

# Rotherham local plan



## Rotherham Strategic Green Belt Review

April 2012

# Rotherham Strategic Green Belt Review

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# **Rotherham Strategic Green Belt Review**

## **1. Introduction & Need for the Study**

- 1.1. Rotherham Borough Council is preparing a Local Plan for Rotherham Borough (previously known as the Local Development Framework (LDF)). This is a statutory requirement. The Local Plan's Core Strategy Development Plan Document (DPD) will set out how future development needs will be met for 15 years from its anticipated adoption date in 2013. It must be based on robust evidence.
- 1.2. To achieve this, and to support the existing evidence base, the Borough Council has completed a strategic review of Rotherham's Green Belt to identify where development might take place in the Green Belt without harming its overall integrity and the fundamental aim of national Green Belt policy set out in the National Planning Policy Framework<sup>1</sup>.
- 1.3. Rotherham Local Plan preparation has already undertaken sustainability / constraint assessment of potential development site allocations on an 'area of search basis' (focussed primarily upon existing built-up areas and their periphery) and as informed by Strategic Housing Land Availability Assessment. This helped identify the 'Preferred Sites' consulted on as part of the LDF's Sites and Policies DPD Issues and Options consultation (July – September 2011). (The methodology for this is documented in the Issues and Options version of the Sites and Policies DPD<sup>2</sup>).
- 1.4. However, work to date has not specifically assessed land in terms of contribution to Green Belt Purposes as defined in the Government's National Planning Policy Framework (NPPF) (para 80):
  - to check the unrestricted sprawl of large built-up areas.
  - to prevent neighbouring towns from merging into one another.
  - to assist in safeguarding the countryside from encroachment.
  - to preserve the setting and special character of historic towns.
  - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 1.5. This Study completes this task and in doing so represents the first thorough review of Rotherham's Green Belt since the Green Belt Local Plan was adopted in 1990. The Unitary Development Plan, adopted in 1999, made only relatively minor changes to the Green Belt boundary.
- 1.6. The Core Strategy DPD will identify any necessary 'broad locations for growth' which is likely to involve land within existing Green Belt. However, the Sites and Policies DPD will identify the precise areas of Green Belt that can be developed including, but not limited to, the 'broad locations'. It will also establish a new long-term Green Belt boundary that should not be altered again at the end of the Core Strategy plan period in 2028. To address possible development needs that may be required beyond the plan period 'safeguarded land' will also be identified. Such areas will be retained as possible long term future development areas to be considered in future revisions of the Core Strategy. (Green Belt policy will continue to apply to 'safeguarded land' during the plan period). This will ensure the long term permanence of the Green Belt over and beyond the Core Strategy 15 year plan period.

## **2. Aim of the Study**

- 2.1. The aim of the Strategic Green Belt Review was to consider the importance of each parcel (part) of the Green Belt in meeting Green Belt purposes as set out in the NPPF. In doing so it helps identify those parts (parcels) of land in the Green Belt that should be kept "open" in order to maintain the integrity of the Green Belt.
- 2.2. A sustainability / constraint assessment has already been undertaken to inform the Core Strategy and Sites and Policies Issues and Options documents. This was applied to all potential allocation sites and helped distinguish the 'Preferred' or best sites for potential future development which were consulted upon in Summer 2011.
- 2.3. As part of ongoing Local Plan preparation, the results of the Strategic Green Belt Review will be considered alongside the sustainability/ constraints assessment exercise already undertaken.

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<sup>1</sup> <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/>

<sup>2</sup> <http://rotherham.limehouse.co.uk/portal/planning/sp/sitespolicies?pointId=c259#section-c259>

- 2.4. The Strategic Green Belt Review does not by itself decide which actual sites should be identified as new development sites. Instead it systematically categorises Green Belt land according to its relative contribution to the Green Belt purposes of the NPPF. Its output will then be compared to the existing sustainability / constraint assessment undertaken to inform ongoing Local Plan preparation. Together they will determine whether any development in a parcel would be so unsustainable that it should not be promoted. The Review will, however, inform the choice of “Broad Locations for Growth” identified in the Local Plan’s Core Strategy.
- 2.5. It is stressed that the Strategic Green Belt Review is only part of the process of the identification of land for development as part of preparation of the Local Plan. Local Plan preparation involves a statutory duty to contribute to more sustainable development and the Council is seeking to combine the consideration of sustainable locations with an assessment against Green Belt purposes.
- 2.6. In view of the Government’s clear steer to promote sustainable development, the identified Preferred Sites will be taken forward unless their development would so harm the integrity of the Green Belt and the fulfilment of the purposes for which it was designated. In such cases this would outweigh other sustainability considerations leading to the selection of other land and the promotion of less sustainable patterns of development.

### 3. Scope

- 3.1. There are no areas in Rotherham Borough that lie beyond the outer edge of the South Yorkshire Green Belt and the study was limited to a review of the inner boundary of Rotherham’s Green Belt. The Study does not form part of any wider sub-regional Green Belt review. In Rotherham, the Green Belt surrounds the main urban areas with smaller settlements (for example, Todwick, Harthill and Woodsetts) ‘inset’ into the Green Belt in the UDP, with the remainder (for example, Letwell and Wentworth) ‘washed over’ by Green Belt<sup>3</sup>.
- 3.2. The Study was comprised of two stages:
  - Stage 1 : Sub-division of Rotherham’s Green Belt into logical parcels for the purpose of assessment.
  - Stage 2 : Assessment of every parcel against the five purposes of including land in the Green Belt<sup>4</sup>.
- 3.3. The Study was an assessment of the comparative contribution of parcels of land to the Green Belt purposes of the NPPF at the time it was undertaken. It made no judgement as to the actual selection of sites as part of the Local Plan but provides an enhanced evidence based to make better informed decisions. The Study can be used to identify sites within the Core Strategy plan period (and beyond by helping to identify areas of search for safeguarded land). This will help ensure the long term permanence of any amended Green Belt boundaries.

#### Consultation on Review Methodology

- 3.4. Preparation of the methodology used to undertake the Strategic Green Belt Review was informed by independent advice provided by the Planning Advisory Service<sup>5</sup>.
- 3.5. The methodology was also informed by a stakeholder consultation. This involved a draft being sent to a range of consultees for a three week period (13th February – 2nd March 2012). These included Government Advisory Bodies (such as Natural England, Natural England and Environment Agency), adjacent local authorities, representatives of the house building industry, CPRE, Wildlife Trust, South Yorkshire Community Forest, Homes and Community Agency, Rural Action Yorkshire and various internal Council services.
- 3.6. A summary of the comments received together with the Council’s response is given in Appendix 1.

<sup>3</sup> The difference between these two kinds of village is that ‘inset’ villages are areas where limited development or limited expansion (more than infill) is usually acceptable, whilst ‘washed over’ villages are villages where no development should take place unless they are listed in the Development Plan as an appropriate location for infill development.

<sup>4</sup> For reasons discussed below the fifth Green Belt Purpose listed in the NPPF (“to assist in urban regeneration, by encouraging the recycling of derelict and other urban land”) was not capable of practical assessment as part of this Study.

<sup>5</sup> The Planning Advisory Service is part of the Local Government Association (LGA) and is funded directly by the Government’s Department of Communities and Local Government to support local authorities in the delivery of the planning system.



## 4. Planning Policy Context

### 4.1. National Planning Policy

- 4.1.1. Government policy relating to Green Belts is set out in the National Planning Policy Framework (NPPF) - paras 79 – 92. Although less detailed than the now cancelled Planning Policy Guidance 2 (Green Belts<sup>6</sup>) the key policy statements of PPG2 remain in the NPPF.
- 4.1.2. NPPF para 79 : Fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Openness and permanence are the essential characteristics of Green Belts.
- 4.1.3. NPPF para 80 : Lists the five purposes of Green Belt:
  - to check the unrestricted sprawl of large built-up areas.
  - to prevent neighbouring towns from merging into one another.
  - to assist in safeguarding the countryside from encroachment.
  - to preserve the setting and special character of historic towns.
  - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 4.1.4. NPPF para 81 : Once defined, local planning authorities should plan positively to enhance the beneficial use of Green Belt. Examples of uses are given.
- 4.1.5. NPPF para 82 : New Green Belts should be established only exceptionally. Tests are listed against which to gauge proposals for new Green Belts.
- 4.1.6. NPPF para 83 : Existing Green Belt boundaries should only be altered in exceptional circumstances (through preparation or review of Local Plan). New boundaries should have intended permanence in the long term and be capable of enduring beyond the plan period.
- 4.1.7. NPPF para 84 : When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.
- 4.1.8. NPPF para 85 : Boundaries should be defined to ....
  - ensure consistency with Local Plan strategy for meeting identified requirements for sustainable development;
  - not include land unnecessary to keep permanently open;
  - where necessary, identify 'safeguarded land' between the urban area and Green Belt .. to meet longer term development needs stretching well beyond the plan period;
  - make clear safeguarded land is not allocated for development during the plan period .. and should only be considered for development following Local Plan review;
  - avoid alteration at the end of the Local Plan period; and
  - use physical features that are readily recognisable and likely to be permanent.
- 4.1.9. It is clear from this guidance that local authorities are able to make changes to existing Green Belt boundaries, where exceptional circumstances exist, in order to meet needs and to enable the proper consideration of development options in their Local Plan, once all suitable alternatives in the urban areas have been exhausted, and provided that the requirements of the NPPF are met.
- 4.1.10. This NPPF confirms that the protection of the Green Belt remains one of the Government's priorities and repeats much of former PPG2 guidance. However, it also prioritises the promotion of sustainable economic growth and jobs. The Council is required to make every effort to identify and meet the housing, business and other development needs of Rotherham and respond positively to wider opportunities for growth.

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<sup>6</sup> Planning Policy Guidance 2: Green Belts (PPG2), CLG, January 1995 (amended March 2001).

## 4.2. Regional / Sub-Regional

- 4.2.1. The South Yorkshire Structure Plan (1979 and 1981) set the broad extent of the Green Belt in Rotherham (as well as Sheffield, Barnsley and Doncaster) having regard to the then Government's Green Belt principles established in Circular 14/84. Since the creation of South Yorkshire Green Belt it has not been reviewed at the sub-regional level, although minor changes have been approved in individual Unitary Development Plans. The Structure was superseded by adoption of Rotherham's Unitary Development Plan in 1999.
- 4.2.2. Regional Policy for Rotherham is currently contained in the Yorkshire and Humber Plan (Regional Strategy - RS). Parts A, B and E of Policy YH9 (Green Belts) are of most relevance to Rotherham:
- A The Green Belts in North, South and West Yorkshire have a valuable role in supporting urban renaissance, transformation and concentration, as well as conserving countryside, and their general extent as shown on the Key Diagram should not be changed.
  - B Localised reviews of Green Belt boundaries may be necessary in some places to deliver the Core Approach and Sub Area policies.
  - E Green Belt reviews should also consider whether exceptional circumstances exist to include additional land as Green Belt.
- 4.2.3. Paragraph 2.62 of the supporting text to Policy YH9 recognises that:
- ... "there may be a more specific and localised need to reconsider the extent of the Green Belt to meet identifiable development needs for which locations in Regional and Sub-Regional Cities and Towns are not available and for which alternative sites would be significantly less sustainable. Any such changes ought to be considered in the context of policies YH1-YH7, and is allowable for by policy YH9B."
- 4.2.4. The policy of maintaining the general extent of the South Yorkshire Green Belt is repeated in Part C9 of the more specific Policy SY1 (South Yorkshire sub area policy).
- 4.2.5. Through the Localism Act 2011 the Government is abolishing Regional Spatial Strategies and the Yorkshire and Humber Plan will no longer form part of Rotherham's Development Plan. Following its demise in 2012 no guidance on Green Belts will exist at the regional level. This change will occur before adoption of Rotherham's Core Strategy.

## 4.3. Local

- 4.3.1. As stated above, the South Yorkshire Structure Plan (1981) set the broad extent of the Green Belt in Rotherham (as well as Sheffield, Barnsley and Doncaster).
- 4.3.2. The detailed boundary of Rotherham's Green Belt was set by the Rotherham Green Belt Local Plan 1990 together with those areas of Barnsley, Doncaster, Sheffield and North-East Derbyshire transferred to Rotherham Borough by Statutory Instruments Nos 2122 of 1992 and 729 of 1993 whose Green Belt was set by a series of Plans inherited from these authorities<sup>7</sup>.
- 4.3.3. The objectives of the Local Plan were based upon Policy V17 of the South Yorkshire Structure Plan:
- To regulate the size and shape of main urban areas to prevent uncontrolled growth and sprawl (after Structure Plan Policy V17 Part A)
  - To prevent the coalescence of existing settlements (after Structure Plan Policy V17 Part b)
  - To preserve areas of open land extending into the urban areas from the countryside which have an existing or potential recreational or amenity value (after Structure Plan Policy V17 Part c)

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<sup>7</sup> Dearne Towns District Plan (1982); Hoyland Local Plan (1988); Mexborough and Conisbrough District Plan (1982); Sheffield Green Belt Plan (1983); North-East Derbyshire Green Belt Local Plan (1986); West Riding Development Plan (1966); and South Yorkshire Structure Plan (1979).

- To preserve easy access to open country and outdoor recreation in pleasant surroundings (after Structure Plan Policy V17 Part d)
- 4.3.4. The Green Belt Local Plan considered former Structure Plan Policy V17 Part C to be particularly relevant to the main urban areas of the Borough. The definition of the Green Belt boundary sought to safeguard Green Wedges in view of their significance to the urban population of Rotherham, forming both “an important relief to the built environment and a convenient vehicle for the more informal recreational pastimes”. Green Wedges sought to maintain easy access to open countryside in the main urban areas in accordance with Structure Plan policy V17[D], whereas in the free-standing communities easy access is already established.
- 4.3.5. A further consideration of the Borough Council in preparing its Green Belt Local Plan was to adequately provide for the needs of agriculture and the boundary was drawn to include virtually all the areas of high grade agricultural land known at that time.
- 4.3.6. In defining the Green Belt boundary, apart from the above objectives, certain general “operational criteria” were also applied:
- In order to produce a boundary which is easily identifiable and recognisable on the ground and which possess the requisite permanence, features such as roads, watercourses, landmarks and field boundaries have been used wherever possible.
  - Areas such as playing fields and open lanes which have no environmental or physical links to the open countryside are not included within the Green Belt, but those areas which extend the countryside into urban centres have been preserved and fulfil an important function as “Green Wedges”.
  - On the urban fringe there were substantial areas of open land which were blighted or had a poor environment. These may be linked to the open countryside, but may not necessarily be protected by the Green Belt because they do not fall within its objectives or may even benefit from development.
- 4.3.7. Paragraphs 2.4-2.8 of the Green Belt Local Plan explained how different parts of the Borough’s Green Belt were thought to perform different purposes.
- South and East of built-up area of Rotherham (Canklow Woods; Whiston, Wickersley, Bramley and Ravenfield; and Herringthorpe, Dalton and Thrybergh)
    - to check undesirable sprawl and prevent coalescence with surrounding settlements
    - additional benefit of protecting the particularly attractive countryside south of Whiston, north and east of Thrybergh and between Wickersley and Dalton Brook.
    - Recreational use particularly significant being accessible to urban fringe.
  - Northern and Western edge of Rawmarsh and Rotherham (Rawmarsh; Bassingthorpe; Greasbrough : Upper Wortley Road; Thorpe Hesley; and Droppingwell – Blackburn)
    - to prevent coalescence of Rawmarsh, Rotherham, Greasbrough and Thorpe Hesley and to maintain a number of important “Green Wedges”, particularly Warren Vale, Bassingthorpe and Grange Park.
    - Additional benefit of encompassing the Wentworth area of County Landscape Value.
  - North of Borough, the settlements of Brampton Bierlow - Kilnhurst, West Melton, Wath, Swinton and Kilnhurst are delimited by sections of Green Belt at: Brampton Bierlow – Kilnhurst; Don Valley; Golden Smithies; and Dearne Valley.
    - Brampton Bierlow – Kilnhurst ... prevents encroachment into northern part of Wentworth County Landscape Value Area and protects the important “Green Wedge” in Warren Vale between Wath, Swinton and Rawmarsh.
    - Golden Smithies ... forms an attractive and effective break between Wath and Swinton.
    - Don and Dearne Valley .. together with Golden Smithies complements adjoining areas of Green Belt in the Boroughs of Barnsley and Doncaster.
  - Hellaby and adjoining industrial estate
    - Contained in Green Belt which prevents its coalescence with Bramley and Maltby and protects an attractive wooded scarp of Magnesian Limestone

- Maltby
  - To the South of Maltby, the Valley of Maltby Dike creates a strong environmental featured protected from encroachment by the Green Belt
  - To the east of Maltby, the substantial woodlands around Maltby Colliery included in Green Belt to prevent the spread of development eastwards.
- South of Borough
  - A series of distinct settlements of varying size where the prime objective of Green Belt surrounding these settlements is to prevent their coalescence and further sprawl into the countryside
  - Additional benefit of protecting the special character and environment of the open countryside, including the 'Area of County Landscape Value' east of Dinnington.

4.3.8. The boundary of the Green Belt defined in the Green Belt Local Plan (and land inherited from other authorities during local government boundary changes in the early 1990s mentioned above) was largely rolled forward into the Unitary Development Plan (adopted in 1999). The modifications to the Green Belt boundary (both additions and deletions) were listed in UDP Policy ENV1.8.

## 5. Methodology

5.1. The methodology adopted for undertaking the Strategic Green Belt Review was comprised of two main stages.

### Stage 1 : Identification of Parcels

5.2. The existing inner Green Belt boundary is defined on the Proposals Map of the Unitary Development Plan. For the purposes of the assessment, it was initially proposed that an outer assessment boundary of 1000m from this inner Green Belt boundary should be used to avoid unnecessary assessment of remote areas which are never likely to be suitable for development.

5.3. Rotherham Borough has a mix of settlements with significant areas of urban fringe. Adopting an outer boundary distance of 1000m was seen as a reasonable compromise in the attempt to assess Green Belt land that may have some potential for development whilst excluding other land which has no potential for development on the grounds that it would be so remote that it would not achieve sustainable development. A buffer distance beyond 1000m was also considered too large as this would only exclude a very small proportion of the Borough's area.

5.4. However, during the course of the review the entire Green Belt in Rotherham was actually assessed and the use of a buffer distance abandoned. The whole of the Borough's Green Belt was sub-divided into 127 logical parcels for purposes of assessment.

5.5. Each individual parcel was set to be in itself:

- of similar character and land-use.
- to have a similar impact on the openness of the Green Belt.
- wherever possible be clearly defined by durable, significant and strong physical boundaries that are capable of withstanding the passage of time.

5.6. NPPF para 85 states that boundaries should be defined clearly "using physical features that are readily recognisable and likely to be permanent". For the purposes of the Study the following definition of strong and weak boundaries were used:

- Strong boundaries include: motorway, public and made roads; railway line; river, stream, canal, other watercourse; prominent physical feature (e.g. ridgeline); protected woodland/ hedge; existing development with strong established boundaries. Strong boundaries should be difficult to destroy by physical means or by planning decision.
- Weak boundaries include: private/ unmade roads; field boundaries; power lines; non-protected woodlands/ hedges/ trees; development with weak or intermediate boundaries.

5.7. The robustness of the boundary was considered more important than the land use and character in identifying parcels.

- 5.8. Parcel boundaries were initially identified as a desktop exercise using electronic mapping and aerial photography. The parcel boundaries were then refined following site visits, where the parcel boundary strength and land use characteristics could also be taken into account.
- 5.9. Parcel identification was informed, where possible, by the broad Landscape Character Areas as defined in Rotherham's Landscape Character Assessment (2010) and sub-divided according to the boundaries of sensitivity zones (where defined in the Assessment).
- 5.10. Parcels tended to be smaller closer to urban areas compared to more remote areas. This is partly because those close to urban areas contain a greater mix of land uses and often have more diverse character. Boundaries also tended to be stronger nearer to urban areas due to the greater prominence of physical features close to settlements such as roads and railway lines.
- 5.11. Appendix 6 lists the Parcels identified as part of the Review, together with description of (justification for) boundaries chosen.

