will also need to be carefully factored into the design, and any potential access points reviewed against technical safety requirements and their potential for mitigation. Community engagement with local residents who understand the day-to-day realities of the local network, will continue to play an important role in refining these proposals.</p>
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Question 7	Observations
Question 7a	<p>The proposed development footprint claims to take into consideration the physical constraints of the Bassingthorpe Farm site but does not explain in any detail how this will be done; the financial costs to developers; and environmental costs to the existing community. Simply saying they are aware of the following is not good enough:- Contaminated land at the former landfill site. Monitoring equipment associated with the former landfill site. Made ground and bell pits / mine shafts. Overhead cables and pylons. COMAH zone. Topography and slopes The existing community wants answers to questions like:- What are you going to do to mitigate these serious site limitations? Why are you even considering building 2,400 houses on this site? Why is the site for the proposed primary school, if it ever gets built, close to a chemical works whose Comah safety zone has been seriously reduced since proposals to use the site for housing were first mooted in 2011? Once again, the framework plan also has long lists of projects that will need to be done to make the site viable e.g. 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 central and new mainline station. Footpaths and cycle paths connecting to Car Hill, and improvements to existing paths. Sustainable drainage infrastructure and flood alleviation measures. Missing from this section in the plan is how and when this will be done? How much will it cost? Who will pay for these projects? The developers or the existing community?</p>
Response	<p>We understand and acknowledge concerns around the site's constraints, infrastructure requirements, and impact on the existing community. The SPD recognises key technical constraints including contaminated land, former landfill, overhead power lines, mining history, topography, and the COMAH zone. These constraints have shaped the overall development footprint and masterplanning principles. However, the SPD is not a technical delivery plan or detailed design document, instead, it sets out a strategic framework to ensure that any future planning applications address these issues comprehensively. Site-specific investigations, risk assessments, and mitigation strategies will be required through the planning application and Environmental Impact Assessment (EIA) processes. These will need to demonstrate how development can be made safe, sustainable, and appropriate before permission is granted. On the COMAH zone and the proposed school location: the regulatory thresholds will be followed, and any detailed planning proposals will need to demonstrate compliance with these safety requirements. Delivery of infrastructure is a key part of the SPD. A range of measures will be required to make the site viable and to ensure that development benefits both new and existing communities. This includes sustainable drainage, highways upgrades, active travel links, education provision, green infrastructure, and utilities. The SPD identifies these infrastructure components and sets the expectation that developers will be responsible for funding and delivering them, through mechanisms such as Section 106 agreements and Community Infrastructure Levy (CIL) contributions. The timing and phasing of infrastructure delivery will be secured through future planning applications and legal agreements, and further detail will be required from developers as proposals evolve.</p>

Question 8	<p>After further research it is still extremely difficult to find information on the numbers of houses which are being built annually in the borough. And significantly how many are actually needed- not to meet government targets which have changed for Rotherham from 958 houses annually in 2014 to 1080 by 16/12/2005, largely due to Labour's new decision to build our way out of recession. How many people are waiting to buy a house in Rotherham? Is it greater than those already being built in the Borough? The large development at Waverley had consent for 3,890 houses and, according to their own website, over 1,700 are already occupied leaving room for a further 2,190 still to be built. They claim to complete 150 houses annually on their development so there is capacity at Waverley for the next 14 years. Anyone who travels through the Rotherham Borough will have noticed several housing developments ongoing e.g. Thorpe Hesley, Maltby, Brecks, Wath-upon-Dearne, Dinnington, Ravenfield, Upper Haugh, Treeton, Moorgate, West Melton, Throapham, Rotherham town centre. Do we need to press on with plans for a new development at Bassingthorpe Farm because it is needed or because RMBC planners have already spent significant amounts of taxpayers' money to produce documents, framework plans etc, held "consultation meetings" and will not admit they have chosen the wrong site simply because the land was suggested by Fitzwilliam Estates? In 2014 when the Bassingthorpe Farm site was first proposed for development its main justification was that it would revive Rotherham town centre- not a realistic justification after RMBC themselves gave permission for both the Parkgate and Meadowhall developments which caused town centre retail to wither and die. However since deciding to adapt their aspirations for Rotherham to make it a cultural and entertainment quarter, with a new cinema, (also paid for by tax payers), and restaurants, RMBC claim the town is undergoing a revival. Without a single house being built at Bassingthorpe Farm at all.</p>
Response	<p>The level of new housing required in Rotherham is established through the adopted Local Plan, which has been subject to public consultation and independent examination. The Plan considers demographic evidence, housing need, market signals, and affordability issues. The annual requirements and subsequent updates reflect projections and policy direction at the time, including a government expectation for local authorities to maintain a sufficient pipeline of housing supply. While Waverley is a major development site, it alone cannot meet all of Rotherham's housing needs. The SPD does not re-open the principle of development at Bassingthorpe Farm, as this was established through the Local Plan process. Instead, the SPD provides a framework to guide how development will come forward in a coordinated, high-quality, and sustainable way over the long term. Regarding the site's role in supporting Rotherham town centre, housing growth within proximity to the town centre can support its vitality by increasing footfall and demand for local services. While these changes are already underway, delivery of new homes at Bassingthorpe will help maintain momentum and reinforce long-term aspirations for the town.</p>

Consultee Name	Mrs Beverley Ayrton	Consultee ID	BFSPD020
Organisation:			
Agent Name			

Question 1	Yes
Question 1a	
Response	

Question 2	Yes
Question 2a	
Response	

Question 3	Yes
Question 3a	I feel we would need a drs surgery also a primary school to meet demands
Response	The development includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities.The development includes plans for both primary school and healthcare facility.

Question 4	I feel personally that because we have had fields at the end of our garden for 40 years we would appreciate bungalows to be behind our row of houses with their garden starting behind our fence.
Response	A key objective of the development is to ensure ceating locally appropriate interfaces with the existing residential properties. For example properties along the southern edge 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. The exact type of housing will be determined at planning application stage, where residents will have a further opportunity to comment.

Question 5	Yes
Question 5a	
Response	

Question 6	Yes
Question 6a	
Response	

Question 7	No
Question 7a	I cant see how putting a massive housing estate can possibly enhance the natural features of this site
Response	

Question 8	Although I understand people have to live somewhere I think we have expanded Greasbrough several times over the years and each estate which has been built has decreased the village's appeal and have problems within it. I think there seems to be lots of land which maybe used so that the estate would be an estate in its own right without keep adding onto the village. Also in the fields behind us had open cast mining and landfill sites which can't be good.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The consultation is focused on how development should come forward, rather than whether the site should be developed. Thorough site investigations will be required, with contamination mitigation in place for landfill and mining sites.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Alexandra Webber	Consultee ID	BFSPD019
Organisation:			
Agent Name			

Question 1	Yes
Question 1a	
Response	

Question 2	No
Question 2a	What about services for the elderly? Will there be new health facilities? As you can't get in to see a doctor now.
Response	The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities. Specifically, a new healthcare facility is planned as part of the infrastructure delivery table to ensure adequate medical services.

Question 3	Yes
Question 3a	
Response	

Question 4	Use of Wentworth green woodwork. And natural stone.
Response	Thank you for the suggestion- future stages including the Site-Wide Design Code will define expectations around material palettes that are sensitive to local character and heritage.

Question 5	Yes
Question 5a	
Response	

Question 6	Observations
Question 6a	The traffic through Greasbrough is already dreadful. The extra cars (people will drive cars as public transport infrastructure is poor and too expensive) will cause complete misery for local residents.
Response	The SPD recognises existing transport challenges and places a strong focus on reducing reliance on the private car through a combination of measures: walkable neighbourhoods, dedicated cycle infrastructure, public transport corridors, and careful phasing of highway improvements.

	A comprehensive Transport Assessment will be required at the planning application stage, including modelling to test and mitigate impacts on existing routes such as those through Greasbrough. These will help ensure that necessary upgrades and mitigation measures are delivered as development progresses. The SPD's ambition is not to worsen existing problems, but to ensure that future growth helps to deliver long-term transport improvements that benefit both new and existing residents.
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Question 7	No
Question 7a	How could it possibly safeguard existing nature when you are choosing to build on greenfield spaces. When there are ample brownfield sites across Rotherham.
Response	Housing demand exceeds available brownfield land, necessitating some development on greenfield sites.