Stage 2 : Assessment of parcels against purposes of including land in the Green Belt

- 5.12. Planning Advisory Service advice used to inform the methodology stated that *"finding a way to systematically and consistently assess the contribution to the purposes of including land in the Green Belt that a particular parcel makes is rather problematic, essentially because the purposes are badly conceived and expressed, are repetitive in nature, and almost lack any basis for locational specificity."*
- 5.13. The assessment of each parcel against the purposes of Green Belt was largely an assessment of how "open" an area is, both in its own right, or as part of a broader swathe of land.
- 5.14. When assessed, each purpose was afforded equal weight. The NPPF does not suggest any of the purposes are more or less important than the others.
- 5.15. Which purpose(s) a parcel of land contributes to was recorded with a commentary summarising the reasons why. This was informed by the scoring matrix at Appendix 2 which is provided to ensure a consistent objective assessment.
- 5.16. At the end of this Stage parcels were identified as being so important to maintaining the integrity of the Green Belt that they must be kept open.
- 5.17. This accords with paragraph 79 of the NPPF which states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, and that the key characteristics of Green Belts are their openness and permanence. This aim is supplemented by paragraph 80 of the NPPF which states that there are five purposes for including land in the Green Belt:
  - 1. to check unrestricted sprawl of large built-up areas;
  - 2. to prevent neighbouring towns from merging into one another;
  - 3. to assist in safeguarding the countryside from encroachment;
  - 4. to preserve the setting and special character of historic towns; and
  - 5. to assist in urban regeneration by encouraging the recycling of derelict and other urban land.
- 5.18. Purpose 5 (assisting urban regeneration) was not assessed. There is very little consistent evidence to indicate whether development is likely to have a positive (complementary) or negative (adverse) impact within individual parcels of land to Purpose 5. The objective inherent in this purpose has and will continue to be promoted as part of wider Local Plan preparation or as part of determination of relevant future planning applications. All existing brownfield and derelict land has been assessed to see if they are deliverable to meet housing and employment targets. The Council has positively promoted development on brownfield land and continues to do so but the sustainability/ constraint assessment undertaken to date has found that not all of the Local Plan's growth targets can be met without using existing Green Belt.
- 5.19. Regardless of how many or how few purposes a parcel may meet, there are likely to be some areas that are so important purely in maintaining the openness of the Green Belt, that they should be protected from any development and should remain in the Green Belt in perpetuity.
- 5.20. The area based purposes for definition of the Green Belt boundary in the 1990 Green Belt Local Plan (summarised in the previous section "under Local Planning Policy") should be borne in mind when considering the following assessment of purposes and in ongoing preparation of the Local Plan.

- 5.21. In an early draft of the Green Belt Review methodology, it was proposed that land parcels could be assessed against each of the separate purposes 1 to 4. However, the Planning Advisory Service rightly commented that assessment against these purposes has the risk of being rather subjective and confusing because of the way in which the purposes are expressed and their repetitive nature. Therefore, the methodology was amended to
- combine the assessment of purposes 1 and 3 (using a categorisation based on the degree of change in the degree of urban influence across the boundary and the strength of the boundary that could be created); and
  - combine the assessment of purposes 2 and 4 (relating to the assessment to the effect on named settlements and using a categorisation based on the role of intervening open land on the distinctive identity of those settlements, taking account of historic features).

### **Purposes 1 and 3**

Purpose 1 : To check the unrestricted sprawl of large built up areas

Purpose 3 : To assist in safeguarding the countryside from encroachment

- 5.22. These two purposes are very similar in nature and are to a large extent repetitive. As such their assessment was combined.
- 5.23. The first purpose from the NPPF is to check the unrestricted sprawl of large built up areas. 'Sprawl' is not a term with clear meaning in today's planning system which, unlike the time when Green Belt policy was originally drafted, is now plan-led. Development takes place where a plan provides for it to happen. Well planned development is arguably something very different from the incremental creep into the countryside around towns and cities that was taking place and which originally prompted the creation of Green Belts.
- 5.24. This purpose can only be achieved through the maintenance of a Green Belt boundary providing a sense of permanence. This should mean a boundary marking the recognisable distinction between the urban area and the open countryside, with a landscape and topographical setting that enhances the urban area, and which is permanently open.
- 5.25. The assessment considered whether any future development adjacent to an urban area could be so firmly 'contained' by strong physical and / or visual features that it would not lead to 'unrestricted sprawl' into adjoining parcels.
- 5.26. The assessment also considered how 'contained' each parcel was by one or more urban areas. Assessment of 'containment' is in practice a combination of the degree of integration that development would have with the urban area and the strength of the boundary of the parcel. The rationale is that if the boundary is well defined this would mean that following development of the land there would still be a clear cut-off between the development and the open countryside, and the use of this land wouldn't create a precedent for the development of the adjacent land.
- 5.27. This assessment could apply to the whole of a parcel or to only one or more small parts of a parcel. Parcels that are not adjacent to any urban area are incapable of being 'contained' by an urban area.
- 5.28. Appendix 3 shows diagrammatically worked examples of parcels with different degrees of containment.
- 5.29. The definition of "urban area" is anywhere not within existing Green Belt.
- 5.30. The third purpose from the NPPF is concerned with the safeguarding of countryside against "encroachment". Assessing the strength of boundaries and the degree of containment, as discussed above in relation to Purpose 1, can equally be applied to Purpose 3.
- 5.31. Another approach to assessing Purpose 3 is the extent to which a parcel is open or to the degree to which land is evidently under the influence of the urban area, through the types of uses to be found there for instance.
- 5.32. Although the NPPF does not define inappropriate development, paragraph 87 states that this is, by definition, harmful to the Green Belt.
- 5.33. Paragraph 81 of the NPPF states that in planning for the beneficial use of the Green Belt, this can include looking for opportunities to provide access; to provide opportunities for outdoor sport and



recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

- 5.34. An assessment could therefore have been undertaken to determine the degree to which existing development in parcels contribute to the above objectives. However, the extent to which land in the Green Belt fulfils these objectives is not a material factor to be taken into account when considering its continued protection as the use of land is not as important as the purposes of including land in the Green Belt.
- 5.35. Although the quality of the landscape is not a reason for designating land as Green Belt, the search for the most appropriate locations for any significant development should be informed by an assessment of impact upon landscape. By applying this approach it follows that, all other things being equal, areas which have a strong unspoilt rural character where the influence of urban areas is low, and which have retained their “openness” should be afforded particular protection by this purpose, in contrast with those areas that possess a semi-urban character and where encroachment has already occurred.
- 5.36. Rotherham has not undertaken a detailed Landscape Character Assessment of the entire Borough but a broad assessment of the Borough with detailed assessment for certain defined areas. The limits of the existing study are therefore recognised. Nevertheless the existing study, when used in conjunction with the professional judgement of the surveyor, was used as a reasonable basis to assess each parcel in terms of openness, impact on landscape and the degree to which land is under the influence of urban areas.
- 5.37. Each parcel was assigned to one of 3 categories:
- **Well contained (WC) / High Urban Influence (HUI):**
    - A parcel must be adjacent to an urban area and bounded by strong physical features such as main roads, railways or tree belts. This would prevent any development within the parcel from encroaching beyond the parcel boundary into the open countryside in neighbouring parcels, and hence if developed would be likely to have a minimal impact on the overall openness of the Green Belt.
    - Land possesses a semi-urban to urban character and is no longer perceived to be part of the open countryside. Impact upon openness is significant to total.
    - Land may contain degraded land that provides opportunities for enhancement.
  - **Partly contained (PC) / Medium Urban Influence (MUI)**
    - Where only a small part of the parcel is ‘contained’ by the urban area. This category includes parcels that abut an urban area for any part of their boundary, as these parcels may be a suitable location for development, even if the area is currently not physically well-contained by the urban area. Furthermore, the relationship with the urban area may change if an adjoining parcel were to be developed.
    - Land possesses a semi-rural character and there is already a perception of significant encroachment with significant impact upon openness.
    - There may be other constraints to further encroachment.
  - **Not contained (NC) / Low Urban Influence (LUI) :**
    - Parcels that are ‘not contained’ by an urban area, and are therefore areas where development would lead to urban sprawl, includes parcels that are not adjacent to an urban area. Such parcels are not, by definition, ‘contained’ by an urban area. In the case of parcels that are physically separated from an urban area e.g. by a main road (dual carriageway or motorway) or railway, these are also considered to be ‘not contained’.
    - Parcel possesses a predominantly open rural character.
    - There may be limited or no other fundamental constraints to encroachment (such as a strong landscape feature that could assist in fulfilling this purpose by containing development from outlying countryside).

#### **Purposes 2 and 4**

Purpose 2 : To prevent neighbouring towns from merging into one another

Purpose 4 : To preserve the setting and special character of historic towns

- 5.38. The second purpose from the NPPF is ‘to prevent neighbouring towns from merging into one another’. This is the most spatially specific of the purposes from the NPPF. However, two issues arose in devising a way to assess this purpose:

- Is the purpose to be applied strictly to 'neighbouring towns' and if so, how are these defined?
- How the tendency to 'merge' is to be measured?

5.39. The Planning Advisory Service comments were concerned that if this purpose is to be applied to all settlements and not just to 'neighbouring towns' then criticism may be invited that the methodology is seeking to apply its Green Belt policy for something that is not provided for by the national policy set out in the NPPF.

5.40. For this reason, assessment of this purpose was limited to assessment between the following towns:

In Rotherham Borough:

- Rotherham Urban Area (including Rotherham Town Centre, Rawmarsh, Upper Haugh, Eastwood, Herringthorpe, Dalton, Thrybergh, Broom, Whiston, Canklow, Brinsworth, Masbrough, Kimberworth, Kimberworth Park, Wingfield, Greasbrough).
- Dinnington, Anston and Laughton Common.
- Bramley, Wickersley and Ravenfield Common.
- Maltby and Hellaby.
- Wales and Kiveton Park.
- Aston, Aughton and Swallownest.
- Swinton, Kilnhurst, Wath, West Melton and Brampton.
- Thurcroft

In Sheffield City:

- Sheffield (including Ecclesfield, Parsons Cross, Darnall, Handsworth, Woodhouse and Beighton)
- Chapelton

In Doncaster Borough:

- Mexborough
- Conisborough
- Tickhill

In Barnsley Borough:

- Hoyland
  - Wombwell
- Bolton upon Dearne

In Nottinghamshire

- Worksop and Shireoaks
- Carlton in Lindrick
- Langold

In Derbyshire

- Killamarsh

5.41. In terms of Rotherham Borough the above relate largely to the settlement groupings used in the Local Plan's Core Strategy. This assumption implies that the assessment of Purpose 2 relates more to land at the higher or broader level between towns rather than to more localised wedges or tongues of Green Belt that lie within the "towns". These more localised areas are covered more by assessment of Purposes 1 and 3. The detailed definition of a revised Green Belt boundary will be undertaken as part of the preparation of the Sites and Policies Document.

5.42. In terms of assessing the tendency to "merge", assessment of Purpose 2 considered the distances between the "towns" with the principle that the smaller the gap, the more likely it is essential that it should be kept open.

5.43. However, this was not based on a simple measurement of distances between the "towns" but also on a consideration of the 'visual' impression of a gap. The perception of "towns" merging will vary depending on factors such as the size of the "towns" that are to be kept separate, and whether there are visual factors (e.g. motorway or railway embankments, groups of trees or buildings) that might break up a gap or help define it.

5.44. Any gaps that have to be kept open in order to ensure that adjacent "towns" do not merge were identified as '**Essential Gaps**' (EG). It should be noted that in such areas there may be some limited scope for development on one or both sides of the gap without adversely harming its overall integrity, especially

where the gap is relatively wide or there is a part that is 'well contained' (WC). Gaps that could accommodate some development were classified as '**partly being within an Essential Gap' (EG (part))**).

- 5.45. The gap between "towns" may contain a single parcel or a number of parcels, and any parcel may also form part of the gap between several "towns".
- 5.46. The fourth purpose from PPG2 is to preserve the setting and special character of historic towns.
- 5.47. Rotherham does not contain any nationally recognised historic towns, the setting of which needs to be protected. However, whilst this may be the case, the presence of historic attributes, such as conservation areas or other historic designations, is something which can still be used in consideration of the identity of the settlements defined as "towns" and was therefore used to inform the assessment of Purpose 2 where relevant.
- 5.48. Each parcel was assigned to one of 4 categories:
  - **EG** : The parcel is within an essential gap, where any further development would reduce the gap between settlements to an unacceptable width;
  - **EG (part)** : Although these parcels are situated within an essential gap that must be kept open, there may be scope for some development e.g. 'rounding off' on one or both edges of the gap without adversely harming its overall openness and the broad extent of the gap.
  - **NG** : Narrow gaps were defined as being wider than essential gaps but are still sensitive to development. Potentially more development could be accommodated on the edge of an urban area without leading to neighbouring settlements merging
  - **WG** : Wide gaps where development on the urban edge is not likely to impact on the integrity of the gap. Wide gaps are also likely to contain a series of narrower gaps between smaller settlements within them.

**Purpose 5 : To assist in urban regeneration, by encouraging the recycling of derelict land**

- 5.49. It is the overall restrictive nature of Green Belt that, through its limitation of the supply of other development opportunities, encourages regeneration and re-use of land at a strategic level. It is considered impossible to judge how any given parcel of land within the Green Belt would contribute to the fulfilment of this purpose. This purpose has therefore not been assessed on an area by area basis. This relationship will be determined through the Core Strategy DPD, Sites and Policies DPD or individual planning applications.
6. Strategic Green Belt Review : Informing Local Plan Preparation
- 6.1. The purpose of the Green Belt Review is to assist the preparation of the Local Plan to make sound and sustainable provision for the required development set out in the Core Strategy. The NPPF places considerable emphasis on the achievement of sustainable development. In terms of the Green Belt, the NPPF specifically states:

"When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary"
  - 6.2. In other words in identifying sites for development in the Local Plan which lie currently in the Green Belt, the definition of new Green Belt boundaries must be informed by sustainability considerations and not just the purposes of Green Belt policy used in this Strategic, or the future detailed Green Belt Review.
  - 6.3. Considerable work has already been undertaken to assess potential site allocations for new development as part of preparation of Rotherham's Local Plan leading to the identification of a series of 'Preferred Sites' that were consulted on as part of the Sites and Policies DPD Issues and Options consultation in Summer 2011. 'Broad Locations for Growth' were also identified (only in terms of their broad location and not their detailed boundary) in the Draft Core Strategy that was consulted on at the same time.

- 6.4. The identification of these sites has involved an assessment of constraints and sustainability considerations, the methodology for which is documented in the Issues and Options version of the Sites and Policies DPD. This separate exercise has therefore sought to identify the most sustainable locations having regard to such issues as accessibility and the avoidance of environmental harm.

#### Core Strategy

- 6.5. Both the results of the previous sustainability / constraints assessment of sites and the Strategic Green Belt Review have informed the identification of the Broad Locations for Growth and the Areas of Search for Safeguarded Land in the Local Plan's Core Strategy. The results of this Strategic Green Belt Review as affecting these areas are summarised in Appendix 5.

#### Sites and Policies

- 6.6. The Core Strategy indicates that a more detailed Green Belt review will be undertaken to identify the actual boundaries of site allocations in the Sites and Policies Document. This more detailed review will also help decide the detailed boundaries of site allocations in the Broad Locations for Growth as well as deciding which areas to designate as Safeguarded Land – again in the Sites and Policies Document.
  - 6.7. In view of the Government's clear steer to promote sustainable development, the identified Preferred Sites will be taken forward unless their development would so harm the integrity of the Green Belt and the fulfilment of the purposes for which it was designated. In such cases this would outweigh other sustainability considerations leading to the selection of other land and the promotion of less sustainable patterns of development.
  - 6.8. Although the Strategic Green Belt Review has assessed parcels of land, many of which include potential site allocations, no further consideration of the suitability of these sites for allocation in the Sites and Policies Document is discussed in this Report. This will take place as part of ongoing preparation of the Sites and Policies Document informed by a wider evidence base (including the future Detailed Green Belt Review).
7. Results
    - 7.1. Appendix 4 shows the location of all Green Belt parcels identified and assessed in the Review.
    - 7.2. Appendix 5 shows the results of the Green Belt parcels within the areas that have been considered for potential designation in the Core Strategy as Broad Locations for Growth or Areas of Search for Safeguarded Land.
    - 7.3. Appendix 6 shows the results of the Review for all 127 parcels in schedule format. These results will help inform the subsequent identification of site allocations in the Sites and Policies Document (in conjunction with other evidence base such as the sustainability / constraints assessment already undertaken).
  8. Conclusion

- 8.1. A Strategic Review of Rotherham's Green Belt has been undertaken to complement the evidence base that has already been developed in support of the preparation of the Local Plan.
- 8.2. Rotherham Local Plan preparation has already undertaken sustainability / constraint assessment of potential development site allocations on an 'area of search basis' (focussed primarily upon existing built-up areas and their periphery) and as informed by Strategic Housing Land Availability Assessment.
- 8.3. However, work to date has not specifically assessed land in terms of contribution to the Green Belt Purposes defined in the Government's National Planning Policy Framework (NPPF).
- 8.4. This Study has assessed the relative contribution to Green Belt purposes of land within both the Core Strategy's 'broad locations for growth' and the areas that have been identified in the Core Strategy as 'areas of search for safeguarded land'.
- 8.5. The Study will subsequently inform the detailed Green Belt Review which will help inform the actual location of new development sites, and accompanying Green Belt boundary changes, required as part of the preparation of the Sites and Policies DPD. This will also involve the designation of areas of safeguarded land.

- 8.6. In doing so, this Strategic Green Belt Review will help establish a new long-term boundary for Rotherham's Green Belt that should not be altered again at the end of the Core Strategy plan period in 2028.

Appendix 1 – Methodology Consultation

A draft of the Strategic Green Belt Review methodology was sent electronically to a range of consultees for a 3 week period (13<sup>th</sup> February – 2<sup>nd</sup> March 2012). These included Government Advisory Bodies (such as Natural England, Natural England and Environment Agency), adjacent local authorities, representatives of the house building industry, CPRE, Wildlife Trust, South Yorkshire Community Forest, Homes and Community Agency, Rural Action Yorkshire and various internal Council services.

Of these the following responses were received. The Council’s response to the comments is also given below.

<b>Consultee</b>	<b>Comment</b>	<b>Response / Change to Methodology</b>
<b>Bolsover District Council</b>	We can appreciate why Rotherham needs to undertake this review due to the extent of the green belt in the Borough and the need to accommodate significant growth. We note that the intention is to review the inner boundaries around your towns and villages rather than the outer green belt boundaries. On this basis we have no concerns or further comments this stage.	Noted.
<b>CPRE South Yorkshire</b>	What is the status of the 1981 Structure Plan and 1990 Green Belt Local Plan? Assessing sites against purposes 2 and 3 the categorization of “neighbouring towns” has changed completely. Now Greasbrough and Rawmarsh are considered the same neighbouring town (within Rotherham main urban area). This is different from the 1990 plan which sought to keep them apart. Whilst CPRE has not opposed Bassingthorpe Farm, some residents of these settlements might think this convenient. RMBC should be clear that the Review is re-evaluating the purposes of the Green Belt completely.	<p>The Structure Plan and Green Belt Local Plan were superseded by adoption of the Unitary Development Plan which in turn will be superseded by the Local Plan (formerly Local Development Framework).</p> <p>Whilst these plans have some influence, preparation of the Local Plan, including Green Belt review, must respond to the present day context and challenges arising from the scale of development proposed in the Core Strategy.</p> <p>The potential perception of convenience, arising from the categorisation of Greasbrough and Rawmarsh as falling in the same “town”, from opponents to the Bassingthorpe Broad Location for Growth is noted.</p> <p>However, the categorisation of towns used to assess the Green Belt (particularly purpose 2 - “to prevent neighbouring towns from merging into one another”) is developed from the identification of settlements identified in the Core Strategy and it is considered important to maintain a consistent approach. To include smaller settlements, such as Rawmarsh and Greasbrough as separate “towns” within the</p>



Consultee	Comment	Response / Change to Methodology
	<p>Whilst delivery of Green Belt purposes is an important consideration, CPRE SY are not sure that harm to Green Belt purposes should outweigh sustainability (draft Paragraph 2.6). Harm to Green Belt /landscape could be mitigated by layout and design, if a site is in the most sustainable location.</p> <p>How will the Council determine how much safeguarded land will be required? As the methodology states there is no guidance.</p>	<p>meaning of NPPF policy would risk adopting an approach that is contrary to national Green Belt policy and the Core Strategy settlement hierarchy.</p> <p>The NPPF places considerable emphasis on the achievement of sustainable development. In terms of the Green Belt, the NPPF specifically states:</p> <p>“When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary”.</p> <p>In view of the Government’s clear steer to promote sustainable development, preference will be given to this aim above Green Belt purposes unless harm to the Green Belt (when assessed against its purposes) is so significant that the need to maintain Green Belt overrides issues of sustainability. Green Belt is an important policy mechanism in its own right and it is considered important to retain the current stance set out in the methodology.</p> <p>Annex B of the former PPG2, and its successor, the NPPF, contain limited guidance on identifying safeguarded land. There is no national guidance on determining how much safeguarded land should be identified. The principle in the NPPF is that sufficient land should be safeguarded so that “Green Belt boundaries will not need to be altered at the end of the plan period”.</p> <p>It is not the role of the Green Belt Review itself to determine how much safeguarded land should be identified – this will be informed by ongoing preparation of the LDF. The Core Strategy includes policy to identify sufficient safeguarded land to meet development needs for an additional 5 years beyond the end of the plan period (2013-2028).</p>