Question 8	I have no issue with developing the town per se. However, building on greenfield sites is detrimental to the quality of life of your residents. We are already suffering ill health in comparison with other communities and this will increase this burden. You need to fully consider the increase in pollution. You have also not detailed any increase in access to healthcare, which is already very poor in S61. I call for you to revisit this idea for the sake of your residents.
Response	<p>The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy. This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner. The consultation is focused on how development should come forward, rather than whether the site should be developed. Housing demand exceeds available brownfield land, necessitating some development on greenfield sites.</p> <p>The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities. Specifically, a new healthcare facility is planned as part of the infrastructure delivery table to ensure adequate medical services.</p>
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mr J Binns	Consultee ID	BFSPD018
Organisation:			
Agent Name	Mr J Binns		

Question 1	No
Question 1a	The proposal does not allow for the effect on existing facilities. Local shopping areas are already provided and most will be within 15 minute walk of all the properties. Sustainability is about what is already present being utilised and maximised.
Response	<p>The Framework Plan establishes a clear and integrated approach to both new and existing facilities. While it is important to recognise and make best use of existing local services, some of which will be within a 15-minute walk of parts of the site, it would not be sustainable or appropriate to rely solely on existing provision to meet the needs of a community of this scale. New facilities must be delivered to meet demand from the new neighbourhoods, avoid placing undue pressure on existing infrastructure, and ensure that both existing and new residents can access the services they need. The Strategic Allocation in Policy CS1 of the Core Strategy clearly requires the provision of a new Local Centre, integrating community facilities with the new development. This is essential to promote active lifestyles, linked trips, and reduce car dependency, while also helping to create a strong sense of place and belonging. Connections to existing centres have been fully considered, with the Framework Plan embedding accessibility and permeability principles, ensuring routes are well-integrated, safe, and inclusive for all users.</p>

Question 2	No
Question 2a	There is insignificant resolution to issues of massing and design and how the scheme will be leveraged to benefit existing population and facilities and services. This results in no confidence in the amount of units being delivered - the numbers range from 1,950 to 2,600. You can't 'plan' if you don't know what you are planning for. This is underlined by the ambiguity at 4.2.7
Response	<p>The Framework Plan sets out a high-level spatial and design framework that will guide more detailed future masterplanning and design work. . While it is not the role of this SPD to fix detailed massing or architectural design, it does set clear placemaking, character and density principles across distinct neighbourhood areas, including guidance on building heights, typologies and appropriate responses to edges, interfaces and sensitive areas. The changing national requirements, such as BNG requirements, as well other initiatives such as flood alleviation work, has led to a review of the developable area. This is less than previously considered however further technical studies will be required to determine optimal quantum of development. It is considered that a range of 1,950 to 2,500 homes and at least 5ha of employment land can be delivered on site dependant on how the constraints identified can be overcome. There is also a need for flexibility to respond to design-led masterplanning, site constraints and opportunities, market conditions, and delivery trajectories over time while still providing clarity on the broad scale of development. Regarding 4.2.7: the inclusion of a defined development footprint ensures development is appropriately contained. However, it is important that the SPD retains some flexibility to enable sustainable alternatives to come forward if robustly justified. for example, to deliver better design, respond to unforeseen constraints, or support delivery without undermining the SPD's core principles.</p>

Question 3	No
Question 3a	<p>It actually removes immediate greenspace for most existing properties by not allowing for a buffer zone in sensitive areas, notably Munsborough Lane. The proposed new play areas and allotments should be utilised to enforce this separation rather than being located as suggested. An over abundance of 'green corridors' can just lead to unpoliced and unsafe and therefore neglected routes. Emphasis should be that these are in some part policed by passive design of the housing. Cycle ways should be integrated with pedestrian routes not vehicular. Munsborough Lane (east / west) and Basingthorpe Lane (north / south) should be the predominant pedestrian and cycle routes. The removal as a development are south of Cinder Bridge Road and for this most attractive part of the site to be randomly allocated as a flood water storage area when the EA says it is mostly not is short sighted and indefensible. Storage if it is needed can be provided by a compensation scheme within the corridor of the brook.</p>
Response	<p>The Framework Plan has been carefully designed to balance the delivery of new homes with the protection and enhancement of green infrastructure. Along sensitive edges such as Munsbrough Lane, the Plan incorporates landscape buffers to support visual separation. The GI framework incorporates the mitigative measures required to minimise harm on the established landscape and visual receptors - one them being wodland 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. The proposed play areas and allotments form part of a wider green infrastructure strategy and have been located to maximise accessibility, usability and natural surveillance.</p> <p>It is recognised that green corridors must be designed to feel safe, well-used and overlooked. The SPD promotes surveillance through active frontages, alongside high quality public realm and safe pedestrian movement - minimising the risk of these routes becoming underused or neglected. Regarding movement infrastructure, the intention is to integrate pedestrian and cycle routes, prioritising them over vehicles wherever possible. Both of the mentioned lanes have potential to become a key active travel route. The location of potential water storage responds to an integrated drainage and topography strategy. The Council is progressing work on the Parkgate and Rawmarsh Flood Alleviation Scheme (PRFAS), which will mitigate flooding of the Parkgate area from Greasbrough Dyke and Old Sough/Boundary Dike. This will require a Flood Storage Reservoir on land at the north of the Basingthorpe Farm. This has been taken into account within this SPD but it's a separate project.</p>

Question 4	<p>No building should be over 3 storeys and predominantly should be 2 1/2 storeys as a max. There should be areas of very high density housing to the south of the site to reflect the character there, possibly even following the formal terracing layout, and then relaxing to a more relaxed mid density layout as the site progresses north and becomes more visible from the open countryside. All the housing should be built to a high sustainability standard with PV cells on all roofs, and possibly battery storage to each property. There so no indication or understanding of the need to retain a corridor for the over head powerlines and how this can be used as a natural delineation between uses.</p>
Response	<p>The SPD establishes a character-led approach to height, scale and density across five distinct character areas. This enables the creation of neighbourhoods that are locally responsive and contribute positively to both the immediate setting and the wider landscape. For example, in the Car Hill Character Area, due to the rising topography and visibility from lower-lying areas around Rotherham town centre, housing should predominantly be limited to two storeys. Building height will be guided by key design considerations such as topography, massing, the form and grain of surrounding development, and the wider urban context. The Site-Wide Design Code will define clear</p>

	<p>height parameters for each character area, alongside density ranges and visual guidance to ensure a coherent and high-quality townscape.</p> <p>In terms of sustainability, the SPD sets an ambition for new development to achieve high environmental performance - Underpinning all principles with the drive for low carbon, energy efficiency and innovation. The Core Strategy will require for planning application to demonstrate how the development is resilient to climate change and helps to reduce greenhouse gas emissions.</p> <p>Regarding the overhead power lines, these have been accounted for in the spatial framework as a technical constraint. Appropriate stand-off distances have been incorporated into the layout, and these corridors offer an opportunity to support green infrastructure or help define transitions between character areas.</p>
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Question 5	No
Question 5a	See previous. .
Response	Noted.

Question 6	No
Question 6a	There needs to be a by pass through the scheme. This is actually already eluded to by the road hierachy from Fenton Road and Barbot Hill. The full road should be built between Fenton Road to The Whins junction thereby removing not only the new development traffic but most of the current through traffic that blights Greasbrough and has not been ameliorated by the very expensive junction built at the cost of the village hall. An intermediate junction should be provided at Barbot Hill Road to use this thoroughfare to be used as the predominant access to Greasbrough and allowing Potter Hill to become a subsidiary and calmed residential road. Scooby Lane should remain as is from this by-pass, one way to Mangham Road.
Response	The Movement Framework incorporates a strategic movement network which builds on the existing road hierarchy and provides a new Main Street through the site. This route is designed to support sustainable movement patterns within the new neighbourhoods, offer improved connectivity for existing communities, and manage traffic flows appropriately. While the route does link Fenton Road to Barbot Hill, the SPD does not promote the creation of a full bypass road. Instead, the movement strategy aims to strike a balance enabling access while deterring rat-running and through-traffic. The design intention is to create a series of connected neighbourhoods, not a through-route for non-local trips. Barbot Hill Road is acknowledged as a key connection, and the framework allows for opportunities to improve junction arrangements. Both Potter Hill and Scooby lane are addressed in the movement strategy. Future proposals will assess the appropriate function and access arrangements in line with the wider site layout and traffic modelling. All transport proposals are subject to technical testing, including Transport Assessments. These will ensure the network supports both the new community and surrounding areas in a safe and sustainable way.

Question 7	No
Question 7a	It talks about Bassingthorpe Farm but does zero to assure these Listed building will be retained and this lack of certainty was confirmed at the public consultation. As RMBC is allowing Guest & Chrimes

	to rot and has already demolished the Greasbrough community Hall to build a failed road junction this hardly inspires confidence.
Response	

Question 8	You have not secured the majority of the site, and if my conversation with an Officer at the consultation was anything to go by you never will. He seemed to think that FWE will pay for all the infrastructure! Nope., won't happen. RMBC is paying for ALL of the costs to progress this scheme because it cannot get a commercial partner signed up. That tells you one or both of two things; ZERO confidence in RMBC and Rotherham as a market.
Response	The Bassingthorpe Farm SPD provides a strategic planning framework to guide the comprehensive delivery of the site over time, in line with its status as a Strategic Allocation in Rotherham's adopted Local Plan. It is common for large-scale developments to be brought forward in phases and by multiple land interests. The SPD is designed to provide confidence and certainty for both public and private sector partners by establishing clear principles, expectations and infrastructure requirements from the outset. It also ensures that any development proposals coming forward ahead of others are still coordinated and contribute to the wider vision, and not result in piece meal development. While not all of the land is currently in a single control, ongoing work with landowners, developers and infrastructure providers is taking place. The infrastructure delivery and contributions will be secured by s106 agreements and CIL. 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 Council's involvement in progressing the SPD and supporting its delivery demonstrates a strong and proactive commitment to realising this important strategic growth opportunity. Confidence will be built through continued partnership working, a robust design-led planning framework, and securing early infrastructure delivery.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mrs Laura Dunn	Consultee ID	BFSPD017
Organisation:			
Agent Name			

Question 1	No
Question 1a	It should not be allowed to happen. We do not need ambitious planning and housing estates we need green land
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 2	No
Question 2a	
Response	

Question 3	No
Question 3a	I live on Broom Riddings and we will lose all green land and space that our children love. The farmland that is there is something we respect and appreciate and is the reason we bought our house for our children to grow up respecting the farmland and countryside. This development is a disgusting use of land that is being used purposefully at present
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 4	The existing character of the area is FARMLAND. There does not need to be a housing estate built on this land.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than

	piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.
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Question 5	No
Question 5a	I live on the existing and it is not welcomed
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 6	No
Question 6a	Traffic will be atrocious and will make the area much more unsafe for our children compared to why we bought our property. It will become a thoroughfare
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.

Question 7	No
Question 7a	It is farmland that is being destroyed! A housing estate will destroy this and not preserve the use of the land as it has been
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 8	I am disgusted that this is being up for consultation again. It will ruin the character of the village and the area I live. A legacy farm that has been farmed by the same family for generations will be ruined
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Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham’s housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mr Mick Rowe	Consultee ID	BFSPD016
Organisation:			
Agent Name			

Question 1	Yes
Question 1a	
Response	

Question 2	No
Question 2a	idea Disgusting
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 3	No
Question 3a	
Response	

Question 4	
Response	

Question 5	No
Question 5a	
Response	

Question 6	No
Question 6a	
Response	

Question 7	No
Question 7a	
Response	

Question 8	out council Dawn God this vote to wait Can't
Response	Thank you for your comment. If you are able to clarify or expand on your concerns, we'd be happy to provide a fuller response.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	mrsa Sandra Phillips	Consultee ID	BFSPD015
Organisation:			
Agent Name			

Question 1	No
Question 1a	This development is not needed and can only be a disaster
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). This strategic allocation is essential to meeting Rotherham's housing and employment needs in a sustainable manner, ensuring growth is planned rather than piecemeal. The SPD provides guidance to shape a well-connected, landscape-led development that enhances biodiversity, delivers high-quality homes, and supports new community infrastructure. The consultation is focused on how development should come forward, rather than whether the site should be developed.

Question 2	No
Question 2a	No account is taken for traffic, sewage and other utilities
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety.. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities.

Question 3	No
Question 3a	This area cannot cope with another 2600-3800 houses
Response	<p>The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities.</p> <p>The SPD estimates capacity between 1950 and 2600 homes.</p>

Question 4	You are destroying farmland and natural habitat
Response	The GI framework prioritises habitat retention, connectivity, and biodiversity enhancement, with mitigation designed by ecologists to protect species. There will also be a minimum 10% Biodiversity Net Gain achieved on the site.

Question 5	No
Question 5a	The infrastructure cannot cope with 2600-3800 dwellings and the 7000 to 10,000 people

Response	<p>The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities.</p> <p>The SPD estimates capacity between 1950 and 2600 homes.</p>
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Question 6	No
Question 6a	The area is already suffering from heavy traffic
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety.. Highway improvements will be identified as part of the transport assessmen for interventions required, to minimise congestion.

Question 7	No
Question 7a	You are destroying farmland and natural habitat
Response	The GI framework prioritises habitat retention, connectivity, and biodiversity enhancement, with mitigation designed by ecologists to protect species. There will also be a minimum 10% Biodiversity Net Gain achieved on the site.

Question 8	<p>1) Did central government order this development to go ahead? 2) How many of the dwellings will be given to people from overseas? 3) When was the tendering process started? 4) How will the infrastructure cope with the sewage from between 6000 and 15000 people? 5) How will the current road system cope with between 3000 and 15000 vehicles? 6) Why has this not been subject to an open meeting and not "drop ins?" 7) Why are you destroying farmland when there are plenty of brownfield sites? 8) Why is there no Judicial review in view of the opposition to this unwanted development? 9) I expect answers to all my questions; I'm a council tax payer!</p>
Response	<p>1.No, the site was allocated through the Rotherham Local Plan, which was subject to public consultation and independent examination.</p> <p>2. There is no allocation of housing based on nationality; homes will be available on the open market and through normal housing processes.</p> <p>3. The Council owns part of the site and has not yet appointed any developer.</p> <p>4. Utilities and drainage infrastructure will be assessed and planned in detail through future planning applications in consultation with statutory providers.</p> <p>5. A detailed transport assessment will be required to ensure the road network can accommodate growth, with improvements identified where necessary.</p> <p>6. The consultation follows regulations with drop-ins allowing direct engagement with the project team and Council officers.</p> <p>7.The site was allocated through the Local Plan after considering all available land, including brownfield, and balancing a range of sustainability factors.</p> <p>8. The Local Plan was adopted following legal processes including public examination; any legal challenge would have had to follow that route at the time.</p>

Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Emma Harding	Consultee ID	BFSPD014
Organisation:			
Agent Name			

Question 1	No
Question 1a	Existing roads around new development at the bottom of Scrooby Street will have significant negative impact on travel flow, pollution levels for residents and delays to emergency vehicles. Currently Scrooby Street is partially one way, the new houses are due to join this road in both direction. Carr House Lane, Potter Hill and traffic lights by Crown Inn PH are known locally for their lengthy queues, impassable due to parked vehicles and incorrect traffic flow priority.
Response	It is understood that a traffic is a concern. A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles. The intention is not to channel all traffic through existing pinch points, but to create new connections including a new Main Street.

Question 2	No
Question 2a	Existing roads around new development at the bottom of Scrooby Street will have significant negative impact on travel flow, pollution levels for residents and delays to emergency vehicles. Currently Scrooby Street is partially one way, the new houses are due to join this road in both direction. Carr House Lane, Potter Hill and traffic lights by Crown Inn PH are known locally for their lengthy queues, impassable due to parked vehicles and incorrect traffic flow priority.
Response	It is understood that a traffic is a concern. A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles. The intention is not to channel traffic through existing pinch points, but to create new connections including a new Main Street.

Question 3	No
Question 3a	There will never be enough green space
Response	

Question 4	Loss of land on Barbot Hall effects historic landscape from top of Carr House Hill
Response	

Question 5	No
Question 5a	Existing roads around new development at the bottom of Scrooby Street will have significant negative impact on travel flow, pollution levels for residents and delays to emergency vehicles. Currently Scrooby Street is partially one way, the new houses are due to join this road in both direction. Carr House Lane, Potter Hill and traffic lights by Crown Inn PH are known locally for their lengthy queues, impassable due to parked vehicles and incorrect traffic flow priority.
Response	It is understood that a traffic is a concern. A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.

Question 6	No
Question 6a	Existing roads around new development at the bottom of Scrooby Street will have significant negative impact on travel flow, pollution levels for residents and delays to emergency vehicles. Currently Scrooby Street is partially one way, the new houses are due to join this road in both direction. Carr House Lane, Potter Hill and traffic lights by Crown Inn PH are known locally for their lengthy queues, impassable due to parked vehicles and incorrect traffic flow priority.
Response	It is understood that a traffic is a concern. A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.