<b>Consultee</b>	<b>Comment</b>	<b>Response / Change to Methodology</b>
	Support the inclusion of landscape within the assessments. Clearly landscape is a component of "openness" and "enclosure".	Noted.
	What is the timetable for the assessment and will there be further consultation? Will we be able to comment on site individual sites?	The Review was undertaken as a matter of urgency in March 2012 so as not to delay intended Publication of the Core Strategy due to commence late June 2012. The Review will inform more detailed consideration of the local definition of the revised Green Belt boundary as part of the next stage of consultation of the Sites and Policies Document.
<b>English Heritage</b>	It is recognised that none of the towns within Rotherham have specifically been identified as settlements to which Purpose 4 of PPG2 [sic] applies. Nevertheless, we welcome the intention to consider what contribution each parcel of land makes to the setting and special character of the Borough's historic settlements. However, whilst we can appreciate why you have chosen to combine Green Belt Purpose 2 with Green Belt Purpose 4 for the purpose of this review, when undertaking the assessment it will need to be borne in mind that the role which a parcel of land might have in preserving those elements which contribute to the setting of an historic town or to its special character might be fundamentally different to whether it simply prevents two towns from merging into one another. Thus, in terms of the Criteria set out in Appendix 2, there might need to be an examination of what contribution a currently-open area makes to the setting of the town in its wider landscape and whether or not there are any key views across the respective parcel of land that contributes to its special character.	<p>It is appreciated that the role which a parcel of land might have in preserving those elements which contribute to the setting of an historic town or to its special character might be fundamentally different to whether it simply prevents two towns from merging into one another.</p> <p>However, care must be taken not to introduce a methodology which extends beyond national Green Belt policy. In assessing Purposes 2 and 4, and given the absence of nationally recognised historic towns in Rotherham, the methodology must concentrate upon assessing the potential merging of neighbouring towns.</p> <p>Assessing impact upon the historic landscape or key views has been undertaken as part of the sustainability/ constraints assessment which has led to the identification of the potential site allocations. This will continue in ongoing preparation of the Sites and Policies DPD, hopefully assisted by a more detailed Landscape Character Assessment.</p> <p>The influence of the setting and special character of historic features and areas is already included in the methodology but it is not considered that this can be increased further without risking undue bias towards policy considerations which aren't allowed for under NPPF policy.</p>
<b>Environment Agency</b>	We note from the methodology that the sites have already been through the wider constraint checks as part of the Sites and Policies	Noted

<b>Consultee</b>	<b>Comment</b>	<b>Response / Change to Methodology</b>
	consultation last summer. This consultation will have picked up any strategic level comments we have regarding the sites. We have no comments to make on the contribution of the sites to the Greenbelt purposes outlined in PPG2 [sic].	
<b>Fitzwilliam (Wentworth Estates)</b>	The methodology should be amended to consider selectively replacing Green Belt in certain instances with local landscape designations, such as green wedges, particularly in areas potentially subject to significant change within the urban fringe of Rotherham to create the necessary flexibility to deliver the wider objectives of the LDF and respond to the newly emphasised priorities of sustainability, and thereby overcoming the long term rigidity of Green Belt policy.	Care must be taken not to introduce a methodology which extends beyond national Green Belt policy and therefore it is considered appropriate that the Green Belt Review restricts consideration to impact upon the NPPF purposes for Green Belt.  The approach proposed should be considered as part of ongoing preparation of the Sites and Policies DPD which will set the detailed Green Belt boundary, including that for the Broad Locations for Growth identified in the Core Strategy.
<b>Natural England</b>	The Green Belt is a designation and not within our remit and therefore, we do not have any specific comments to make about proposed changes to it. However, we urge Rotherham Council to consider the relevant policies (within the LDF[sic]) and issues (such as soils) when considering the effects of development on land currently within the Green Belt.	Noted. As part of the sustainability/ constraints assessment which has led to the identification of the potential site allocations, all sites has been assessed for potential impact upon Agricultural Land Quality which has been taken as the proxy for consideration of impact on soils. This will continue in ongoing preparation of the Sites and Policies DPD.
<b>RMBC, Landscape Section</b>	The parcels should relate to the Landscape Character Areas identified in the 2009/10 study. As a capacity study this should provide information with regard to landscape quality and sensitivity which may assist the decision making process.	The methodology states that "parcel identification should be informed by the broad Landscape Character Areas as defined in Rotherham's Landscape Character Assessment (2010) and sub-divided according to the boundaries of sensitivity zones (where defined in the Assessment)." No further amendment to the methodology is considered necessary.
<b><u>Late Response (Received after end of consultation period)</u></b>		
<b>DLP Planning Ltd</b>	While a buffer to the area of review is understood in order to exclude those sites so remote that sustainable development would not be achieved the 1000m distances appears somewhat prescriptive. If there is for instance a major developed site in the Green Belt 1.2km from the inner Green Belt boundary this criteria would not allow consideration and so a degree of flexibility should be adopted.	In practice all Green Belt in Rotherham was assessed as part of the Green Belt Review.

Consultee	Comment	Response / Change to Methodology
	<p>It is also worth noting that parcels of land may extend further than 1km into the Green Belt if they are to be significant extensions that may well be more sustainable if associated with a higher order settlement. Extensions of this size may in fact be a sustainable option as they could support their own amenities and facilities as part of a planner urban extension which would not necessarily then be inappropriate in respect of sustainable development criteria.</p>	
	<p>The definition in PPG2 para 2.9 [sic] is sufficient in respect of the examples of boundaries to use. This would also tie in better to the comments in paragraphs 7.13 and 7.14 where the need for physical boundaries to define and guard against unrestricted sprawl is raised.</p>	<p>Disagree. The subsequent publication of the NPPF includes policy that Green Belt boundaries should be defined clearly “using physical features that are readily recognisable and likely to be permanent”.</p> <p>The Green Belt Review includes a local interpretation of national Green Belt policy in terms of the definition of strong and weak boundaries. The local definition is included to give practical guidance to assist the process of boundary identification.</p>
	<p>It is understood that the Landscape Character Assessment was not exhaustive or comprehensively undertaken over the whole borough and there is a question as to whether this should be updated to fully consider this. Where areas of low quality character are identified this should be a consideration in respect of the material worth of retaining the site within the Green Belt designation. The ambiguity in respect of such a subjective matter can be difficult to qualify against the physical boundaries aspect but a change in character between areas may strengthen the function of a boundary.</p>	<p>Resources have prevented the preparation of a full Landscape Character Assessment. In the absence of such, the review will consider the types of issues that a LCA would look at, particularly in relation to the contribution the land in a 'gap' makes to the setting and separate identity of the settlements defined as towns for use in the assessment of NPPF Green Belt purpose 2 “To prevent neighbouring towns from merging into one another”. The review will still benefit from the existing broad Landscape Character Assessment and interim results from the review will be considered by a panel including a qualified Landscape Architect to help review the consideration of landscape character.</p>
	<p>Scoring system is not provided at this time in Appendix 2 - Criteria to assess parcels against Green Belt purposes 1-4.</p>	<p>It is not proposed to use a scoring system in the assessment of the purposes. Rather the Review's results will be considered against the results of the existing Local Plan's Site identification process (which has considered sustainability and constraints issues) to reach a balanced considered decision based on all factors as to whether to allocate particular sites for development. It is felt to introduce scoring would imply unjustified mathematical or scientific weight where in reality balanced decisions must be taken based on consideration of all</p>

Consultee	Comment	Response / Change to Methodology
	<p>Assisting recycling of derelict and other urban land can be assessed. If a parcel constitutes brownfield land then it can directly contribute to this approach.</p> <p>Where there is a close link to an existing urban area or the parcel of land is adjacent to a regeneration site or an area under redevelopment then it can continue this process. By increasing development in areas where regeneration is underway the development of other sites can underpin these establishing communities and regenerated neighbourhoods thereby enhancing the inherent sustainability.</p> <p>For the above reasons the comments at 7.38 considering purpose 5 of the Green Belt is considered unclear and negatively worded in terms of the potential for parcels to constitute an opportunity to encourage urban regeneration and recycle land.</p> <p>An opportunity to assess the previously developed nature of the parcel of land and the relationship to adjacent regeneration sites or recently or planned sustainable developments should be included within Appendix 2 criteria.</p>	<p>factors relating to allocation of land.</p> <p>The brownfield status of land is a prime consideration in the existing exercise which has led to the identification of potential Local Plan site allocations for development and so has already been considered.</p> <p>In assessment of Purposes 1 and 3 the presence of brownfield, derelict or regeneration sites is a factor which can contribute to the assessment of “urban influence” across parcels and so is already taken into account as part of the Review methodology.</p> <p>In review of other examples of Green Belt Reviews undertaken elsewhere nationally it has, to the Council’s knowledge, been an uniform approach to exclude direct consideration of Purpose 5 for the purposes stated in the methodology. Examples are known, where Purpose 5 is included but only to the extent that an automatic assumption is then made that all sites should be “scored” the same in respect of this Purpose. This latter approach is not favoured by the Council.</p>
	<p>Agreement noted to the inclusion of the following:  “Regardless of how many or how few purposes a parcel may meet, there are likely to be some areas that are so important purely in maintaining the openness of the Green Belt, that they should be protected from any development and should remain in the Green Belt in perpetuity.”</p>	<p>Noted.</p>
	<p>Broadly agree with the following extracts from the methodology:</p> <ul style="list-style-type: none"> <li>• This assessment could apply to the whole of a parcel or to only one or more small parts of a parcel. Parcels that are not adjacent to any urban area are incapable of being ‘contained’ by an urban area.</li> <li>• Appendix 3 shows diagrammatically worked examples of parcels</li> </ul>	<p>Noted.</p>

Consultee	Comment	Response / Change to Methodology
	<p>with different degrees of containment.</p> <ul style="list-style-type: none"> <li>The definition of “urban area” is anywhere not within existing Green Belt.</li> </ul> <p>The sense of openness is an important consideration and its inclusion is supported in the assessment at Appendix 2.</p> <p>The relationship between the Rotherham settlements and those in Nottinghamshire is so weak that to assess these as neighbouring towns is not required. The settlement size and direction of growth towards those Nottinghamshire settlements required to result in merging would be so great it is unfeasible and therefore it is not considered this needs to be assessed but the cross-boundary elsewhere is useful.</p> <p>This same issue of separating distance means that the gap between Tickhill in Doncaster and the Rotherham settlements is also not required.</p> <p>Woodsetts should be included with Dinnington, Anston and Laughton Common.</p> <p>Todwick should be included with Wales and Kiveton Park..</p>	<p>Noted.</p> <p>For consistency and transparency the Review will continue to relate to all the defined settlements in neighbouring local authorities. If it is indeed the case that relationship to Nottinghamshire settlements or to the Doncaster settlement of Tickhill is confirmed as weak, or even non-existent, this will simply be reflected in the review process.</p> <p>It is not accepted that Woodsetts be included in the Dinnington settlement grouping or Todwick in the Wales and Kiveton Park settlement grouping. Both of these relatively small settlements have not been defined as “towns” given their relatively low order status in the proposed Core Strategy settlement hierarchy. Furthermore, their relationship or proximity to the defined “towns” is considered insufficient to warrant their inclusion in the Core Strategy defined higher-order settlement groupings.</p>



Appendix 2 – Stage 2: Criteria to assess parcels against Green Belt purposes 1-4

	<p><b>Purpose 1:</b> To check the unrestricted sprawl of large built-up areas</p> <p><b>Purpose 3:</b> To assist in safeguarding the countryside from encroachment</p>	<p><b>Purpose 2:</b> To prevent neighbouring towns from merging into one another</p> <p><b>Purpose 4:</b> To preserve the setting and special character of historic towns</p>
<p><b>Major importance to Green Belt Purpose</b></p> <p>Continued inclusion within Green Belt of major importance</p>	<p><b>Not contained (NC) / Low Urban Influence (LUI) :</b></p> <ul style="list-style-type: none"> <li>Parcels that are 'not contained' by an urban area, and are therefore areas where development would lead to urban sprawl, includes parcels that are not adjacent to an urban area. Such parcels are not, by definition, 'contained' by an urban area. In the case of parcels that are physically separated from an urban area e.g. by a main road (dual carriageway or motorway) or railway, these are also considered to be 'not contained'.</li> <li>Parcel possesses a predominantly open rural character.</li> <li>There may be limited or no other fundamental constraints to encroachment (such as a strong landscape feature that could assist in fulfilling this purpose by containing development from outlying countryside).</li> </ul>	<p><b>Essential Gap (EG)</b></p> <ul style="list-style-type: none"> <li>The parcel is within an essential gap, where any further development would reduce the gap between settlements to an unacceptable width;</li> </ul>
<p><b>Moderate importance to Green Belt Purpose</b></p> <p>Continued inclusion in Green Belt of moderate importance</p>	<p><b>Partly contained (PC) / Medium Urban Influence (MUJ):</b></p> <ul style="list-style-type: none"> <li>Where only a small part of the parcel is 'contained' by the urban area. This category includes parcels that abut an urban area for any part of their boundary, as these parcels may be a suitable location for development, even if the area is currently not physically well-contained by the urban area. Furthermore, the relationship with the urban area may change if an adjoining parcel were to be developed.</li> <li>Land possesses a semi-rural character and there is already a perception of significant encroachment with significant impact upon openness.</li> <li>There may be other constraints to further encroachment.</li> </ul>	<p><b>Essential Gap Part (EG (part))</b></p> <ul style="list-style-type: none"> <li>Although these parcels are situated within an essential gap that must be kept open, there may be scope for some development e.g. 'rounding off' on one or both edges of the gap without adversely harming its overall openness and the broad extent of the gap.</li> </ul> <p><b>Narrow Gap (NG)</b></p> <ul style="list-style-type: none"> <li>Narrow gaps were defined as being wider than essential gaps but are still sensitive to development. Potentially more development could be accommodated on the edge of an urban area without leading to neighbouring settlements merging.</li> </ul>
<p><b>Slight/Negligible importance to Green Belt Purpose</b></p> <p>Continued inclusion within Green Belt of minor/negligible importance</p>	<p><b>Well contained (WC) / High Urban Influence (HUI):</b></p> <ul style="list-style-type: none"> <li>A parcel must be adjacent to an urban area and bounded by strong physical features such as main roads, railways or tree belts. This would prevent any development within the parcel from encroaching beyond the parcel boundary into the open countryside in neighbouring parcels, and hence if developed would be likely to have a minimal impact on the overall openness of the Green Belt.</li> <li>Land possesses a semi-urban to urban character and is no longer perceived to be part of the open countryside. Impact upon openness is significant to total.</li> <li>Land may contain degraded land that provides opportunities for enhancement.</li> </ul>	<p><b>Wide Gap (WG)</b></p> <ul style="list-style-type: none"> <li>Wide gaps where development on the urban edge is not likely to impact on the integrity of the gap. Wide gaps are also likely to contain a series of narrower gaps between smaller settlements within them.</li> </ul>

Appendix 3 – Examples of Containment

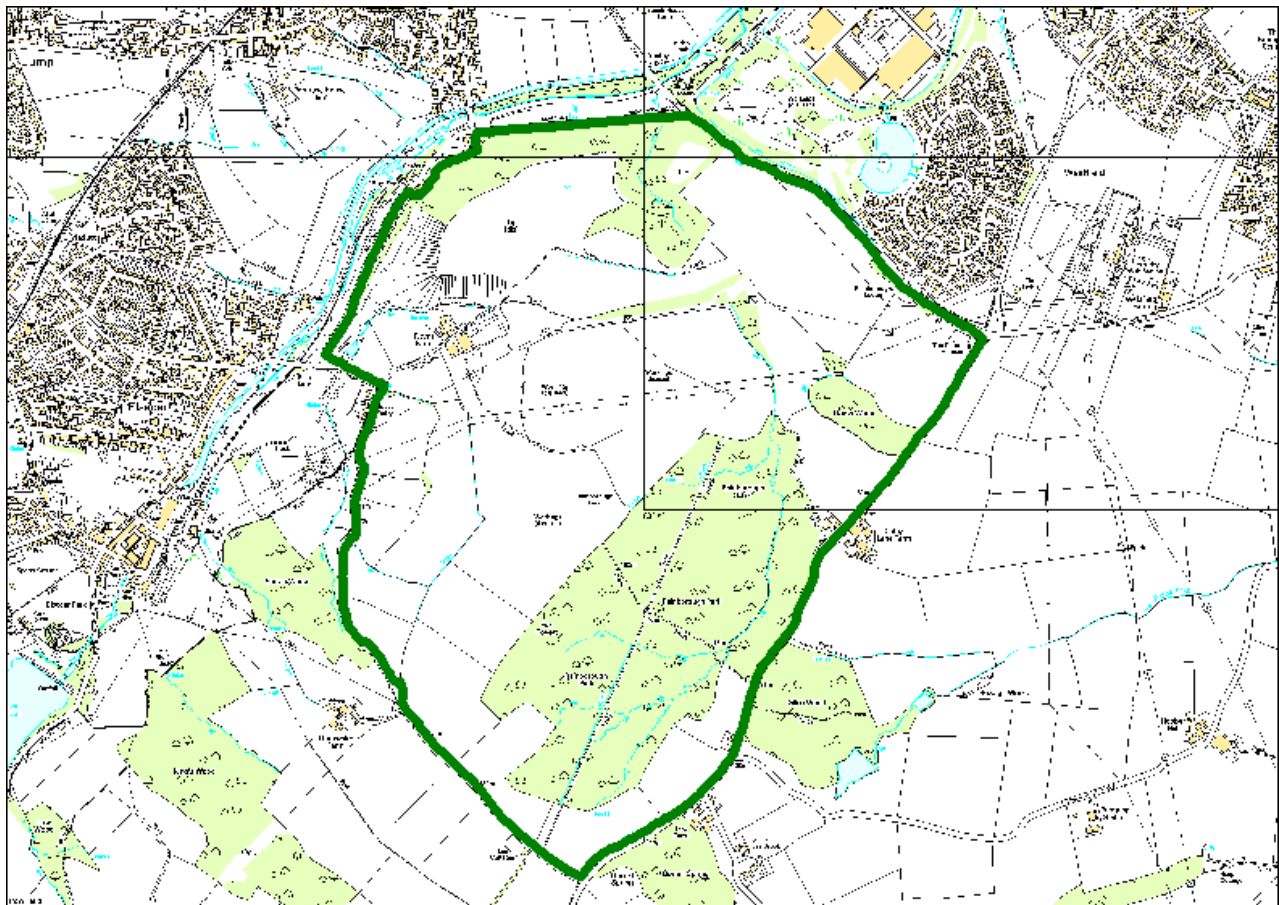
The following diagrammatically show three worked examples of parcels categorised with different degrees of containment.

**Not contained (NC) / Low Urban Influence (LUI) :**

Example: Parcel 6 : Land to the south west of settlement of Wath, West Melton & Brampton and immediately east of the settlement of Hoyland.

This large parcel only abuts residential properties to the north on a small part of the boundary and has no significant boundary features that would help contain development. The majority of the site has an open rural feel and the southern and eastern boundaries adjoin open countryside. The northern most part of the site slopes steeply preventing views to the north.

Development here would effectively lead to sprawl within open countryside and the lack of containment means that the parcel contributes strongly to Green Belt Purposes 1&3. The parcel is therefore 'not contained'.

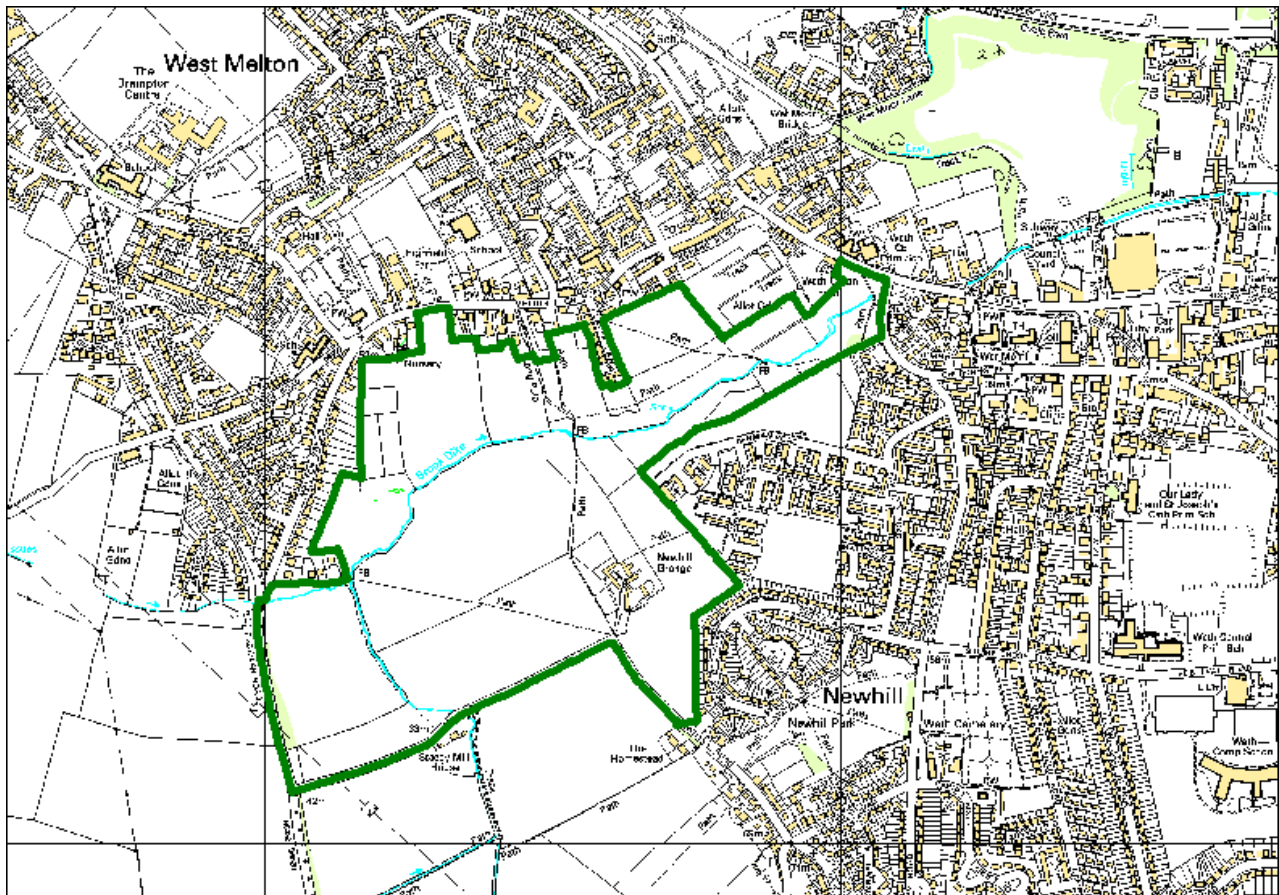


**Partly contained (PC) / Medium Urban Influence (MUI):**

Example: Parcel 9 : Land to the south and west of the settlement of Wath, West Melton & Brampton and to the north of Rotherham Urban Area.