Question 7	Observations
Question 7a	Town Hall Greasbrough already been demolished to allow traffic lights which still don't prevent traffic queuing from all roads at junction and further housing/cars will exasperate this.
Response	A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.

Question 8	Real time traffic monitoring of existing traffic flow required in Greasbrough
Response	It is understood that a traffic is a concern. A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Lorraine Vickers	Consultee ID	BFSPD013
Organisation:			
Agent Name			

Question 1	No
Question 1a	Ambitious is not the word I'd use, devastating would be more appropriate. As to being clear, all I got when I asked questions at a consultation was either possibly or probably.
Response	<p>We recognise that large-scale change can feel unsettling, and we are committed to ongoing and meaningful engagement with local communities as the proposals develop. The SPD is designed to set a clear vision and guiding principles for the site's long-term delivery, ensuring that growth is managed in a coordinate and infrastructure-led.</p> <p>While not every detail is finalised at this stage, the SPD provides a framework from which more detailed proposals including road layouts, housing designs and green infrastructure will be developed. Community input remains a vital part of that process, and we encourage continued involvement as plans progress.</p>

Question 2	No
Question 2a	Dental practice(s), Health Centre. Confirmation that Primary and secondary schools would be built ready for when tenants move in (I believe the SPD for the Manvers development was included in the SPD but never came to fruition)
Response	The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities.

Question 3	Yes
Question 3a	
Response	

Question 4	You couldn't reflect the existing character of the area, which includes beautiful fields, pathways and walks, with modern day housing and paved areas.
Response	<p>We understand the strong emotional connection local people have with the existing landscape. The SPD does not seek to replicate what is already there but to build upon the landscape's qualities and establish a new place that responds to its setting.</p> <p>The plan integrates significant areas of open space, green corridors and walking and cycling routes, which will reflect and connect to the existing paths and landscape features. The design approach across the five character areas aims to respect existing views, topography, and vegetation, while allowing for a new, sustainable neighbourhood to emerge over time.</p>

Question 5	No
Question 5a	Not sure as this aspect of the SPD is rather hard to envisage in its initial stages
Response	<p>We appreciate that SPDs can sometimes feel abstract, particularly in the early stages. To support understanding, the SPD includes illustrative material such as the framework plans. However, the detail including street design, architectural style, and landscape character will be shaped through the Site-Wide Design Code and detailed planning applications.</p> <p>As the project progresses, there will be more visual material and technical evidence made available to help residents better understand what is proposed. Feedback will continue to shape that work.</p>

Question 6	No
Question 6a	In excess of £12 million has just been spent on a road to bypass Parkgate Retail World and alleviate the build up of traffic. Surely, the increase in the number of vehicles owned by the residents of circa 2400 homes could would just cause the same traffic bottleneck
Response	<p>We understand concerns about traffic impact and the need for investment in transport infrastructure. The SPD promotes a multi modal movement strategy, encouraging walking, cycling and public transport use alongside new road connections. The aim is to reduce car dependency by designing a well-connected, walkable neighbourhood with access to everyday facilities. The site's location provides opportunities for sustainable travel and improved access to surrounding areas. A full Transport Assessment will be undertaken as part of the planning process to ensure the movement network can accommodate growth safely and efficiently and improvements will be made to existing highways where necessary.</p>

Question 7	Observations
Question 7a	Not too sure. Hopefully the lovely old farmhouse will be saved and not demolished.
Response	<p>We recognise the importance of the existing farm as a heritage asset within the site. While the SPD is currently light-touch on this point, the farm buildings are listed, and as such, their retention and reuse is a key consideration in the future development of the site.</p> <p>The aim is to retain and sensitively repurpose these buildings where possible, and we see a strong opportunity for them to play a valuable role in the community. For example, as part of the local centre, a community facility, or for heritage-focused uses that help embed local identity into the heart of the new development.</p> <p>We will be strengthening the wording in the SPD to more clearly reflect this intention, ensuring that the importance of the farm buildings is properly acknowledged and that their potential reuse is clearly articulated as part of the site-wide vision.</p>

Question 8	No thank you.
Response	

Consultee Name	Mrs Kerry Seymour	Consultee ID	BFSPD012
Organisation:			
Agent Name			

Question 1	No
Question 1a	You want people to have a consultation, but the council cannot provide the design of the houses cannot provide where gardens will and will not go for these houses if any at all where the drives will go if and the 15 meter buffer of broadleaf trees for Munsbrough Lane when marked out on the field is not very big at all
Response	Detailed layout and design of homes, gardens, and driveways will be carefully considered at the planning application stage to ensure sensitivity to existing properties and minimise visual and amenity impacts.

Question 2	No
Question 2a	As stated in my previous answer and I have seen no proof of any wildlife surveys being taken to further inform people of what will happen should this go ahead to the local wildlife migration routes
Response	Phase 1 habitat survey and protected species habitat survey are required for future development and the assessment of planning applications. The development places a strong emphasis on biodiversity protection and enhancement. The Green Infrastructure (GI) framework has been designed to ensure the protection of valued ecological habitats and species by establishing a connected multifunctional network of green spaces that prioritise habitat creation, connectivity, and biodiversity value.

Question 3	No
Question 3a	When you consider there will be 11 acres of green countryside disrupted surely the houses will be better on the lower part of the hills and up towards the fields at Fenton where they do really not affect the views
Response	The masterplan was informed by consideration of the constraints and opportunities that exist on site. The proposed development footprint has been carefully positioned and aligned to avoid impacts upon (and provide a sufficient standoff from) the some of the features which give the site its unique characteristics such as historic features and ecological ones.

Question 4	Move the houses further down the development so the overall views are not interrupted
Response	The masterplan was informed by consideration of the constraints and opportunities that exist on site. The proposed development footprint has been carefully positioned and aligned to avoid impacts upon (and provide a sufficient standoff from) the some of the features which give the site its unique characteristics such as historic features and ecological ones.

Question 5	No
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Question 5a	Because no one knows what these houses are going to actually look like
Response	Housing design details will be determined through future planning applications.

Question 6	No
Question 6a	I'm wondering how the junction that has recently been upgraded near the the co-op on Fenton Road will cope as it struggles now even with the upgrade with more traffic going through and up towards upper Hague this is just going to cause more congestion up towards Saint Mary Church Fenton Road the roundabout at the bottom of gin, House Lane and bar bolt Hill and into Parkgate and surrounding areas
Response	It is understood that a traffic is a concern. A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety.

Question 7	No
Question 7a	Because you have not shown any illustration or design of the primary school that is going to be built on top of where the 16 century farm is now situated so how can people decide whether it is an improvement or not?
Response	The Local Centre and primary school are shown indicatively in a broad location. The aim is to take a flexible approach to the composition of the local centre, allowing for changes in demand and requirements over time. More detail of the design of the school will be available when planning applications come forward, and it will offer further opportunity to comment.

Question 8	There is far more land up towards stubbin Road Wentworth Road that would cause less of a impact on the natural environment views and infrastructure
Response	Thank you for your comment. The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The consultation is focused on how development should come forward, rather than whether the site should be developed.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Miss Zanib Rasool	Consultee ID	BFSPD011
Organisation:	Rotherham United Community Trust		
Agent Name			

Question 1	Yes
Question 1a	I would like to see something in Masbrough for young people as they were promised a MUGA on the land near the old B&Q site. RUCT worked on a project with young people about the lack of facilities for young people in the area. As a resident, i feel it is okay to build something like this but it is inequality if you forget some residents of Rotherham West.
Response	Thank you for your comment. The SPD includes a structured infrastructure delivery plan - this includes a number of teen and play facilities. This will be accesible to existing residents a well as new residents.

Question 2	No
Question 2a	Not looking at the whole picture. Improving existing areas of deprivation. There is no green space for local children growing up in Masbrough
Response	Green infrastructure delivered on Bassingthorpe Farm will be accesible to existing residents. The Council recognises the need for regeneration however, this SPD focuses on the how the development on Bassingthorpe farm site should come forward.

Question 3	No
Question 3a	Not for existing residents in Masbrough, Most of them are BAME due to recent riots in Rotherham people are frightened to send their children to new areas and want provision on the doorstep.
Response	Thank you for your comments. This SPD focuses on the how the development on Bassingthorpe farm site should come forward.

Question 4	Not sure
Response	Noted.

Question 5	Yes
Question 5a	No. Consideration has not been given to Masbrough residents' wishes.
Response	This SPD focuses on the how the development on Bassingthorpe farm site should come forward.

Question 6	Yes
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Question 6a	
Response	

Question 7	Yes
Question 7a	
Response	

Question 8	Relook at what is offered in Masbrough in relation to green space and sport facilities
Response	Thank you for your comment. This SPD focuses on the how the development on Bassingthorpe farm site should come forward. Green spaces and facilities will be accesible to existing residents includin Masbrough.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mr Clive Phillips	Consultee ID	BFSPD010
Organisation:			
Agent Name			

Question 1	No
Question 1a	There is no need for this development and definitely not on greenbelt especially farmland
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014. Public consultations have been held throughout the Local Plan and planning process, allowing for resident feedback. This site is not allocated as Green Belt.

Question 2	No
Question 2a	An explanation as to why greenbelt and farmland are being destroyed
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014. Public consultations have been held throughout the Local Plan and planning process, allowing for resident feedback. The site is not allocated as Green Belt

Question 3	No
Question 3a	This development is not necessary
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014. Public consultations have been held throughout the Local Plan and planning process, allowing for resident feedback.

Question 4	The farmland and greenbelt should not be touched
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014.

	Public consultations have been held throughout the Local Plan and planning process, allowing for resident feedback. The site is not allocated as Green Belt
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Question 5	No
Question 5a	The area is already congested with traffic. This development can not fit into this area
Response	It is understood that a traffic is a concern. A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.

Question 6	Observations
Question 6a	As stated, this scheme is not to the benefit of the area
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014. Public consultations have been held throughout the Local Plan and planning process, allowing for resident feedback.

Question 7	No
Question 7a	Destroying greenbelt and farmland cannot benefit any area
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014. Public consultations have been held throughout the Local Plan and planning process, allowing for resident feedback. The site is not allocated as Green Belt.

Question 8	1) Was this scheme suggested by local councillors or at the behest of central government? 2) How many dwelling will be given to people from overseas? 3) Why on farmland; is it because of Labour policy to destroy and seize as much farmland as possible? 4) Why were brownfield sites not considered first? 5) Why has the council stated on the internet that this development is cast in stone before any consultation? 6) why is there no judicial review? 7) What is the tendering process? 8) Will RMBC publish all engagements with all land owners and builders? 9) What compensation has been offered to the farmers? 10) This proposal was rejected before, why has it been resurrected? 11) Is the intention to carry on building across the neighbouring field and woodland? 12) If the houses are to be
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	given to people from overseas, what security measures will be employed? There are a large number of young children in the surrounding area. I expect full answers to these questions
Response	<p>1.No, the site was allocated through the Rotherham Local Plan, which was subject to public consultation and independent examination.</p> <p>2. There is no allocation of housing based on nationality; homes will be available on the open market and through normal housing processes.</p> <p>3. The site was allocated for development through the Local Plan, which considered the loss of agricultural land.</p> <p>4. The Local Plan prioritises brownfield sites where feasible. However, housing demand exceeds available brownfield land, necessitating some development on greenfield sites.</p> <p>5. The site was allocated through the Rotherham Local Plan, which was subject to public consultation and independent examination.</p> <p>6. Judicial review is a legal process initiated externally, not by the Council, and typically challenges the lawfulness of decisions. The SPD has followed statutory consultation and approval procedures.</p> <p>7. Any procurement or contracts related to the development will follow national public procurement regulations. This will be led by either the Council or private developers at the relevant stage.</p> <p>8. Engagement with landowners and developers informs the planning process, and key decisions and reports are made publicly available through Council committees and planning applications.</p> <p>9. Any agreements with landowners, including compensation, are private commercial matters and not determined through the SPD process.</p> <p>10. The Bassingthorpe site has been allocated for development in the adopted Local Plan following a public examination. The SPD builds on that allocation to guide quality and delivery—it is not a new proposal.</p> <p>11. The SPD area is defined and does not propose development beyond its boundary. Any future proposals would require separate planning processes and consultation.</p> <p>12. Community safety is a shared priority, and there are no separate security concerns associated with new housing based on resident origin.</p>
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Bev Wade	Consultee ID	BFSPD009
Organisation:			
Agent Name			

Question 1	No
Question 1a	It should include provision for doctors surgery (the extension of the doctors on munsbrough rise will not be enough to cope with potentially 6000+ people in 2400 houses) also provision for dentists should be made as there is none in the surrounding area. It is not clear how the traffic will flow at peak times during school terms times, no assessment of the traffic flow seem to have been made yet and this is the primary concern for the area.
Response	<p>The SPD includes a structured infrastructure delivery plan. Infrastructure will be designed to accommodate the increase in demand. This includes improvements to existing facilities. New community facilities, educational provision, healthcare services, and emergency services will be integrated into the development to meet the needs of residents.</p> <p>A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.</p>

Question 2	No
Question 2a	A traffic movement assessment through Greasbrough, up/down Potter hill, Carr hill, Coach road, Munsbrough Rise, The Winns / Nether Haugh, Mangham Road to Parkgate retail world doesnot seem to be included, this should be done at peak times in the school term
Response	<p>A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.</p>

Question 3	Yes
Question 3a	
Response	

Question 4	Cycle lanes / walking routes should be minimised as the site is uphill from the town centre and also in all other directions. The height and width of the new 'hedge row' along munsbrough lane should be
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	communicated, is this to be as high as it is now, as high as a lamp post, a telegraph post or even higher as this will impact the amount of sunlight reaching the road (which in winter is never gritted and so remains icy all through the day) and the houses on Munsbrough lane. A high hedge will offer no outlook from the houses on Munsbrough lane, some of which are already partly below road level
Response	Walking and cycling routes are a national and local priority for healthier, sustainable transport options. The hedgerow will be carefully designed to respect visual impact, maintain light levels, and contribute to biodiversity. Detailed design will be considered at the planning application stage.

Question 5	No
Question 5a	There is nothing to say how the exit / entrance off the new site onto Munsbrough lane will be developed. There is no pavement on one side of Munsbrough lane towards Munsbrough Rise and there are always cars parked already on both sides of the road, making it tight already for 2 cars to pass in opposite directions and it may mean there is no clear line of site from exiting the development.
Response	Detailed design of accesses into the site will be undertaken as part of future planning applications. A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas.

Question 6	No
Question 6a	At peak times, especially in the school terms, the traffic is backed up from the traffic lights at the bottom of Potter hill, up Potter hill and down Carr Hill, at times it can be backed up past the roundabout on to Greasbrough Road. So this will block the entrance / exit to the new development from Barbot hill road (including Buses to the new proposed new development.
Response	It is understood that a traffic is a concern. A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.

Question 7	No
Question 7a	There is no information on houses being build on open cast areas in terms of potential subsidence of the houses
Response	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. It is acknowledged that land stability from former open cast mine areas will be requiring specialised foundation treatment on certain parts of the site

Question 8	<p>The main problem with development of Bassingthorpe Farm is the traffic infrastructure, all the roads in / out of Greasbrough stemming from the bottom of Potter hill are backed up / bottlenecks at rush 'hour' (this starts at 3pm when the school on Munsbrough rise closes and cars are parked either side of the road, so there is only route through the middle, buses and larger vehicles struggle to get through. From ~4pm at times a rat run has developed down Munsbrough Rise when the traffic on Potter hill / Carr hill is backed up, people turn up Barbot hill road, down Munsbrough Rise then try and turn right onto Coach road. More traffic coming up Carr hill joining the queue will stop traffic getting to Barbot hill road and hence the new proposed entrance to the new development. The traffic backs up from the traffic lights at the bottom of potter hill along coach road past the Coop, past the pedestrian crossing at the junction of the bottom of Roughwood road. The new primary and secondary proposed entrances on Fenton road will mean the increased traffic coming from the bottom of Potter hill traffic lights will stop traffic being able to come out of the top of roughwood road near the Ring o'bells pub (this is already a bottleneck at peak times). More traffic will also be coming to Greasbrough at Peak times adding to the already lengthy queue from Nether haugh. At peak times in school terms nearly all the length of Mangham road is backed up towards the Parkgate roundabout and exit onto the roundabout is always blocked by cars trying to get towards Rawmarsh church along Broad street (as there is no yellow box on the floor or traffic lights to stop cars from blocking the exits onto the roundabout). Trying to get around Parkgate roundabout at peak times (i.e. from Parkgate retail world or from Broad street) to get to the new proposed train /tram station will also exacerbate the bottlenecks here.</p>
Response	<p>We acknowledge local concerns about traffic. A full Transport Assessment will be required, including modelling and mitigation of congestion, access points, and potential rat running. Road safety and flow improvements will be essential to the development coming forward.</p>
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mark Willis	Consultee ID	BFSPD008
Organisation:			
Agent Name			