This large field is partly contained to the north, east and west by residential properties within the settlement of Wath, West Melton & Brampton where some potential for rounding-off development could occur. To the south the site adjoins open countryside with Mill Lane (a minor road) forming the boundary. There is intervisibility with open countryside to the south.

Some limited (infill and rounding-off) development could occur around the northern and eastern edges of this Parcel without overall detriment to the Green Belt Purposes 1&3 but the southern and south-western boundaries are less distinct and as relatively weak boundaries would not act to contain development. Overall the Parcel contributes moderately to Green Belt Purposes 1&3. The parcel is therefore 'part contained'.





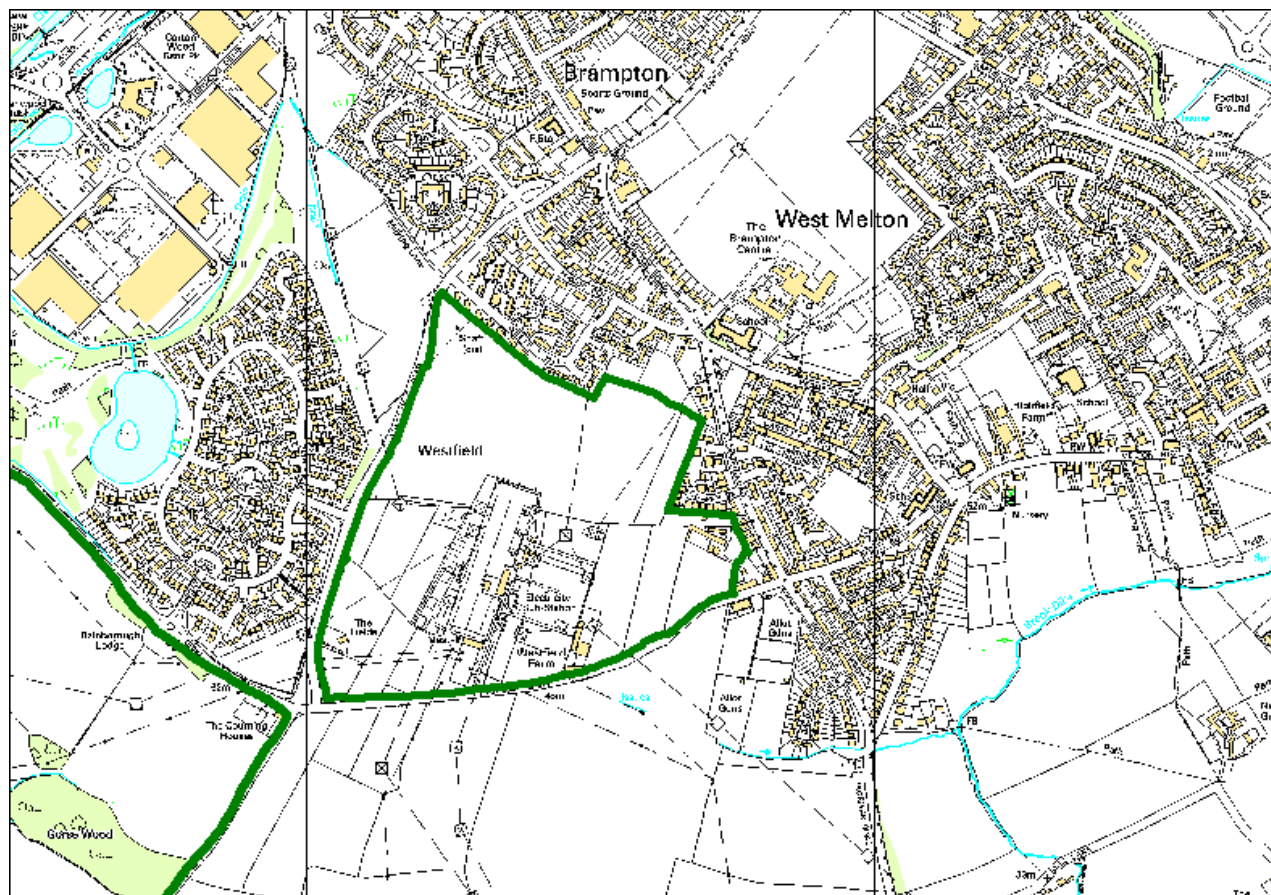
**Well contained (WC) / High Urban Influence (HUI):**

Example: Parcel 7: Land to the south west of settlement of Wath, West Melton & Brampton and immediately east of the settlement of Hoyland.

This large field is contained on the north and east by houses and gardens. To the west the boundary consists of an estate road with houses beyond. To the south the rising land and Elsecar Road provides a strong boundary. There is no intervisibility with adjoining countryside.

This Parcel is surrounded by development on three sides. An area to the north-west is not developed but whilst it is designated urban green space it is not Green Belt. The Parcel's southern boundary is strongly defined by Elsecarr Road and the feeling of enclosure is enhanced by the lack of intervisibility with adjoining countryside.

Development in this Parcel would have relatively limited impact upon Green Belt Purposes 1&3. The parcel is therefore 'well contained'.

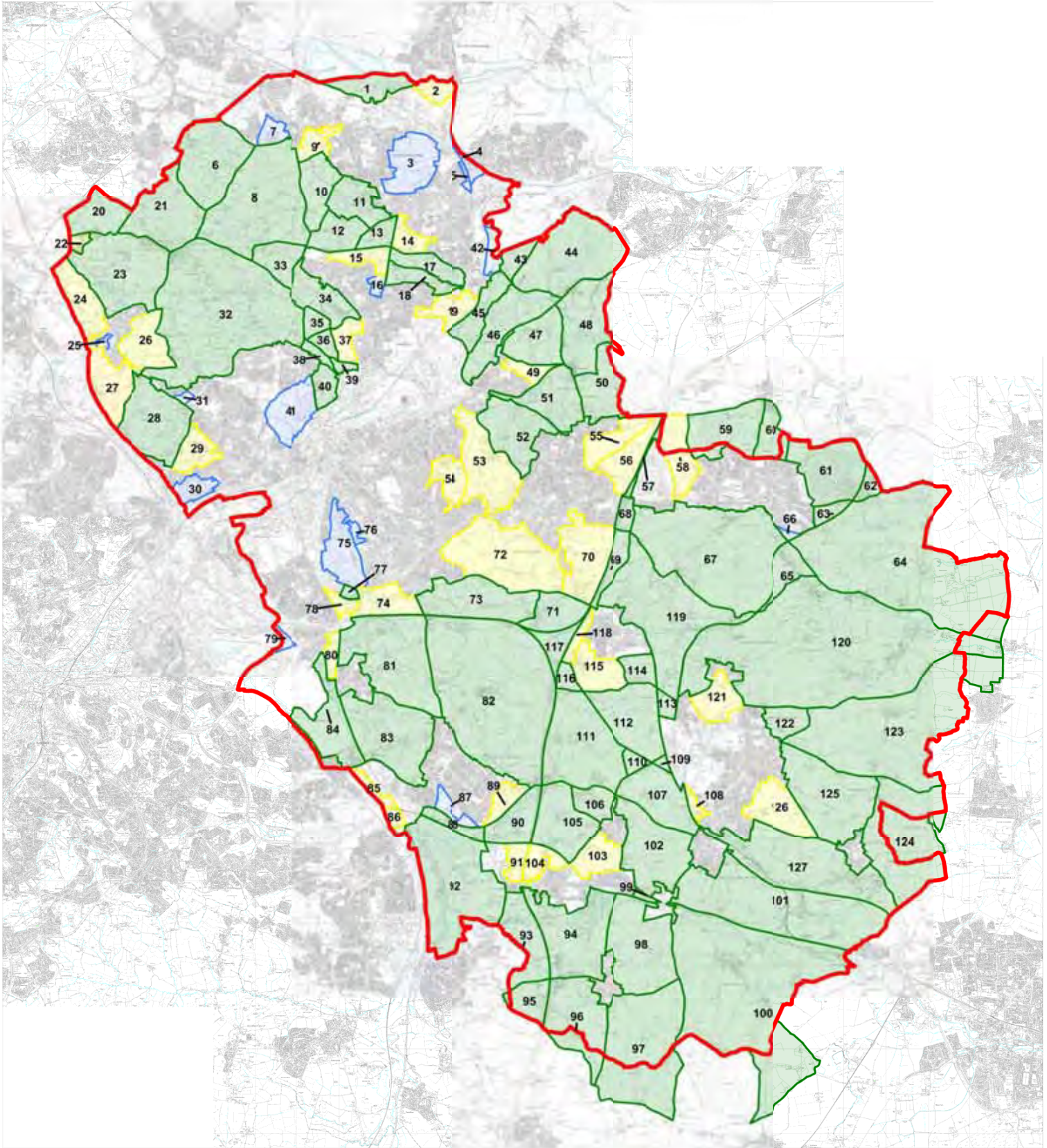


#### Appendix 4 – Results : Settlement Overview

The following maps show a Borough-wide settlement overview of the results of the Strategic Green Belt Review. Two maps are shown – one for Purposes 1 and 3 and the other for Purposes 2 and 4.



# Appendix 4 - Results: Settlement Overview Purposes 1 & 3

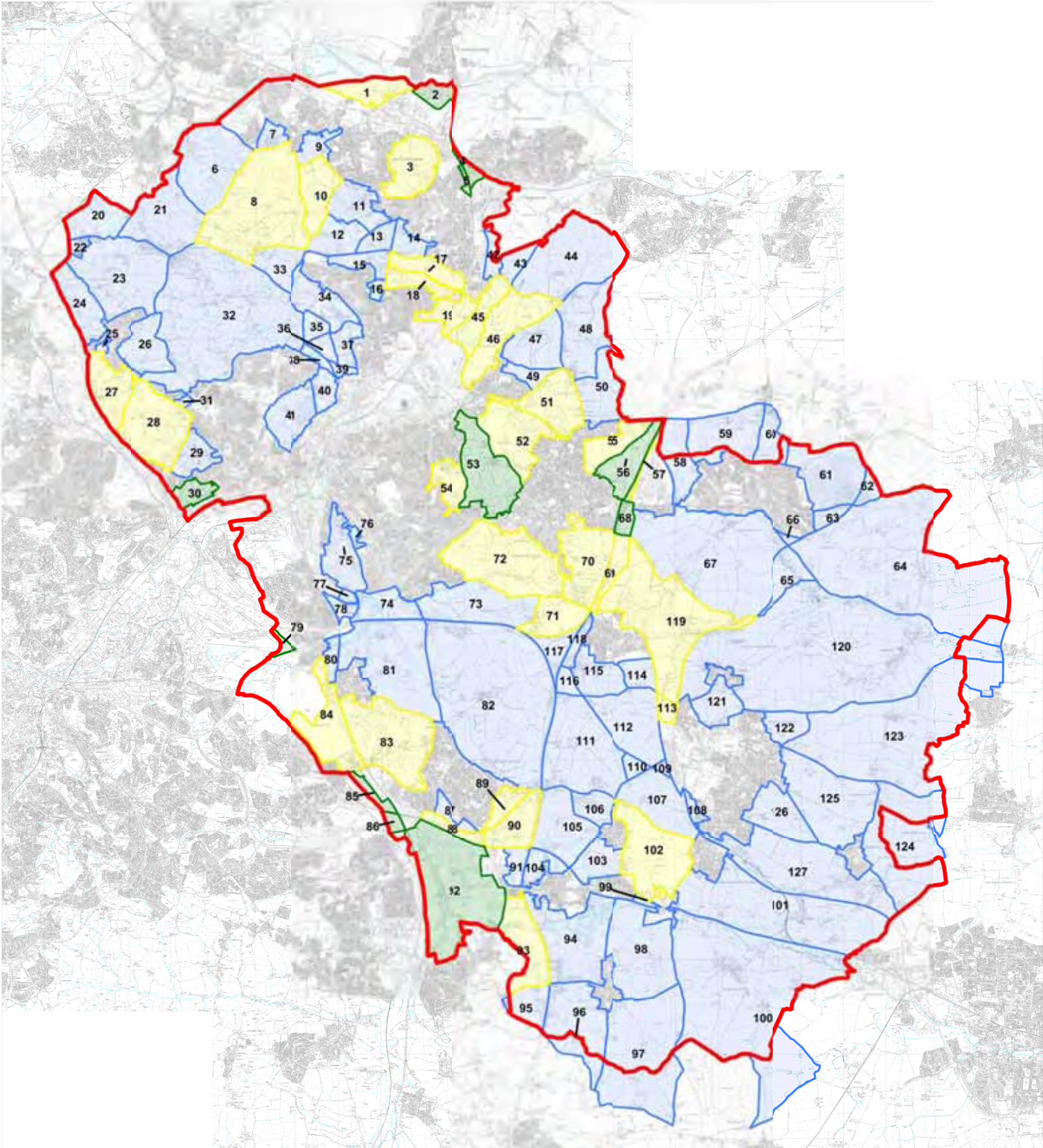


## Contribution to Purposes 1 & 3

-  Major
-  Moderate
-  Slight / Negligible
-  RMBC Boundary



Appendix 4 - Results: Settlement Overview Purposes 2 & 4



Contribution to Purposes 2 & 4

- Major
- Moderate
- Slight / Negligible
- RMBC Boundary

Appendix 5 – Results : Broad Locations for Growth & Areas of Search for Safeguarded Land

Core Strategy Urban Extension Alternative Options : Broad Locations for Growth / Areas Of Search for Safeguarded Land

- 8.7. The Strategic Green Belt Review has, together with other evidence, helped assess options for urban extensions. In the case of the Core Strategy, this has helped inform the identification of the Broad Locations for Growth and the Areas of Search for Safeguarded Land. The following summarises the results of the Review for the individual options that have been considered.
- 8.8. In undertaking the Green Belt Review, each parcel was assessed on its own merits in terms of contribution to the purposes of Green Belt. However, where necessary the following takes this one step further to consider the effect of two or more parcels in the locations considered. This is because the assessment of a group of parcels (2 or more) against Green Belt purposes can be different to that for individual parcels. (This process will also inform the Detailed Green Belt Review to be undertaken to guide preparation of the Sites and Policies Document).
- 8.9. Table 1 below summarises the results of the Review for the parcels that fall within, or form part of, the Core Strategy Urban Extension options.
- 8.10. Following Table 1, a summary of the results for each Option is given together with two maps for each – one showing results for assessment against Green Belt Purposes 1 and 3, and the other against Purposes 2 and 4.

**Key to Table 1**

Purposes 1 & 3		
Major	Moderate	Slight/ Negligible
Not contained (NC) / Low Urban Influence (LUI)	Partly contained (PC) / Medium Urban Influence (MUI)	Well contained (WC) / High Urban Influence (HUI)

Purposes 2 & 4			
Major	Moderate		Slight/ Negligible
Essential Gap (EG)	Essential Gap Part (EG (part))	Narrow Gap (NG)	Wide Gap (WG)

Table 1 Review Results : Parcels and Core Strategy Urban Extension Options

OPTION	Parcel Number		Parcel Number		Parcel Number		Parcel Number		Parcel Number	
	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4
Bassingthorpe Farm	Major	Slight	Major	Slight	Major	Slight	Major	Slight	Major	Slight
	38		39		40		41			
Rawmarsh North	Moderate	Slight	Major	Moderate						
	15		18							
Wath East	Slight	Moderate								
	3									
Ravenfield Common	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
	55		56							
Maltby Southwest	Major	Slight								
	67									
Dinnington East	Major	Slight	Major	Slight	Major	Slight	Major	Slight	Major	Slight
	122		123		125		126		127	
Dinnington West	Major	Slight	Moderate	Slight	Major	Slight	Major	Slight	Major	Slight
	107		108		109					
Kiveton Park & Wales (South)	Major	Major	Major	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
	92		93		94					
Kiveton Park & Wales (North)	Moderate	Slight	Moderate	Slight	Moderate	Slight	Major	Moderate	Major	Moderate
	91		104		103		102			
Aston North	Major	Slight								
	82									
Thorpe Hesley	Moderate	Slight								
	26									

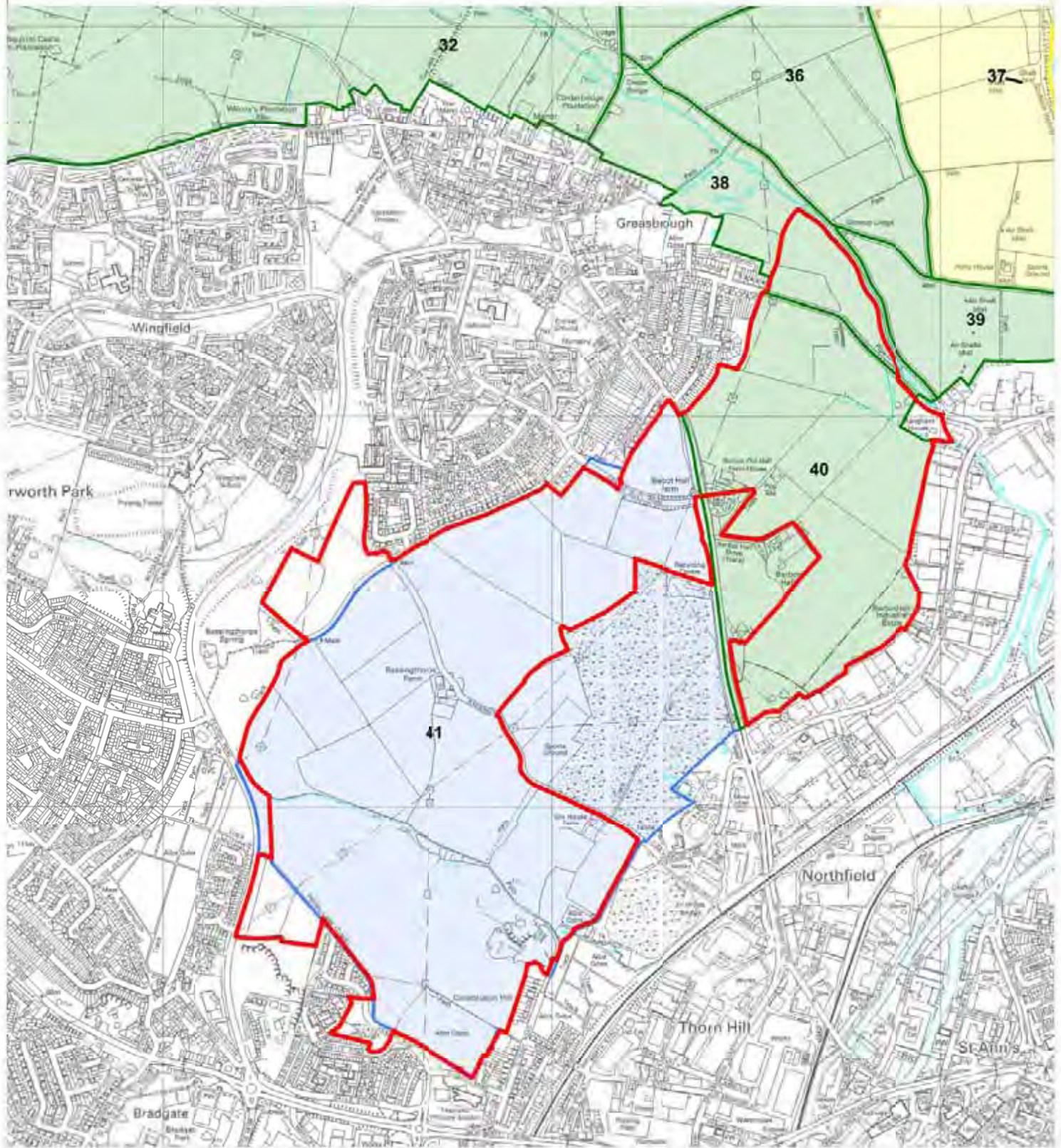
## Bassingthorpe Farm

OPTION	Parcel Number		Parcel Number		Parcel Number		Parcel Number	
	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4
Bassingthorpe Farm	38		39		40		41	
	Major	Slight	Major	Slight	Major	Slight	Slight	Slight

- 8.11. This option contains four Green Belt parcels (38-41). All four parcels make only a slight contribution to the Green Belt in terms of Purposes 2&4 given that they fall within a “wide gap” between Rotherham Urban Area and other defined neighbouring towns (as defined by the methodology – see section 5 above) such as Swinton, Hoyland and Sheffield.
- 8.12. However, three of the four make a strong contribution to the Green Belt in terms of preventing encroachment (parcels 38-40). The fourth (parcel 41) would be strongly contained by existing development on three sides and a strong road boundary to the east. However, if parcels 40 and 41 are considered together then a wider area would remain strongly contained by development on three sides.
- 8.13. In summary, when parcels 40 and 41 are considered together, their combined effect means that the majority of the option would only have a slight contribution to the Green Belt Purposes 1&3 and 2&4.



# Appendix 5 - Results: Settlement Overview Purposes 1 & 3

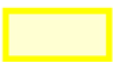


Bassingthorpe Farm Purposes 1 & 3

Contribution to Purposes 1 & 3



Major



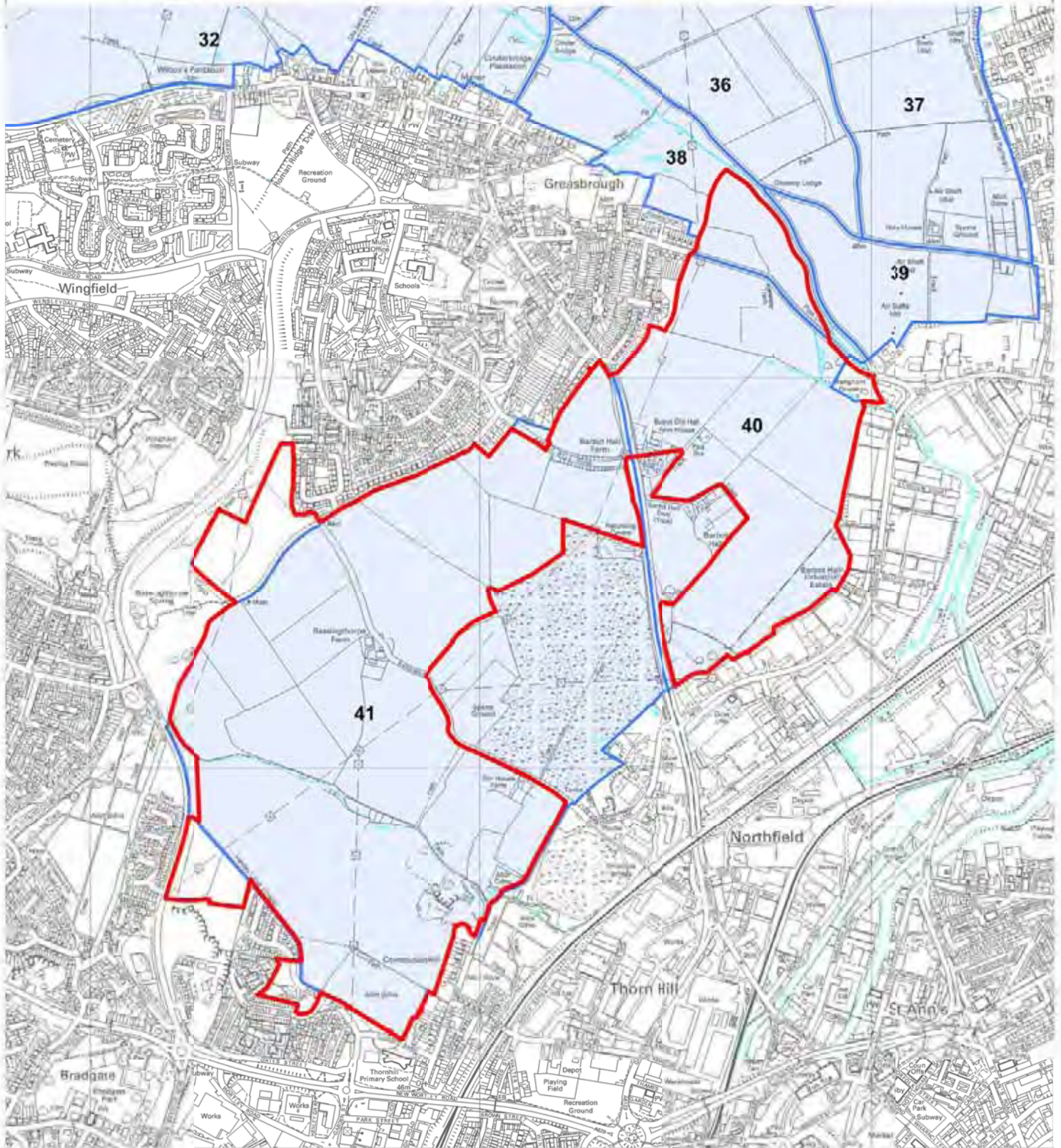
Moderate



Slight/ Negligible



# Appendix 5 - Results: Settlement Overview Purposes 2 & 4



## Bassingthorpe Farm Purposes 2 & 4

Contribution to Purposes 2 & 4



Major



Moderate



Slight/ Negligible

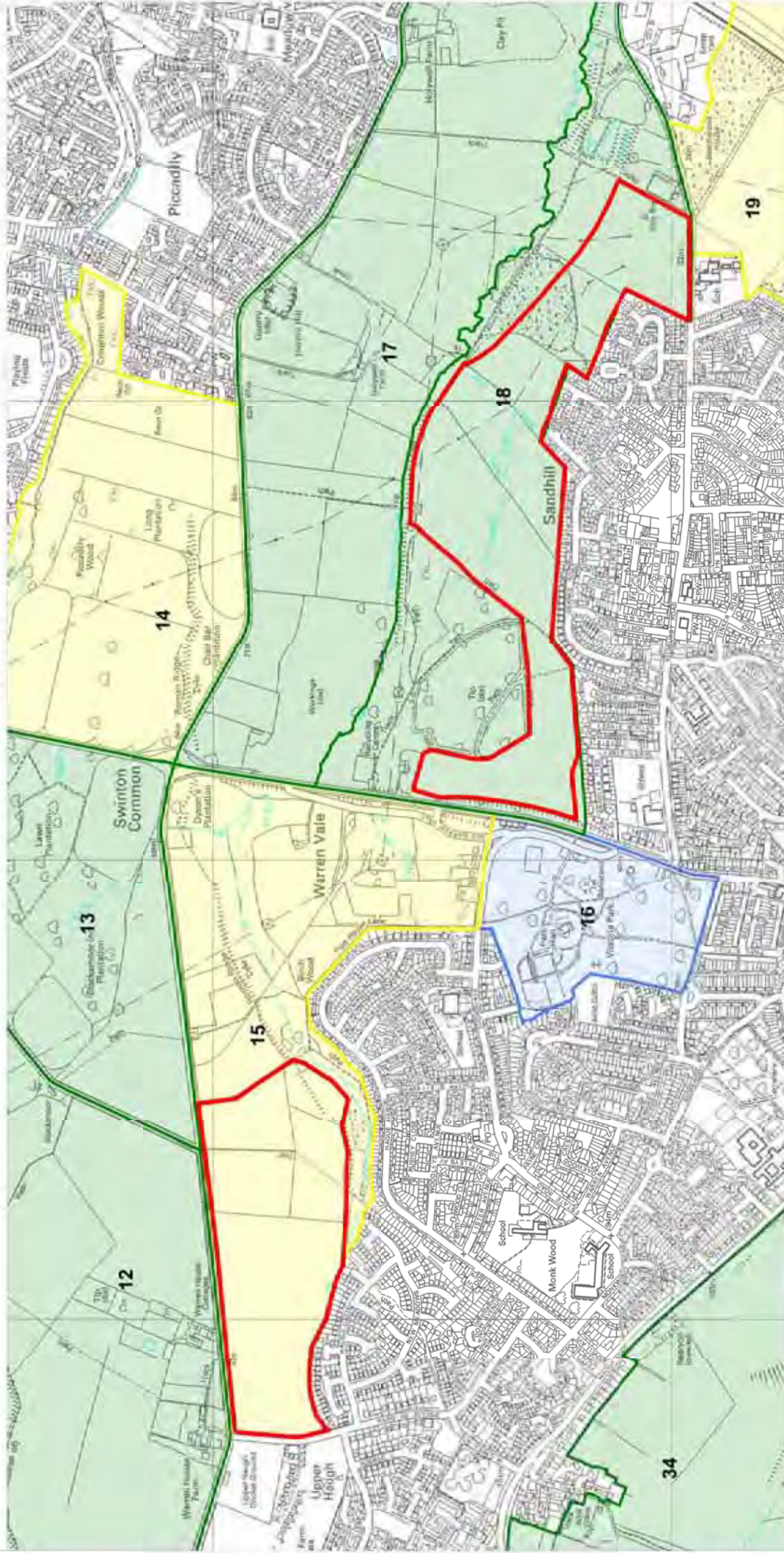
## Rawmarsh North

OPTION	Parcel Number		Parcel Number	
	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4
Rawmarsh North	15		18	
	Moderate	Slight	Major	Moderate

- 8.14. This option is comprised of two areas, one east and one west of Warren Vale. That to the west falls within Green Belt parcel 15 and that to the east within parcel 18.
- 8.15. As a whole Parcel 15 has only slight contribution to Purposes 2&4 given it is within a wide gap between Rotherham Urban Area and Swinton/ Wath. Its contribution to Purposes 1&3 was defined as moderate because an area to the east of the parcel could be considered to be partly contained. However, this same area actually falls outside of the western part of the Rawmarsh North Option and arguably the contribution of the land within the Option could be considered not contained, therefore having a major contribution to the Green Belt.
- 8.16. Parcel 18 is not contained and therefore makes a major contribution to the Green Belt under Purposes 1&3. Its contribution to Purposes 2&4 is less strong (moderate – falling within a narrow gap).
- 8.17. In summary, this Option makes a major contribution to Green Belt Purposes 1&3 and a moderate contribution to Purposes 2&4.



# Appendix 5 - Results: Settlement Overview Purposes 1 & 3



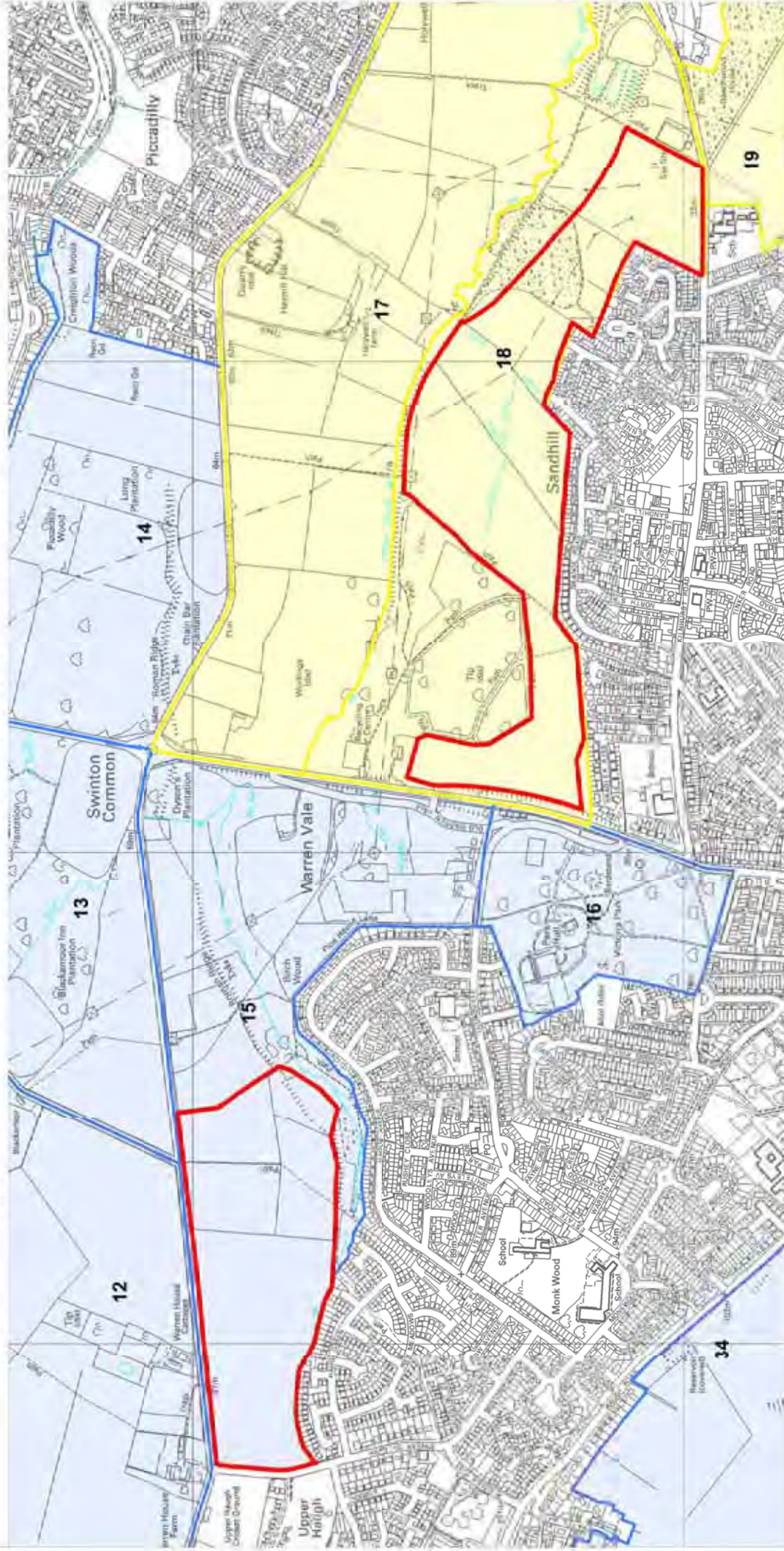
## Rawmarsh North Purposes 1 & 3

Contribution to Purposes 1 & 3

- Major
- Moderate
- Sight/ Negligible



# Appendix 5 - Results: Settlement Overview Purposes 2 & 4



Rawmarsh North Purposes 2 & 4

Contribution to Purposes 2 & 4

- Major
- Moderate
- Sight/ Negligible

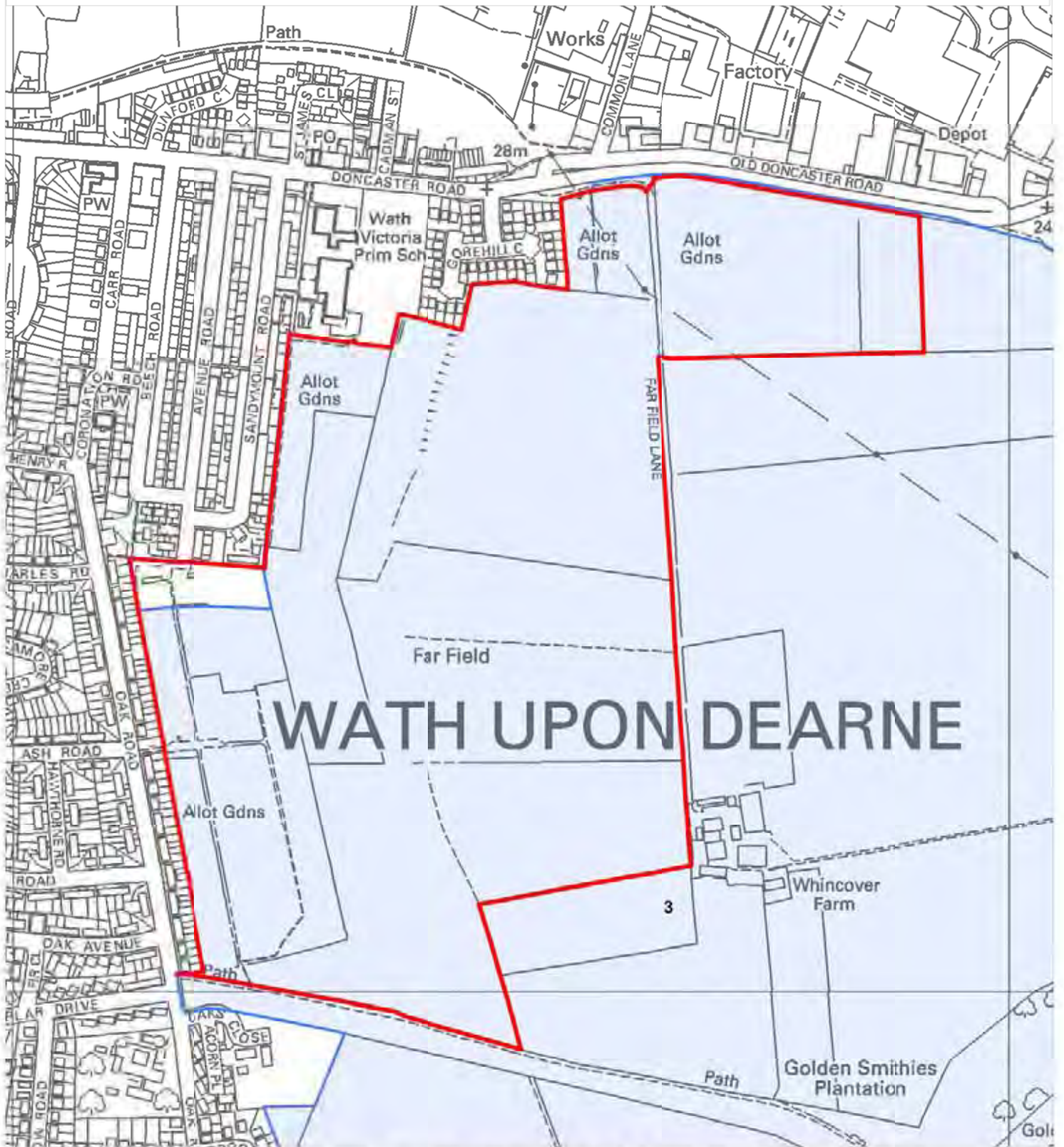
## Wath East

OPTION	Parcel Number	
	Purposes 1&3	Purposes 2&4
Wath East	3	
	Slight	Moderate

- 8.18. This Option constitutes Green Belt parcel 39 and is a single area completely surrounded by built development. As such it is well contained and makes only a slight contribution to the Green Belt Purposes 1&3. The parcel makes a moderate contribution to Green Belt Purposes 2&4 as it forms in part an essential gap between Wath, West Melton and Brampton and Swinton – where some scope for small areas of development is considered possible without affecting the overall integrity of the gap.