Question 1	No
Question 1a	The detail of the planning documents is ambiguous in many areas and oversimplifies many points which are open to exploitation by developers. It should not be overhyped as a development required at all costs.
Response	<p>The SPD sets out a strategic and design-led framework to guide future development, ensuring that proposals are coordinated . While the SPD does not provide every detail, which will come through the later planning stage, it is intentionally structured to define clear expectations around character, access, green infrastructure, and sustainability, while allowing enough flexibility for high-quality and responsive design solutions.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 . The Site Wide Design Code will be focussed around providing further design detail in relation to the masterplan framework layers the SPD lists what the minimum requirements that it will need to cover.</p> <p>The purpose of the SPD is not to promote development “at all costs”, but to ensure that where development happens, it is managed, wel -designed and delivers meaningful benefits for new and existing communities. It forms one part of a longer term, planning process, with ongoing scrutiny, technical testing, and opportunities for public input.</p>

Question 2	No
Question 2a	See Q1 points.
Response	Noted.

Question 3	No
Question 3a	The area is a part rural area and whilst you may say this meets local/national guidelines it is not sympathetic to the current area layout.
Response	<p>We acknowledge that the site sits at the interface between urban and rural character, and that sensitivity to this edge condition is crucial. The SPD recognises this by defining five distinct character areas, each responding to its specific context including topography, views, existing development and landscape features.</p> <p>For example, in more elevated and visible locations such as the Car Hill Character Area, the SPD sets out that development should be lower in height and density, with more informal frontages and green buffers to create a visually permeable and softer edge. Across the site, green infrastructure is used to preserve and enhance connectivity with surrounding countryside, maintaining aspects of the existing rural character while enabling housing growth in appropriate and carefully planned ways.</p>

Question 4	The property types should not be a case of destroying green belt to make cheap/low grade housing. The properties should be sympathetic to those of rural land. Should you wish to exploit land may I suggest you use brownfield sites and build high rise apartments to fill your needs for low cost housing. The land should not be sacrificed just to give others places to live when there are many undeveloped brownfield locally.
Response	<p>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.</p> <p>The Local Plan prioritises brownfield sites where feasible. However, housing demand exceeds available brownfield land, necessitating some development on greenfield sites. The site was allocated for development in 2014- The consultation is focused on how development should come forward, rather than whether the site should be developed.</p>

Question 5	No
Question 5a	It is very low on detail which is open to developer exploitation.
Response	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 . The Site Wide Design Code will be focussed around providing further design detail in relation to the masterplan framework layers the SPD lists what the minimum requirements that it will need to cover.

Question 6	Observations
Question 6a	Generally it shows interconnecting routes, however there is more scope for existing routes to be developed to facilitate even lines and no bottlenecks.
Response	<p>The SPD places a strong emphasis on creating a permeable and legible network of streets and green routes, supported by active travel links and multimodal movement options. The proposed framework integrates new connections with existing infrastructure and is informed by technical transport analysis, which will be refined further at later planning stages.</p> <p>The SPD encourages opportunities to enhance and upgrade existing routes where appropriate, and future planning applications will be expected to demonstrate how they avoid bottlenecks, improve traffic flow and prioritise safe, attractive movement for pedestrians and cyclists. Ongoing engagement with local highways officers and communities will help shape the most effective and efficient routing.</p>

Question 7	No
Question 7a	Again, see my previous comments as the low grade style does not fit the rural land.
Response	

Consultee Name	Mr Ian Garlington	Consultee ID	BFSPD007
Organisation:			
Agent Name			

Question 1	No
Question 1a	The land surrounding the two heritage assets, in particular CH1 causes significant harm to the asset setting and the mitigations are inadequate in order to render the impact to moderate. The allocation of eastern land for allotments feels at odds with the location of CH1 and suggest these areas are swapped to provide protected vistas and also less compacted development area allowing a more permeated overall impact.
Response	The SPD identifies the heritage assets and the need to respond sensitively to them. It also sets out that heritage impact assessments will be required to be submitted with future applications.

Question 2	No
Question 2a	I think that it covers most important issues but the coverage is not sufficient and does not give transparency of the options appraisal process
Response	Noted.

Question 3	Yes
Question 3a	but the allocation of the space should be re-addressed more use of the eastern boundary
Response	The masterplan was informed by consideration of the constraints and opportunities that exist on site. The proposed development footprint has been carefully positioned and aligned to avoid impacts

Question 4	The long range setting of the heritage assets does not appear to have adequate protection - clear vista would enhance the overall scheme and keep the heritage assets alive in their settings.
Response	This will need further consideration at the planning application stage. Para 3.2.16 and the plan refers to important views.

Question 5	Yes
Question 5a	
Response	

Question 6	No
Question 6a	opportunities to balance the site have not been taken

Response	Noted.
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Question 7	No
Question 7a	Heritage assets have insufficient mitigation and could be protected to enhance the overall spacial design rather than built around. the prominence and elevated positions of both Barbot Hall and Barbot Hall Old Farm will not be protected by a limited landscape buffer in terms of the vista and long range approach to the properties. This is a development presently that does not merit green belt erosion.
Response	The site is not allocated as Green Belt. Further design work will be undertaken to supoprt future planning applications that will need to consider the impacts on heritage assets.

Question 8	The work undertaken to consider Barbot Hall Old Farm is out of date, inaccurate and visually misleading. It is surprising that a study for such a few heritage assets with such significance in the green belt did not seem reasonable to co-produce with the current owners in order to gain support and improve the overall impact of the plan.
Response	Noted.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mr Andrew Impey	Consultee ID	BFSPD006
Organisation:			
Agent Name			

Question 1	No
Question 1a	To an area that will not impact the local infrastucture
Response	The SPD includes a structured infrastructure delivery plan. Infrastructure will be designed to accommodate the increase in demand. This includes improvements to existing facilities. New community facilities, educational provision, healthcare services, and emergency services will be integrated into the development to meet the needs of residents. Infrastructure planning will continue to evolve through engagement with stakeholders and statutory consultees to secure the best outcomes for both new and existing communities.

Question 2	No
Question 2a	Totally ignores the impact it will have on surrounding areas
Response	Wider impacts on surrounding communities are being considered as part of the strategic planning process, and further technical work including transport and infrastructure assessments will inform future decisions.

Question 3	No
Question 3a	
Response	

Question 4	
Response	

Question 5	No
Question 5a	
Response	

Question 6	No
Question 6a	
Response	

Question 7	No
Question 7a	
Response	

Question 8	Choose another site.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mrs Rebecca morris	Consultee ID	BFSPD005
Organisation:			
Agent Name			

Question 1	No
Question 1a	It should not be happening in this area. The traffic through Greasbrough, potters hill, scrooby street, lowfield avenue is already too much.daily the traffic backs up down Carr Hill. This is only going to create more traffic and more dangers for pedestrians and car users. The extra traffic is going to cause hell for everyone. There are not enough secondary school places. Wingfield are already over subscribed.
Response	<p>A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety.The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion.Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.</p> <p>The SPD includes a structured infrastructure delivery plan which includes contributions to extend local secondary school .</p>

Question 2	No
Question 2a	Clear explanation of the changes of the roads and how this is going to look for residents who are living b here now. Greasbrough cannot cope with this traffic. It's also missing explanations to the secondary school. This is going to have a detrimental impact onto children's education as there is already no school places at Wingfield.
Response	<p>More detailed plans will follow as part of future planning applications, including road layouts and access arrangements. The need for new school places is recognised and will be addressed in partnership with the education authority to ensure children's needs are met.</p> <p>The SPD includes a structured infrastructure delivery plan which includes contributions to extend local secondary school .</p>

Question 3	No
Question 3a	
Response	

Question 4	Greasbrough is a village. You are ruining the village. There is no way 1800 new homes in this area is going to have a positive impact.
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Response	We recognise that change can be difficult. The SPD aims to retain local identity and provide benefits to the existing community through well-designed places, improved facilities, and green space, while respecting the area's heritage.
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Question 5	No
Question 5a	
Response	

Question 6	No
Question 6a	No!!!! Fenton Road is one fo the dangerous roads and accidents happen there frequently. To have a main road come onto Fenton Road is ludicrous. It's going to end up in more accidents. Scooby street is horrendous now. The traffic on the street is dangerous now. Lorries and heavy traffic flowing through constantly. It's dangerous for residents on the street now. Daily I have arguments with people driving too fast, people thinking the road is one way so not allowing traffic to drive two wards potters hill from scooby street. The palms are only going to make traffic on scooby street/lane worse. It's going to have no benefits to the roads in greasbrough
Response	Concerns about road safety are noted and will inform detailed traffic planning. Road designs will prioritise safety for all users and will include assessments of junctions and traffic flows as part of future planning applications.