# Appendix 5 - Results: Settlement Overview Purposes 1 & 3



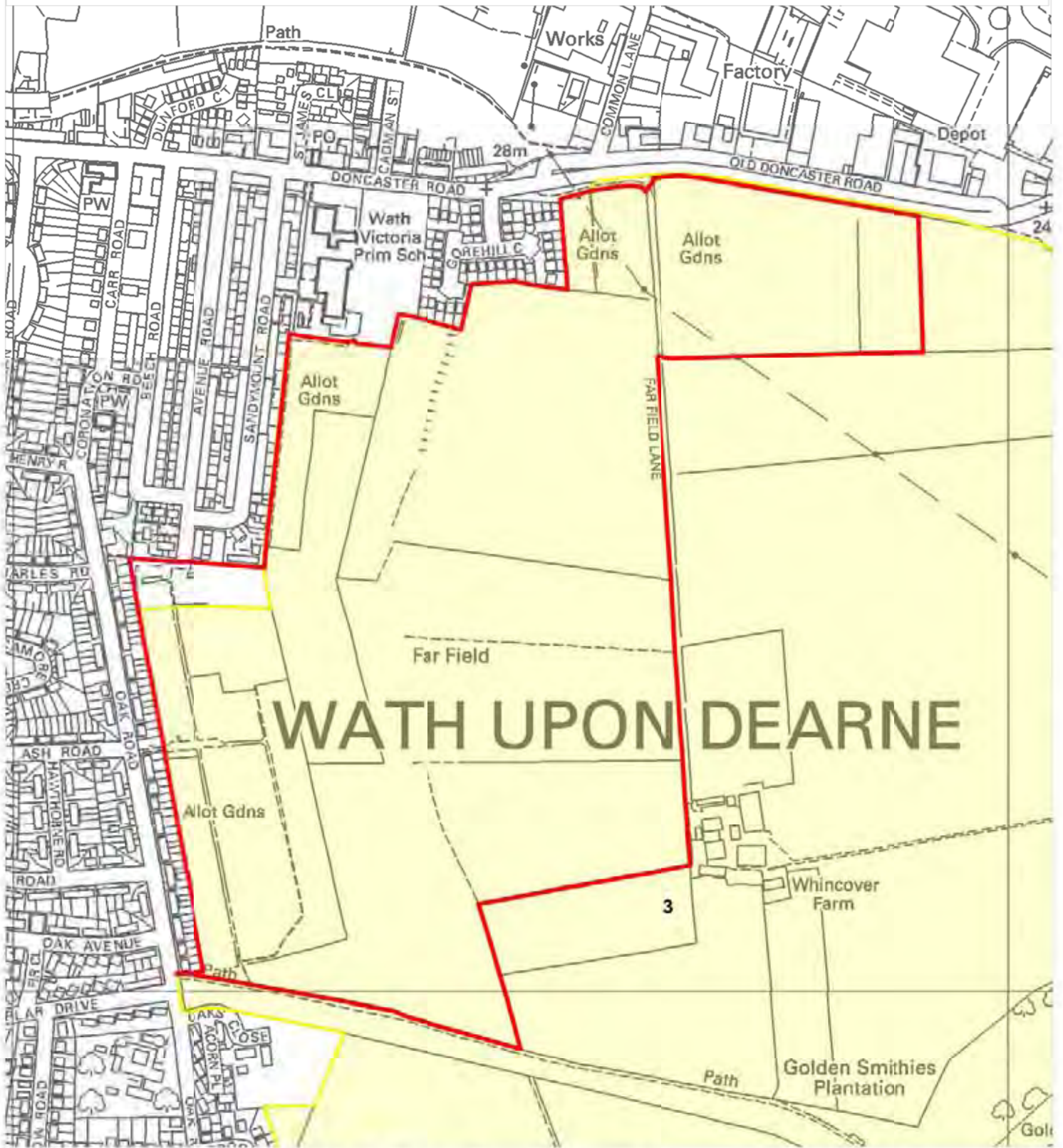
Wath East Purposes 1 & 3

Contribution to Purposes 1 & 3

- Major
- Moderate
- Slight/ Negligible



# Appendix 5 - Results: Settlement Overview Purposes 2 & 4



Wath East Purposes 2 & 4

Contribution to Purposes 2 & 4



Major



Moderate



Slight/ Negligible

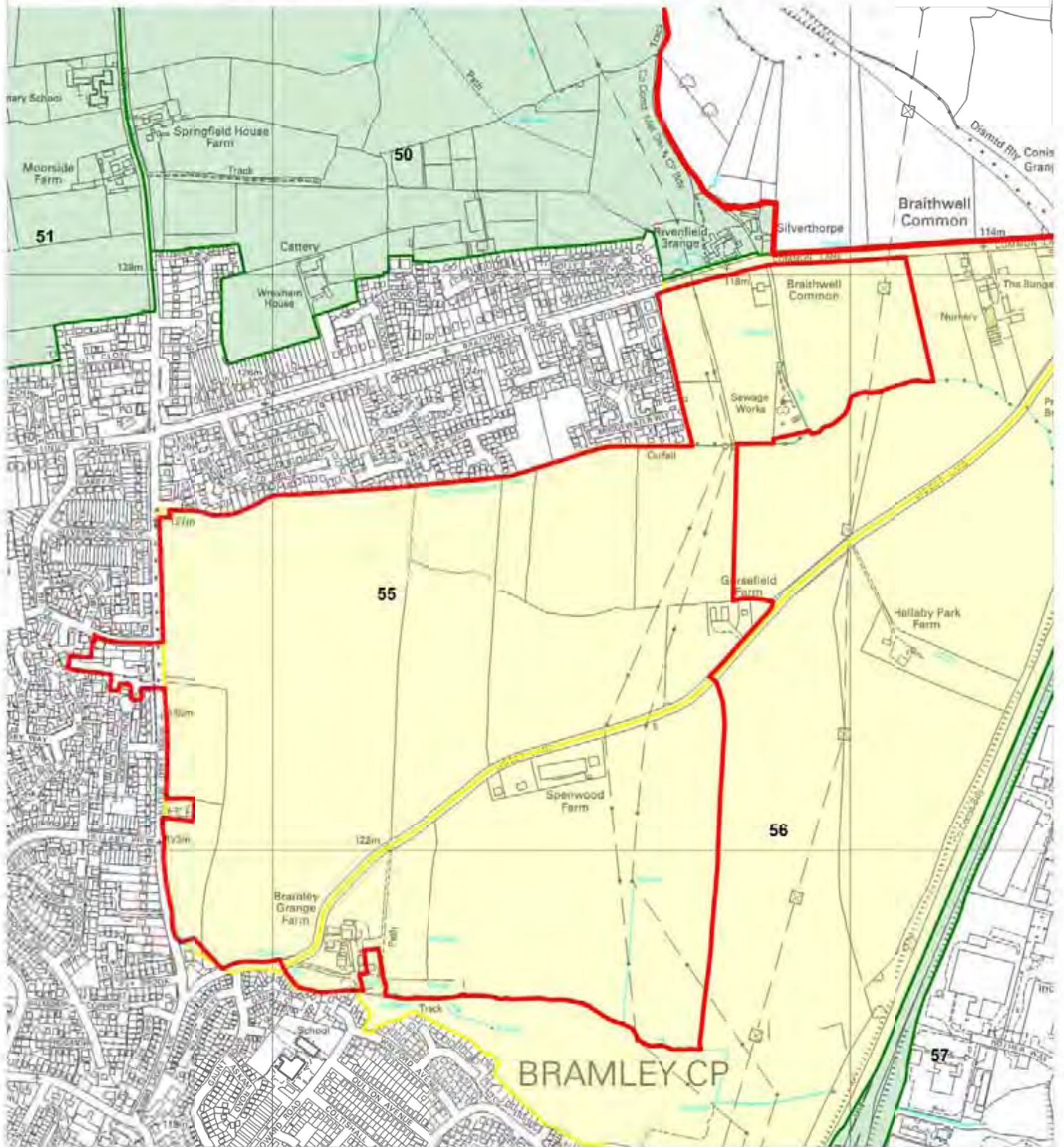
## Ravenfield North

OPTION	Parcel Number		Parcel Number	
	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4
Ravenfield Common	55		56	
	Moderate	Moderate	Moderate	Major

- 8.19. This Option affects two Green Belt parcels – 55 and 56. Both parcels are considered to have a moderate contribution to Green Belt Purposes 1&3 as some rounding off development relating well to existing built up areas could be accommodated in either parcel. Parcel 56 which forms part of the eastern area of the Option lies within an essential gap between Hellaby and Bramley and as such makes a strong contribution to Purposes 2&4. However, parcel 55 is considered to have a weaker contribution to Purposes 2&4 because although lying within an essential gap between Hellaby and Bramley some rounding-off development could be appropriate to the north-west of the parcel.
- 8.20. If considered together, parcels 55 and 56, as affecting this Option, would retain their moderate contribution to Purposes 1&3. Situated within an essential gap between Bramley and Hellaby where some rounding-off development could be appropriate, their contribution to Purposes 2&4 would be set as moderate – essential gap (part).

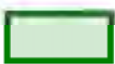


# Appendix 5 - Results: Settlement Overview Purposes 1 & 3

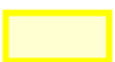


## Ravenfield Purposes 1 & 3

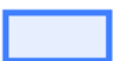
Contribution to Purposes 1 & 3



Major



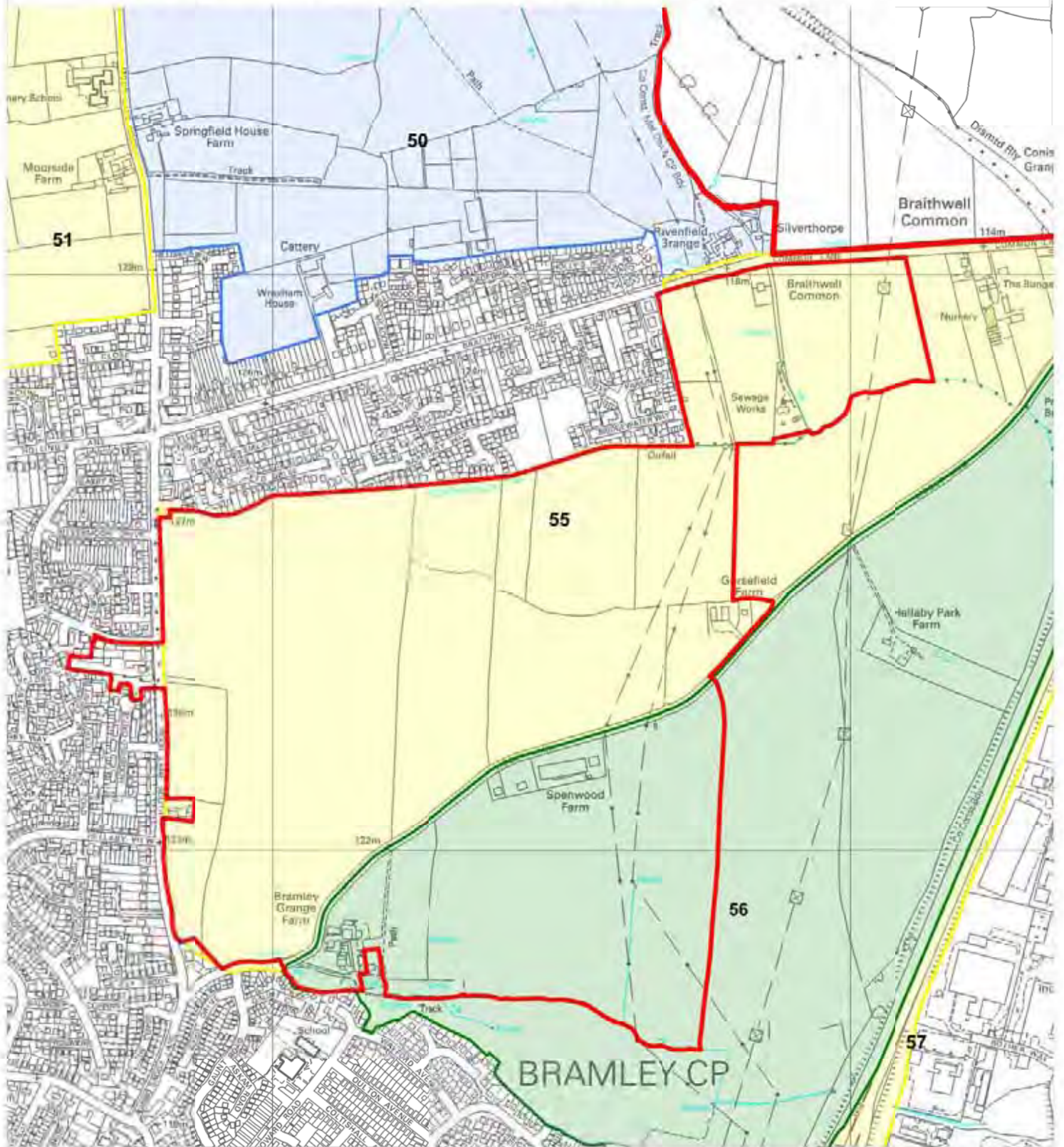
Moderate



Slight/ Negligible



# Appendix 5 - Results: Settlement Overview Purposes 2 & 4



Ravenfield Purposes 2 & 4

## Contribution to Purposes 2 & 4

-  Major
-  Moderate
-  Slight/ Negligible

## Maltby South West

OPTION	Parcel Number	
	Purposes 1&3	Purposes 2&4
Maltby Southwest	67	
	Major	Slight

8.21. This Option lies towards the northern edge of the very large Green Belt parcel 67 which stretches as far south as Carr and the northern edges of Laughton-en-le-Morthern. This large single parcel makes a major contribution to Green Belt Purposes 1&3 in that the majority is not well contained. It makes only a slight contribution to Purposes 2&4 given that lying in a wide gap some development along the settlement edges would only have a negligible impact upon the integrity of the wide gap between Maltby and other 'neighbouring' towns to the south such as Thurcroft or Dinnington.



# Appendix 5 - Results: Settlement Overview Purposes 1 & 3



Maltby Southwest Purposes 1 & 3

Contribution to Purposes 1 & 3

- Major
- Moderate
- Sight/ Negligible



# Appendix 5 - Results: Settlement Overview Purposes 2 & 4



Maltby Southwest Purposes 2 & 4

Contribution to Purposes 2 & 4

- Major
- Moderate
- Sight/ Negligible

## Dinnington East

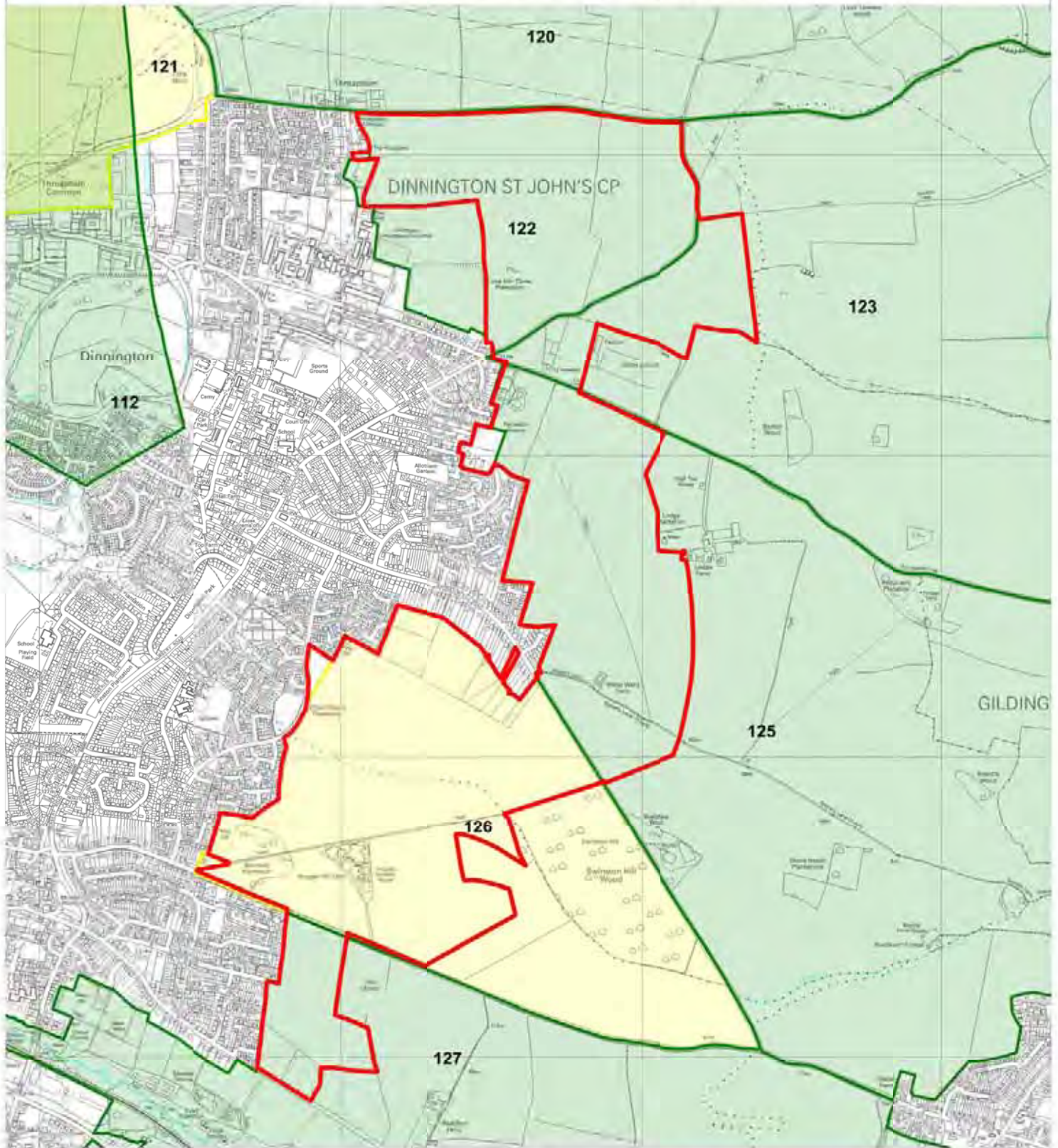
OPTION	Parcel Number		Parcel Number		Parcel Number		Parcel Number	
	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4
Dinnington East	122		123		125		126	
	Major	Slight	Major	Slight	Major	Slight	Moderate	Slight

OPTION	Parcel Number	
	Purposes 1&3	Purposes 2&4
Dinnington East	127	
	Major	Slight

8.22. This Option affects five Green Belt parcels (122 – 123 and 125 – 127). With the exception of parcel 126, which has better potential for rounding-off development being better contained than the other parcels, all these parcels score similarly. All five parcels lie within a wide gap – between Dinnington and settlements beyond the Rotherham Borough boundary in Nottinghamshire – as such they all make only a slight contribution to Green Belt Purposes 2&4. With the exception of parcel 126 all the parcels are not contained by existing development and thus they make a strong contribution to Purposes 1&3.



# Appendix 5 - Results: Settlement Overview Purposes 1 & 3



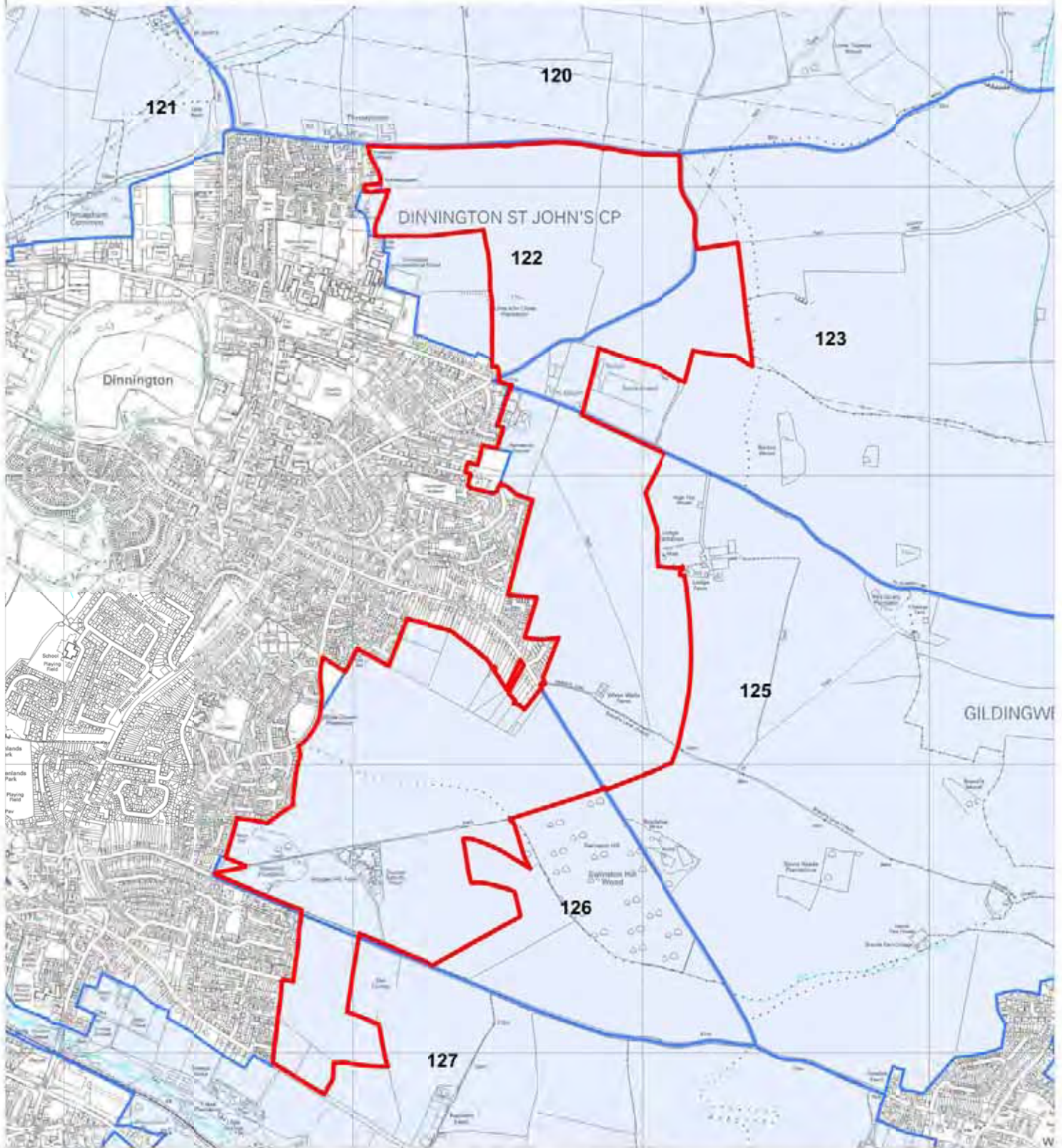
Dinnington East Purposes 1 & 3

Contribution to Purposes 1 & 3

-  Major
-  Moderate
-  Slight/ Negligible



# Appendix 5 - Results: Settlement Overview Purposes 2 & 4



Dinnington East Purposes 2 & 4

## Contribution to Purposes 2 & 4

-  Major
-  Moderate
-  Slight/ Negligible

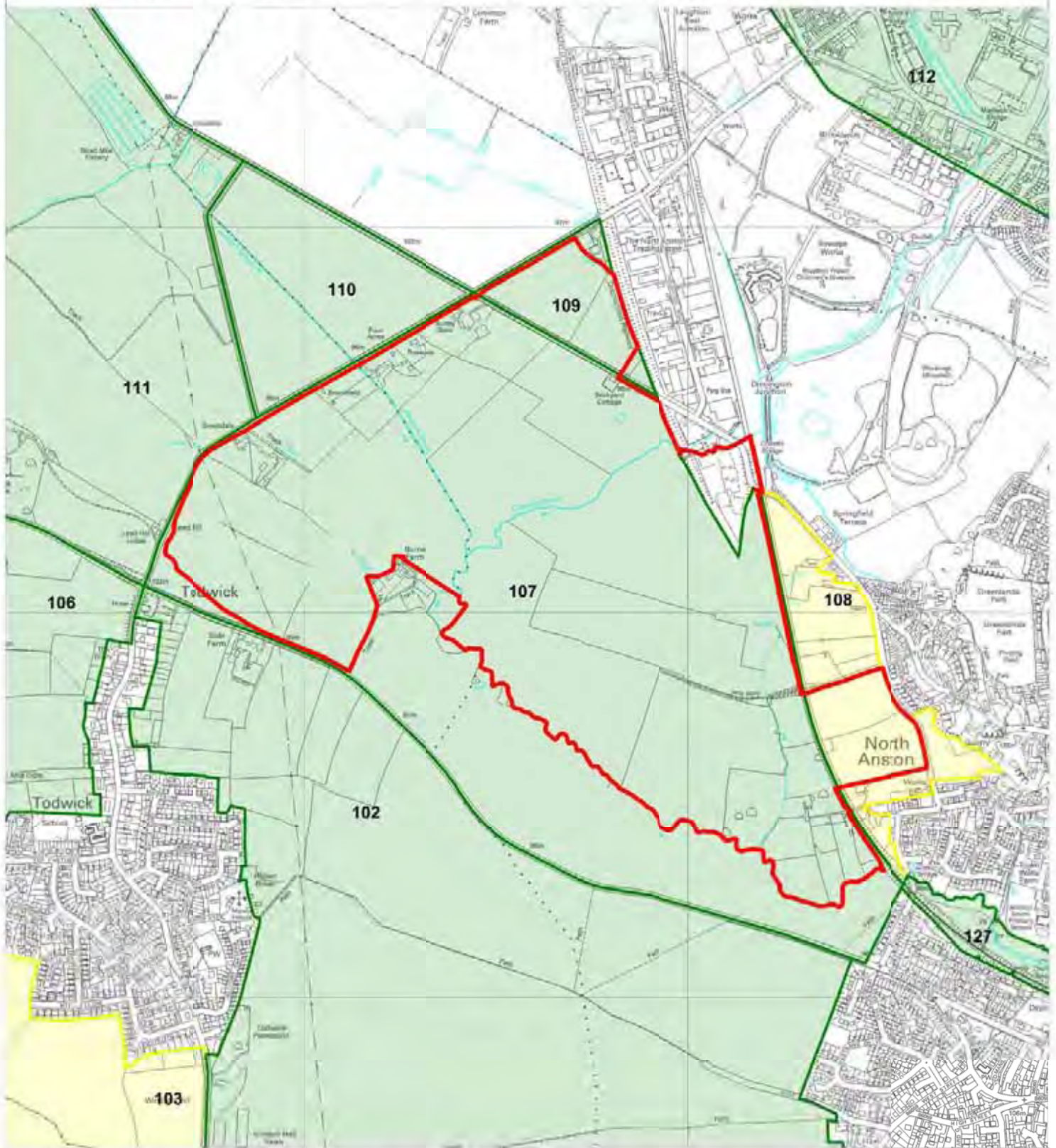
**Dinnington West**

OPTION	Parcel Number		Parcel Number		Parcel Number	
	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4
Dinnington West	107		108		109	
	Major	Slight	Moderate	Slight	Major	Slight

8.23. This Option is composed of three Green Belt parcels (107-109). The majority of the Option is composed of parcel 107 which, together with the smaller parcel 109, both make a major contribution to Green Belt Purposes 1&3 being not contained by existing urban areas. The smaller parcel 108, part of which lies within the area of the Option, is better contained and so makes a moderate contribution to these Purposes. All three parcels lie within a wide gap between Dinnington and Aughton/ Aston and thus only make a slight contribution to Green Belt Purposes 2&4.



# Appendix 5 - Results: Settlement Overview Purposes 1 & 3



## Dinnington West Purposes 1 & 3

Contribution to Purposes 1 & 3



Major



Moderate



Slight/ Negligible







**Kiveton Park and Wales South**

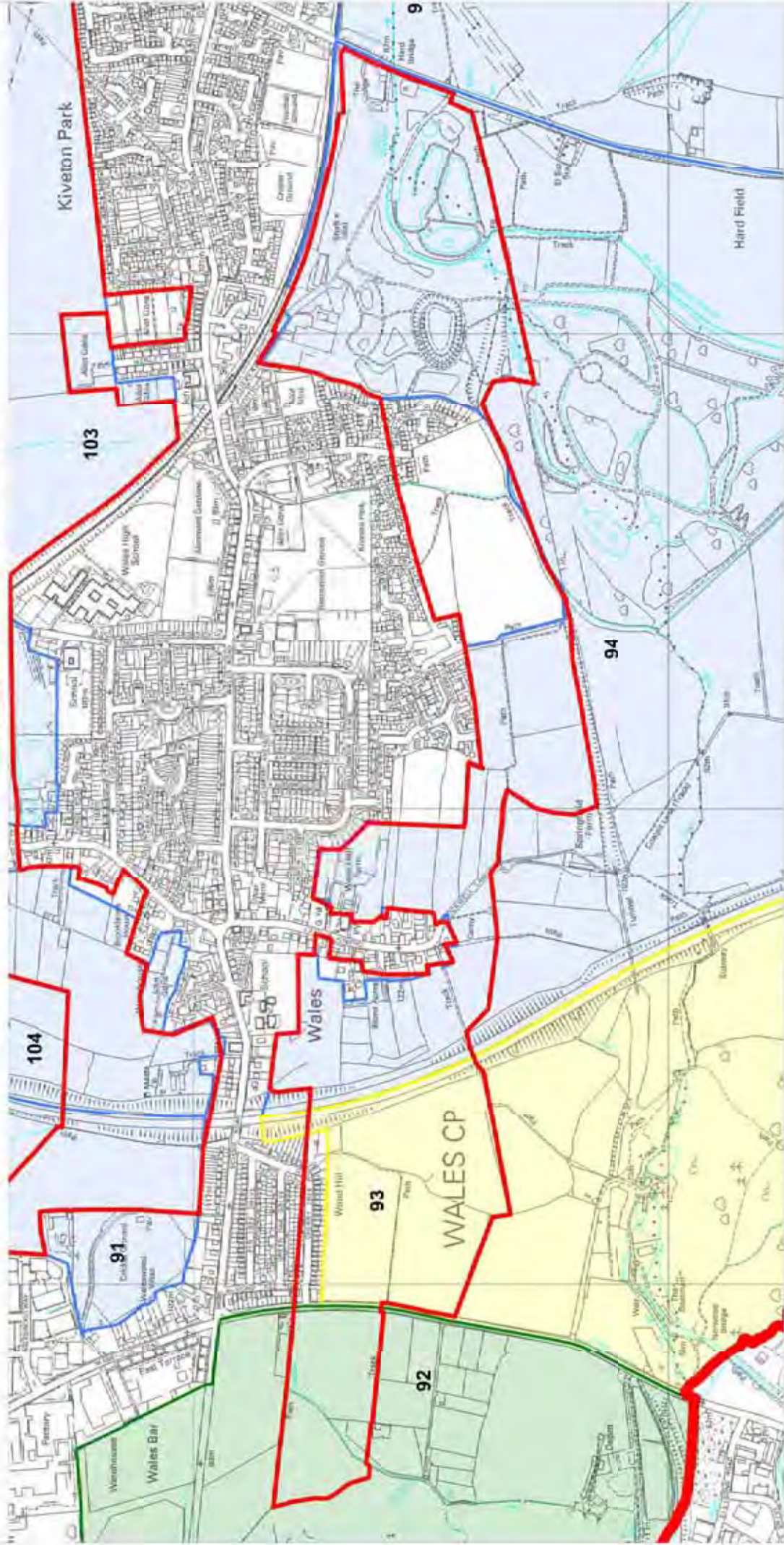
OPTION	Parcel Number		Parcel Number		Parcel Number	
	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4
Kiveton Park & Wales (South)	92		93		94	
	Major	Major	Major	Moderate	Moderate	Moderate

8.24. This Option is composed of three Green Belt parcels (92 – 94). All three parcels make a major contribution to Green Belt Purposes 1&3 as they fall within wider parcels which are very rural in nature and, being open countryside, are uncontained by neighbouring urban areas. However, in terms of Green Belt Purposes 2&4 the majority of the Option, being covered by Green Belt parcel 94, makes only a slight contribution to these Purposes given its location within a wide gap between Kiveton Park and Killamarsh. Hence there could be potential for some rounding-off along this settlement edge. Other parts of the Option make a more moderate contribution to Purposes 2&4 in parcel 93, or in the case of parcel 92, which contains a small part of the Option, a major contribution to Purposes 2&4.





# Appendix 5 - Results: Settlement Overview Purposes 2 & 4



Kiveton Park & Wales (South) Purposes 2 & 4

Contribution to Purposes 2 & 4

- Major
- Moderate
- Sight/ Negligible

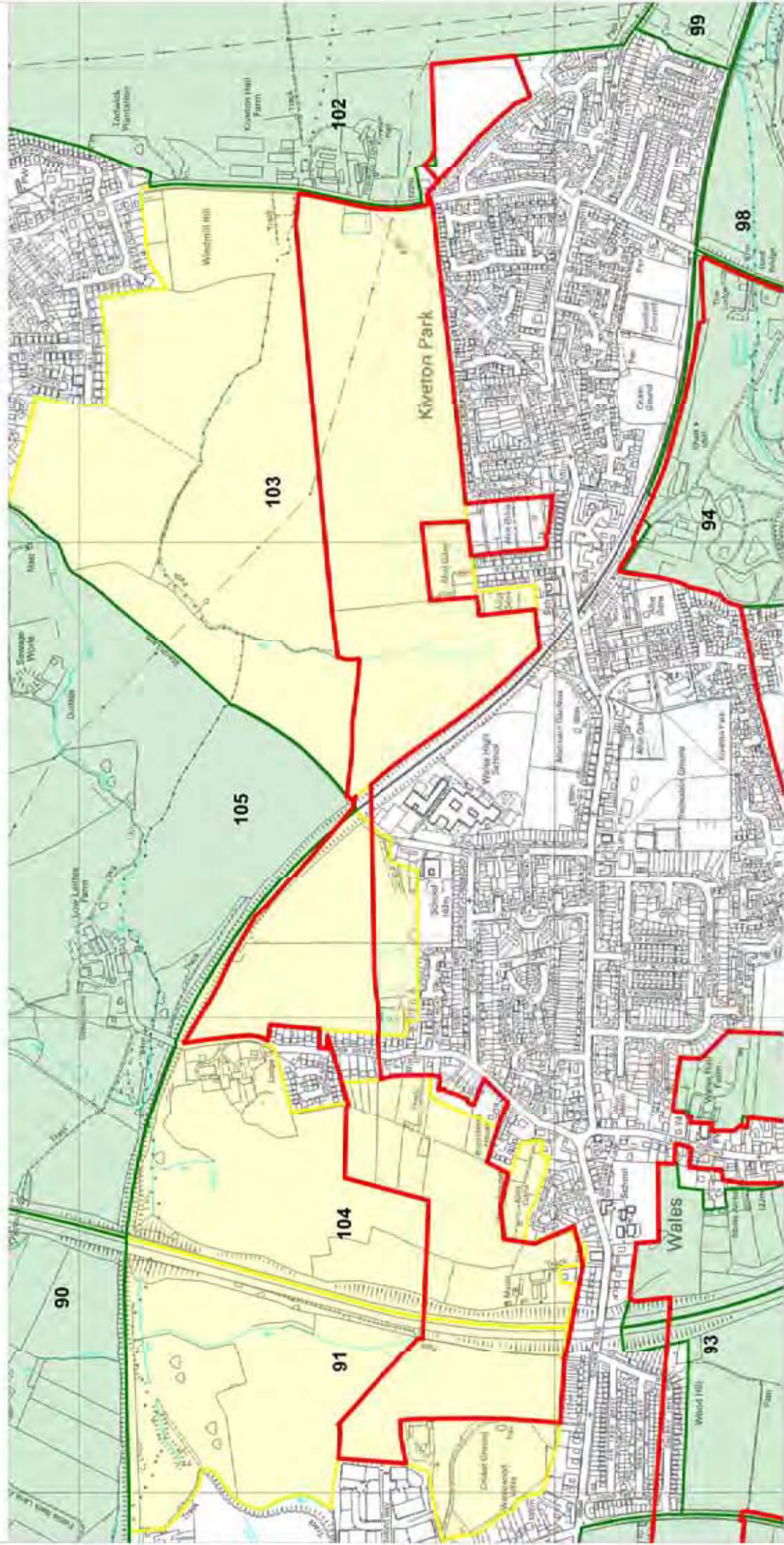
**Kiveton Park and Wales North**

OPTION	Parcel Number		Parcel Number		Parcel Number		Parcel Number	
	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4	Purposes 1&3	Purposes 2&4
Kiveton Park & Wales (North)	91		104		103		102	
	Moderate	Slight	Moderate	Slight	Moderate	Slight	Major	Moderate

8.25. This Option is composed of four Green Belt parcels (91 and 102-104). All four parcels make a moderate contribution to Green Belt Purposes 1&3 except parcel 102 which makes a more major contribution. All four parcels have some potential for rounding-off development given the varying nature of the settlement edge – although this is less apparent in parcel 102. The majority of the Option (i.e. parcels 91, 103 and 104) contributes little to Purposes 2&4 given their location within a wide gap between Kiveton Park and Dinnington/Aston. A smaller area of the Option within Parcel 102 is considered to make a more moderate contribution to Green Belt Purposes 2&4 given its location in an Essential Gap (Part) between Kiveton Park and Dinnington – although the small area in question could accommodate some limited rounding-off development.







# Appendix 5 - Results: Settlement Overview Purposes 1 & 3



## Kiveton Park & Wales (North) Purposes 1 & 3

Contribution to Purposes 1 & 3

-  Sight/ Negligible
-  Major
-  Moderate
-  Sight/ Negligible





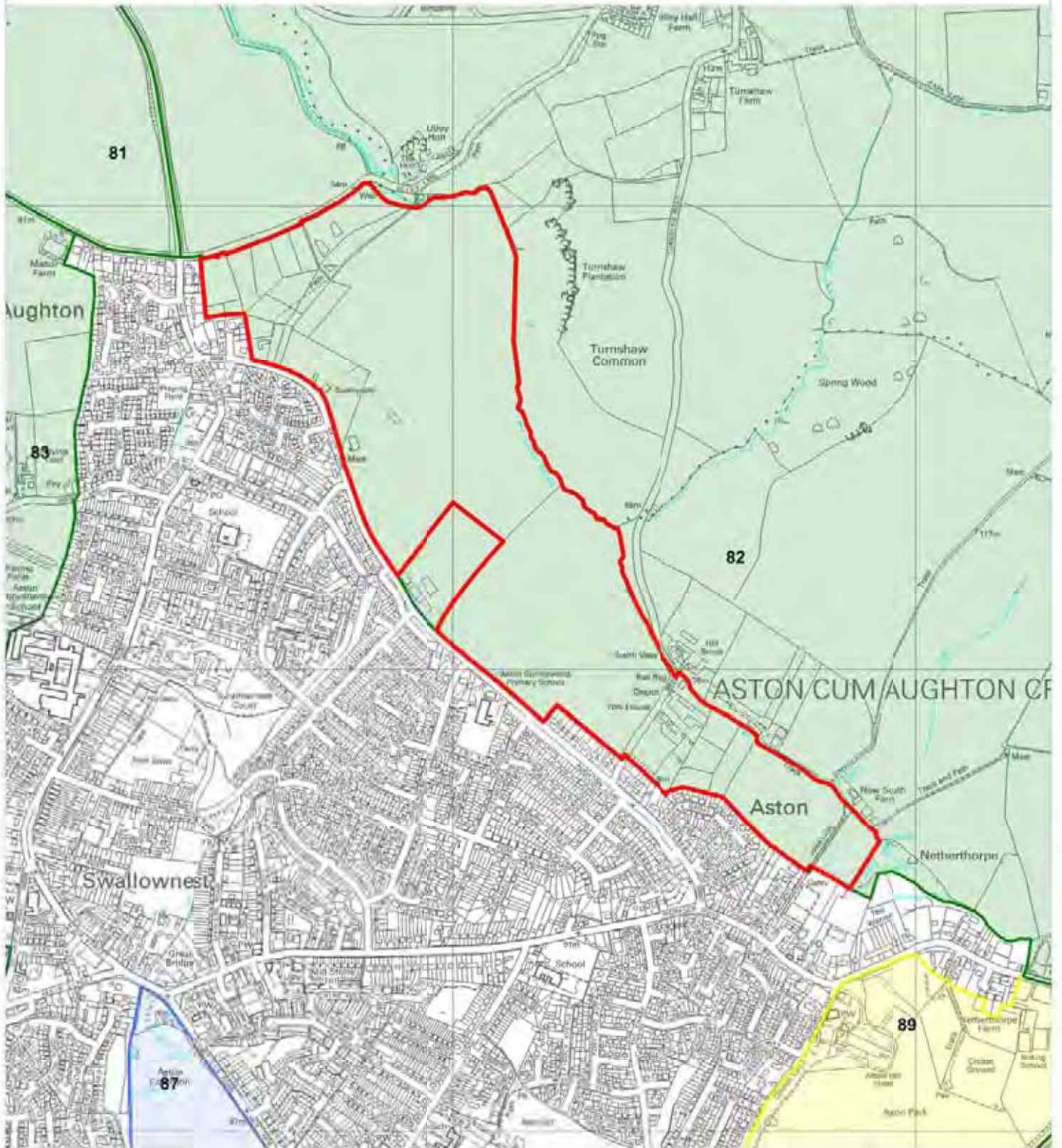
## Aston North

OPTION	Parcel Number	
	Purposes 1&3	Purposes 2&4
Aston North	82	
	Major	Slight

8.26. Lying to the north-east of Aston, this Option falls wholly within the much larger Green Belt parcel 82 which stretches to the north and east to the M1 Motorway. The urban edge of Aughton is well defined and any development beyond this limit would lead to inappropriate intrusion into open countryside and hence this parcel, in whole, or in part as affected by the Option, makes a strong contribution to Green Belt Purposes 1&3. However, lying within the wide gap between Aston and Thurcroft / the Rotherham Urban Area, this area only makes only a slight contribution to Green Belt Purposes 2&4.