Question 7	No
Question 7a	You've already taken away all the charm fro our village but removing the townhall. This plan has no benefits to our village. It's no longer a village.
Response	We recognise that change can be difficult. The SPD aims to retain local identity and provide benefits to the existing community through well-designed places, improved facilities, and green space, while respecting the area's heritage.

Question 8	This plan cannot go ahead. Drove through greasbrough at 5pm daily and you will see the traffic for yourself. There are plenty of other places this can be done but building 1800 homes in an area that is already struggling because of traffic is ludicrous. Theres no explanation on how you are going to eliminate the traffic. Whoever has made these plans has no idea how bad the traffic is through greasbrough. This plan cannot go ahead. And I strongly object.
Response	We understand existing traffic pressures. A full Transport Assessment will be required to identify impacts and mitigation, including highway improvements and sustainable travel measures, before any planning permissions are granted.

Consultee Name	Mrs Leanna Glradhall	Consultee ID	BFSPD004
Organisation:			
Agent Name			

Question 1	Yes
Question 1a	
Response	

Question 2	No
Question 2a	In my opinion rotherham authority have neglected to address how they will fund the extra policing/hospital places and social care for potentially 10k new residents, this needs addressing as a matter of urgency to ensure the safety and well being of current residents in Greasbrough and rotherham as a whole
Response	We recognise concerns about pressure on local services.The SPD includes a structured infrastructure delivery plan. Infrastructure will be designed to accommodate the increase in demand. This includes improvements to existing facilities. New community facilities, educational provision, healthcare services, and emergency services will be integrated into the development to meet the needs of residents. Infrastructure planning will continue to evolve through engagement with stakeholders and statutory consultees to secure the best outcomes for both new and existing communities. The section 106 legal agreements accompanying approval of planning applications on the site will be important to ensure infrastructure is secured.

Question 3	Yes
Question 3a	
Response	

Question 4	I would just like reassurance to the best of your ability you will keep the area green and open and not looking like a concrete jungle
Response	Protecting and enhancing green space is a key priority in the SPD, with green corridors, open space, and green infrastructure framework forming an integral part of the development approach.

Question 5	Yes
Question 5a	
Response	

Question 6	Yes
Question 6a	
Response	

Question 7	Observations
Question 7a	I didn't have enough reassurance this was forefront of thinking
Response	We're sorry to hear that the consultation didn't provide the reassurance you were looking for. We recognise that further reassurance will come from seeing more detail in future stages, such as the Site-Wide Design Code and planning applications, and there will be further opportunities for community input as these come forward.

Question 8	Again, RMBC do not have enough police/ hospital places/ adult and child social care in the exciting infrastructure, how can adding potentially 10k people help Rotherham and current residents, surely it will only make it unsafe. Which is my most significant concern. The safety of current residents in an already stretched infrastructure
Response	The need for expanded infrastructure, including healthcare, social care, and policing, is acknowledged. These issues will be addressed through planning and developer contributions as proposals come forward.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mr J Seymour	Consultee ID	BFSPD003
Organisation:			
Agent Name			

Question 1	No
Question 1a	A larger green corridor running along munsbrough lane the need for a new Gp surgery to help with the influx of more people in the area the dog and cycling areas more trees shrubs planted to blend into the near by Woodland
Response	The SPD supports the creation of green corridors, new planting, and spaces for walking and cycling. The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities. Specifically, a new healthcare facility is planned as part of the infrastructure delivery table to ensure adequate medical services.

Question 2	No
Question 2a	The view of where the Houses Gardens drives et cetera will impact onto munsbrough Lane and Broomriddings
Response	Detailed layout and design of homes, gardens, and driveways will be carefully considered at the planning application stage to ensure sensitivity to existing properties and minimise visual and amenity impacts.

Question 3	Yes
Question 3a	
Response	

Question 4	As stated above a new GP surgery or near buy ones upgraded a community hub for senior citizens families to use with may be a café
Response	The SPD includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities. Specifically, a new healthcare facility and a community hub are planned as part of the infrastructure delivery table to ensure adequate medical services and community gathering opportunities.

Question 5	No
Question 5a	Better explanation of distances coverage of certain housing green Spaces near to the existing housing estate

Response	The SPD identifies green spaces throughout the development to ensure accessibility for all residents, including those living near the existing estate. Further details will be provided in future stages as masterplans evolve.
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Question 6	Yes
Question 6a	
Response	

Question 7	Observations
Question 7a	I'm curious to know the possible route for the deer that passed between the area and other surrounding green areas why the farm may have to be knocked down for a primary school why could these older stone buildings not be used? For local residence to use as a community centre community hub overlooking the green space wetlands to retain some of the history in the area
Response	Opportunities to retain wildlife corridors and historic features, including the movement of deer, are being considered. The SPD does not preclude reuse of existing buildings. The Local Centre and primary school are shown indicatively in a broad location. The aim is to take a flexible approach to the composition of the local centre, allowing for changes in demand and requirements over time

Question 8	
Response	
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Natalie Carr	Consultee ID	BFSPD002
Organisation:			
Agent Name			

Question 1	No
Question 1a	Unlawfully removing greenbelt designation for a development of this scale is atrocious. The infrastructure will not support this development and the impact on current communities and the wildlife will be damaging.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The Core Strategy removed land from the Green Belt. The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014. Public consultations have been held throughout the Local Plan and planning process, allowing for resident feedback. The development includes a structured infrastructure delivery plan, ensuring transport, healthcare, education, and utilities are phased appropriately to support new and existing communities.

Question 2	No
Question 2a	The "retained feature" of ancient woodland on Fenton Road only covers a very small area of the current woodland. It is unclear whether you plan to fell and build upon this well-used and valuable habitat. There is also no mention of the many wildlife species this development will negatively impact, including red-listed skylark, badger, deer, great crested newt, yellowhammer, whitethroat, barn and tawny owl.
Response	The SPD is clear that sensitive environmental areas, including SSSIs, RIGS, LWSs, and Ancient Woodland, must be protected and enhanced (para. 4.3.29) The SPD is clear that the GI framework will ensure the protection of valued ecological habitats and protected species. Baseline survey work has been undertaken on behalf of the Council and the Biodiversity Metric completed. This has guided the development of the GI framework to ensure it will secure the delivery of a minimum of 10% Biodiversity Net Gain across the entire site. 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.

Question 3	No
Question 3a	Removing greenbelt land and replacing it with small exercise areas in which an additional 2500 families are expected to use, alongside the current communities is insufficient to say the least. It is also not clear whether the existing allotment site at Clough Bank will be left alone, as threats have been made in the past to build upon it.
Response	The SPD supports the adopted Local Plan, which allocated this site for development following a Borough-wide assessment of land needs, including housing and employment. The SPD currently

	assumes that the allotments at Clough Bank will be retained, as part of the redevelopment of the site. The site is not allocated as Green belt.
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Question 4	The character of the area is currently productive arable farmland with pockets of species-rich ancient woodland, springs and streams. Changing the colour of bricks will not affect the huge impact the loss of this accessible green space will have to the current communities and environment.
Response	The SPD supports the adopted Local Plan, which allocated this site for development following a Borough-wide assessment of land needs, including housing and employment. The consultation is focused on how development should come forward, rather than whether the site should be developed. Green infrastructure is a key component of the development of the site. It will be accessible to both new and existing residents. The strategic green space provides a fundamental element of the framework plan, comprising a large area of retained green wedge - Formal and informal open space provision will be delivered within the strategic green space established by the framework plan

Question 5	No
Question 5a	There is no clear explanation as to how an additional 5000 cars (allowing an average of two cars per household) will impact the heaving junctions at Fenton Road, Ring O Bells and Potter Hill. The infrastructure will not support this vast increase in traffic and the area will be a deathtrap for all current and future residents. No mention of any allocation of social housing, despite the council's pledge to increase the availability of this.
Response	<p>A full Transport Assessment will evaluate traffic impacts, with mitigation measures planned to manage increased vehicle movements and ensure road safety. The development will include traffic calming measures, junction improvements, and pedestrian-friendly design to enhance road safety in surrounding areas. Highway improvements will be identified as part of the transport assessment for interventions required, to minimise congestion. Sustainable transport options, including active travel networks and public transport enhancements, will be promoted to reduce reliance on private vehicles.</p> <p>The SPD is clear that as per the Council's adopted Local plan policy CS7 'Housing mix and affordability', residential sites of 15 homes or more should include at least 25% affordable housing. Affordable housing includes social rented housing, affordable rented housing, and intermediate housing like shared ownership.</p>

Question 6	Observations
Question 6a	See previous
Response	noted.

Question 7	No
Question 7a	There is no enhancing productive farmland when it is removed and concrete over. The current indication of Fenton Woods on the plane appears to be too small, giving fears that half of it is

	earmarked for development. Other copses of trees will no doubt be felled, despite the promise of new planting. Young trees cannot replace established habitat.
Response	The site was allocated for development through the Local Plan, which considered the loss of agricultural land. The SPD does not propose development in Bassingthorpe Spring and Hudson's Rough (Fenton Woods) which is protected, and any tree loss will be minimised. New planting will be designed to enhance biodiversity, and existing habitats will be retained and strengthened wherever possible.

Question 8	An absolute disgrace of a development that the entire community is against. Greenbelt land is supposed to be safe from such activities. The people of Rotherham treasure their green spaces and the removal of this huge area of land from public use and view will have a massive impact on the physical and mental health of a largely deprived community. Too little of this development will be available as the promised and much-needed social housing that the council has agreed to provide, and will be sold as private housing; adding to the surplus of properties springing up all over the area, namely in Thorpe Hesley. The impact on the environment and wildlife will be devastating. Fifteen to twenty years of construction traffic, air pollution, noise pollution and heavy machinery compacting the land, increasing flood risk to properties already in the area as has happened with Jones Homes development up the road in Thorpe Hesley. The public have constantly objected to this development and have been ignored.
Response	The principle of development at Bassingthorpe Farm has been established through its allocation in the Rotherham Core Strategy (Policy CS1 - adopted in 2014) and the Sites and Policies DPD (Allocations H1, E1, E2, H2, H3, and H4). The Core Strategy removed the land from the Green Belt. The consultation is focused on how development should come forward, rather than whether the site should be developed. The site has been allocated through the Local Plan, following extensive consultation, evidence gathering, and legal regulations in 2014. Public consultations have been held throughout the Local Plan and planning process, allowing for resident feedback. Please see responses to your previous questions on social housing and wildlife protection.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Mr Samuel Humphries	Consultee ID	BFSPD001
Organisation:			
Agent Name			

Question 1	No
Question 1a	
Response	

Question 2	No
Question 2a	
Response	

Question 3	No
Question 3a	
Response	

Question 4	
Response	

Question 5	No
Question 5a	
Response	

Question 6	
Question 6a	
Response	

Question 7	NEGATIVE
Question 7a	
Response	

Question 8	No
Response	
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Adrian Attwood	Consultee ID	BFSPD054
Organisation:			
Agent Name			

Question 1	No
Question 1a	Scaled down.
Response	The scale of development reflects the Borough's housing and growth needs, as identified in the adopted Local Plan. However, careful consideration has been given to how the layout and design can respond to local character, landscape sensitivity, and environmental constraints through the SPD.

Question 2	No
Question 2a	The devastation it will cause (destruction rather) to the homes of many threatened species
Response	We understand concerns around the potential impact on local biodiversity. Ecological surveys have been carried out and further assessments will inform the planning and design process. The SPD promotes green infrastructure networks and ecological buffers to help protect and enhance habitats.

Question 3	No
Question 3a	A massive scaling down and re-design to incorporate the hedgerows as they currently are. Keep Houses off the fields adjoining Munsbrough Ln. Nesting grounds for lapwings.
Response	Existing hedgerows, trees, and field boundaries are recognised as valuable features, and the SPD promotes their retention and integration into development where feasible. Areas with known biodiversity interest will be subject to further ecological review at planning application stage.

Question 4	
Response	

Question 5	No
Question 5a	A total disregard for the non-human occupants of the area. It is their home, not yours to take from them.
Response	Biodiversity and habitat protection are key considerations. The SPD aims to strike a balance between delivering much-needed housing and protecting important environmental features through green corridors, habitat sensitive layouts, and further ecological work will inform detail layouts.

Question 6	no
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Question 6a	Any more connections will rob the above of their home.
Response	Connectivity is important to create a well-functioning place, but the SPD promotes a sensitive approach to transport links, aiming to avoid fragmentation of habitats and ensuring ecological corridors are maintained or enhanced.

Question 7	No
Question 7a	No the farm* will go, the clough will go and the animals that inhabit it will be forced out. Endangered species I have encountered while litter picking the area daily since 2005. Lapwings, House sparrow, Linnets, Yellowhammer, Bullfinch, Common Buzzard, Red Kites (Not endangered), Swift, Swallow, House, Whitethroat, Chiff Chaff, Kestrel, Barn Owl, Skylark. *Home also to nesting swallows as well as people.
Response	Thank you for the detailed observations. Both the farm and the Clough will be retained. Clough Streamside and be maintained and enhanced as key landscape and nature corridor. The clough and surrounding habitats are recognised as environmentally important, and the SPD seeks to retain these features within the wider green infrastructure framework. The farm buildings are listed and proposed for sensitive reuse, potentially for community benefit.

Question 8	DO NOT BUILD YOU ARE TAKING LAND FROM THE ABOVE. IT IS THEIR HOME NOT OURS. ABANDON YOUR UNFAIR PLANS. (It's not our back yard it's the other animals home). I would like to know what ecological surveys you did before making these plans. At this time of year lapwings and skylarks are back on the very fields you intend to build on. How can it be morally acceptable to rob these endangered species of their lives.
Response	Ecological surveys have been undertaken and their findings inform the SPD. Further detailed surveys will accompany future planning applications. The SPD establishes a framework that encourages 10% biodiversity net gain, green space integration, and long term habitat management. 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.
Attachment Name (If applicable)	
Attachment Summary	
Attachment Response	

Consultee Name	Katie Wheeler	Consultee ID	BFSPD053
Organisation:	Natural England		
Agent Name			

Question 8	<p>Good afternoon, Thank you for allowing more time to respond to the Bassingthorpe Farm Supplementary Planning Document (SPD). We have not had capacity to provide a detailed response, but the main comments are around green infrastructure, and the use of the Green Infrastructure Framework (GIF) and the Accessibility to Greenspace standard. Good design guidance for green infrastructure can be found at GI Design Guide Natural England's Green Infrastructure Framework provides evidence-based advice and tools on how to design, deliver and manage green and blue infrastructure (GI) and the information contained in the framework can be used to help with the SPD. Development should be designed to meet the 15 Green Infrastructure Principles. The GI Standards can be used to inform the quality, quantity and type of GI to be provided. Major development should have a GI plan including a long-term delivery and management plan. GI mapping resources are available here and here. These can be used to help assess deficiencies in greenspace provision and identify priority locations for new GI provision. Green space provides multi-functional benefits. It contributes to coherent and resilient ecological networks, allowing species to move around within, and between, towns and the countryside with even small patches of habitat benefitting movement. Urban GI is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities. There may be significant opportunities to retrofit green infrastructure in urban environments and in development. These can be realised through: i, green roof systems and roof gardens; ii, green walls to provide insulation or shading and cooling; iii, new tree planting or altering the management of land (e.g. management of verges to enhance biodiversity). You could also consider issues relating to the protection of natural resources, including air quality, ground and surface water and soils within the SPD. Natural England's Environmental Benefits from Nature Tool may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. There is further information in Planning Practice Guidance for the natural environment. 1 Protected species Natural England has produced Standing Advice to help local planning authorities assess the impact of particular developments on protected or priority species. Landscape enhancement The Design Code may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might make a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts. For example, it may be appropriate to seek that, where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die. I hope this information helps. Thank you</p>
Response	<p>Thank you for this input. The National Green Infrastructure Standards Framework is referenced in the SPD. We will explore how these resources can be more explicitly referenced throughout other section such as section 4.3. and used to support long-term management and quality delivery of GI as the site evolves.</p>