# Appendix 5 - Results: Settlement Overview Purposes 1 & 3



## Aston North Purposes 1 & 3

Contribution to Purposes 1 & 3



Major



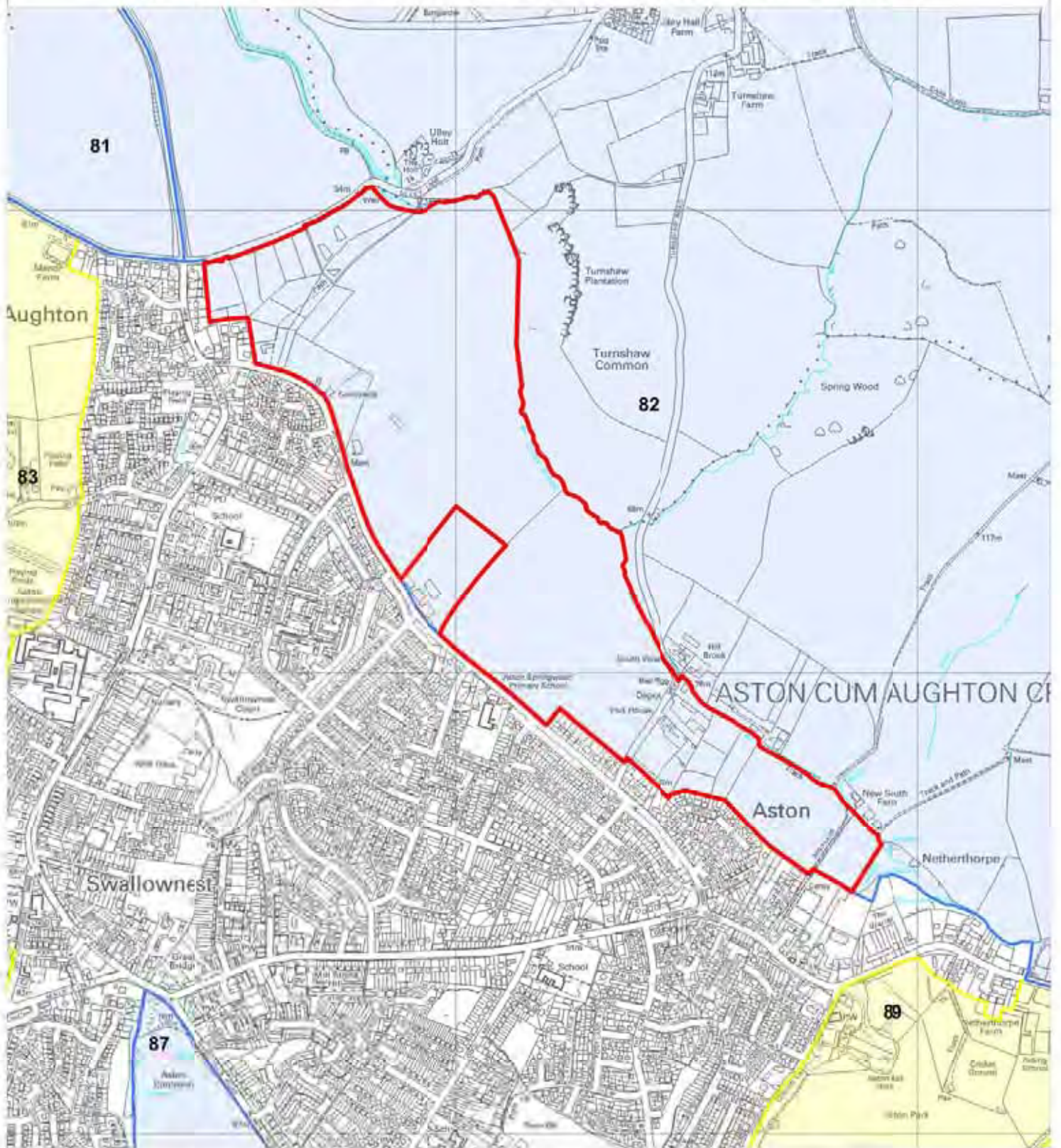
Moderate



Slight/ Negligible



# Appendix 5 - Results: Settlement Overview Purposes 2 & 4



## Aston North Purposes 2 & 4

Contribution to Purposes 2 & 4



Major



Moderate



Slight/ Negligible

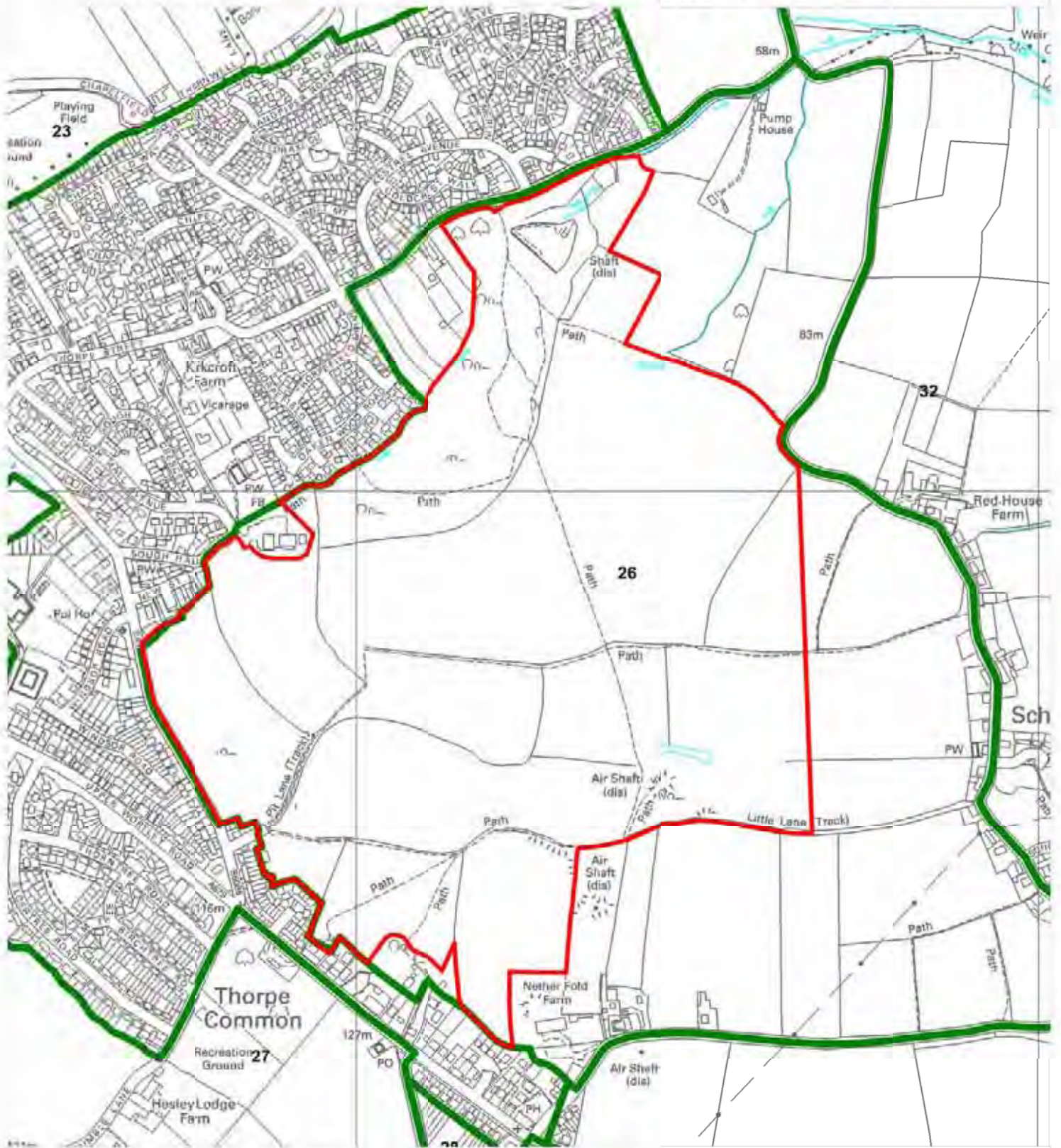
## Thorpe Hesley

OPTION	Parcel Number	
	Purposes 1&3	Purposes 2&4
	26	
Thorpe Hesley	Moderate	Slight

- 8.27. Uniquely this Option does not include land which is currently Green Belt. As an undeveloped housing allocation, identified in the Unitary Development Plan, this Option has been considered as a potential urban extension. For the purposes of this Green Belt Review, this Option has also been considered in terms of its potential contribution to the purposes of Green Belt.
- 8.28. The eastern boundary of the Option does not follow a logical Green Belt boundary. To be consistent with the Review's methodology, the Option has been considered as part of a wider parcel of land involving areas of existing Green Belt to the north-east and south-east. Taken together the Option falls within a single Green Belt parcel 26.
- 8.29. Parcel 26 makes a moderate contribution to Green Belt Purposes 1&3 in that the parcel is contained to the west and south by Thorpe Hesley and there is considered some potential for rounding off development along the parcel's western boundary with Thorpe Hesley. The same parcel, however, only makes a slight contribution to Green Belt Purposes 2&4. Lying within a wide gap between Rotherham Urban Area and the Barnsley settlement of Hoyland, there is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.



# Appendix 5 - Results: Settlement Overview Purposes 1 & 3



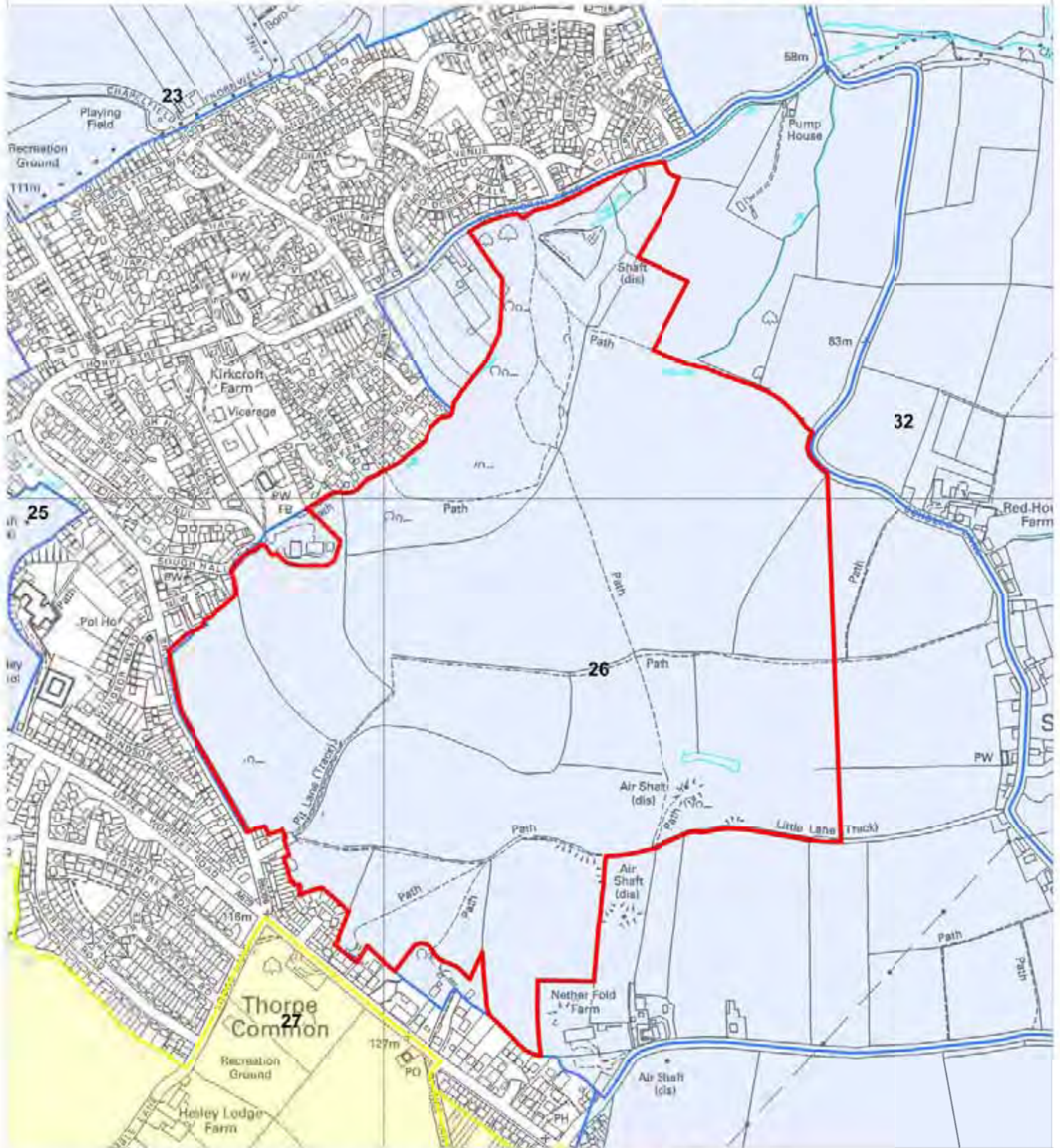
Thorpe Hesley Purposes 1 & 3

## Contribution to Purposes 1 & 3

- Major
- Moderate
- Slight/ Negligible



# Appendix 5 - Results: Settlement Overview Purposes 2 & 4



Thorpe Hesley Purposes 2 & 4

## Contribution to Purposes 2 & 4

- Major
- Moderate
- Slight/ Negligible

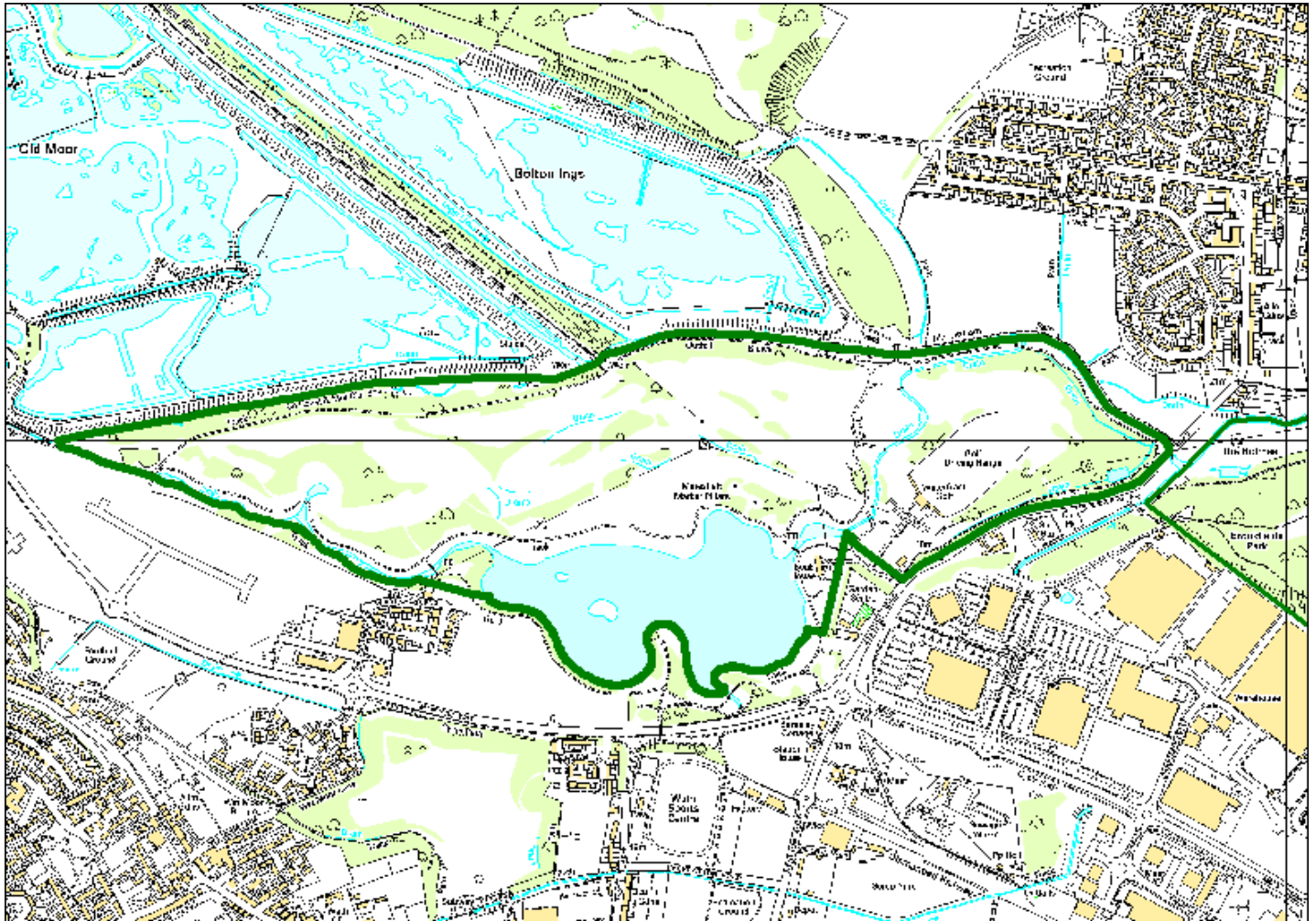




**Green Belt Parcel Number** 1

**Parcel Location / address** Land to the north of Manvers Way (A633) including Manvers Lake, to the south-west of the settlement of Bolton upon Dearne and to the north of the settlement of Wath, West Melton & Brampton.

**Parcel Description** Large area of land bounded to the north by the River Dearne and the Borough boundary between Rotherham and Barnsley with existing houses and gardens, vacant reclaimed land and existing industrial units to the south. Parcel separated from West Melton and Wath by the Manvers Way (A633). The site is predominantly a lake and surrounding walks/landscaped recreational land.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This parcel of land consists mainly of a lake and recreational land surrounding it. The parcel is bounded by new development along Manvers Way (A633) to the south, industrial development to the south East and by the River Dearne (and Borough boundary between Rotherham and Barnsley) to the north. The northern boundary is weak and although development to the north is unlikely given the existing wetlands use the parcel is poorly contained.

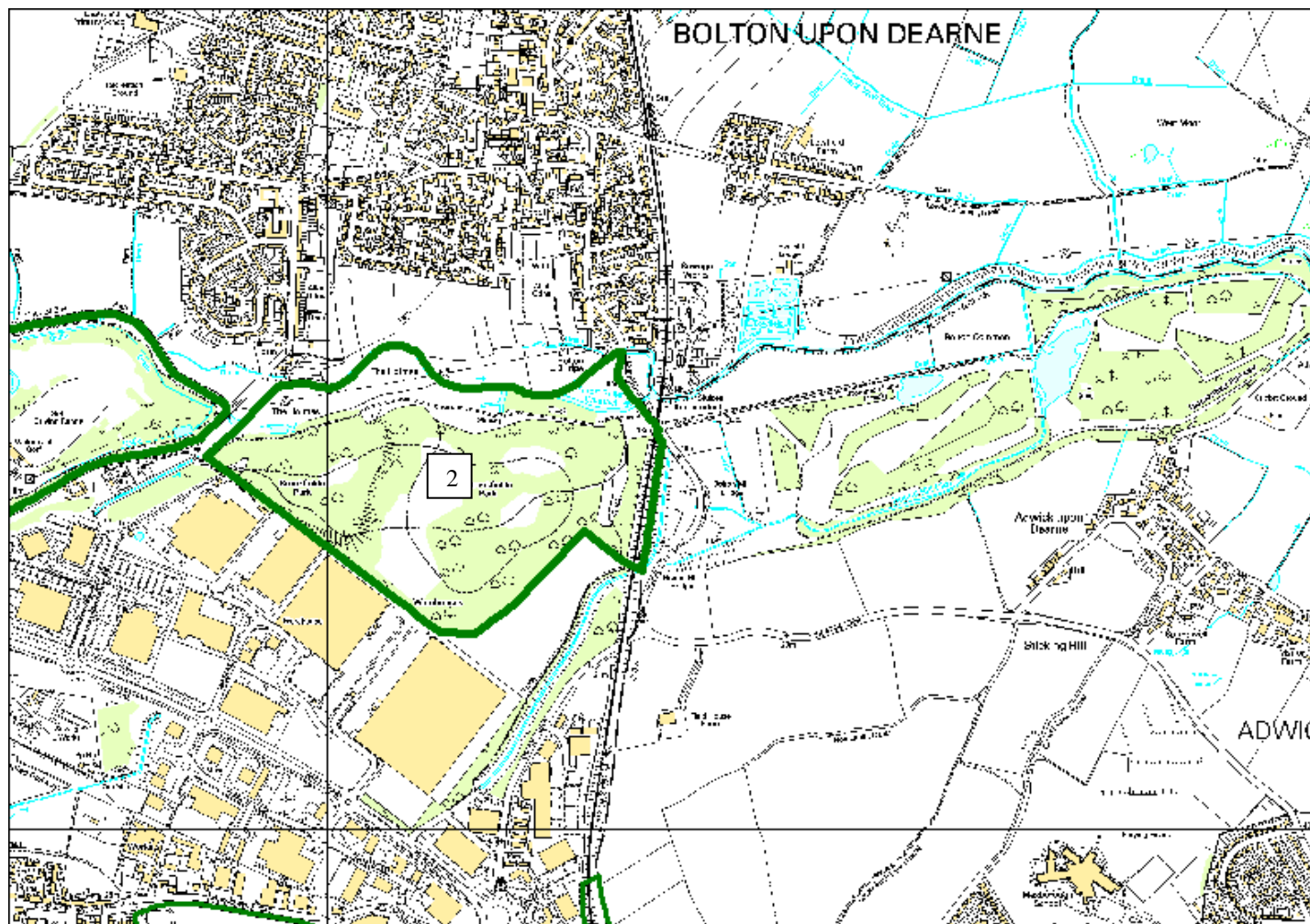
**Purposes 2 and 4 Result:** Narrow Gap (NG)

**Purposes 2 and 4 Reason:**

This site forms an important gap between the settlements of Wath, West Melton and Brampton and the Barnsley settlement of Bolton Upon Dearne. There are views from within the site of both of these settlements but some limited development to the south of the parcel could occur without the settlements merging. Due to additional land to the north of the parcel between its edge and Bolton upon Dearne it is considered the parcel is not essential to Green Belt Purpose 2.

**Parcel Location / address** Land immediately to the south of the settlement of Bolton upon Dearne and to the north of the settlement of Wath, West Melton & Brampton.

**Parcel Description** Area of land bounded to the north by the River Dearne and Borough boundary between Rotherham and Barnsley. Industrial buildings lie to the south, Dearne Road to the west and a strong railway boundary to the east. The site contains reclaimed & landscaped land.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

This parcel consists of reclaimed recreational land with landscaping and pathways. The site is considered well contained by industrial development to the south and railway to the east but not by the River Dearne (and Borough boundary between Rotherham and Barnsley) to the north.

**Purposes 2 and 4 Result:** Essential Gap (EG)

**Purposes 2 and 4 Reason:**

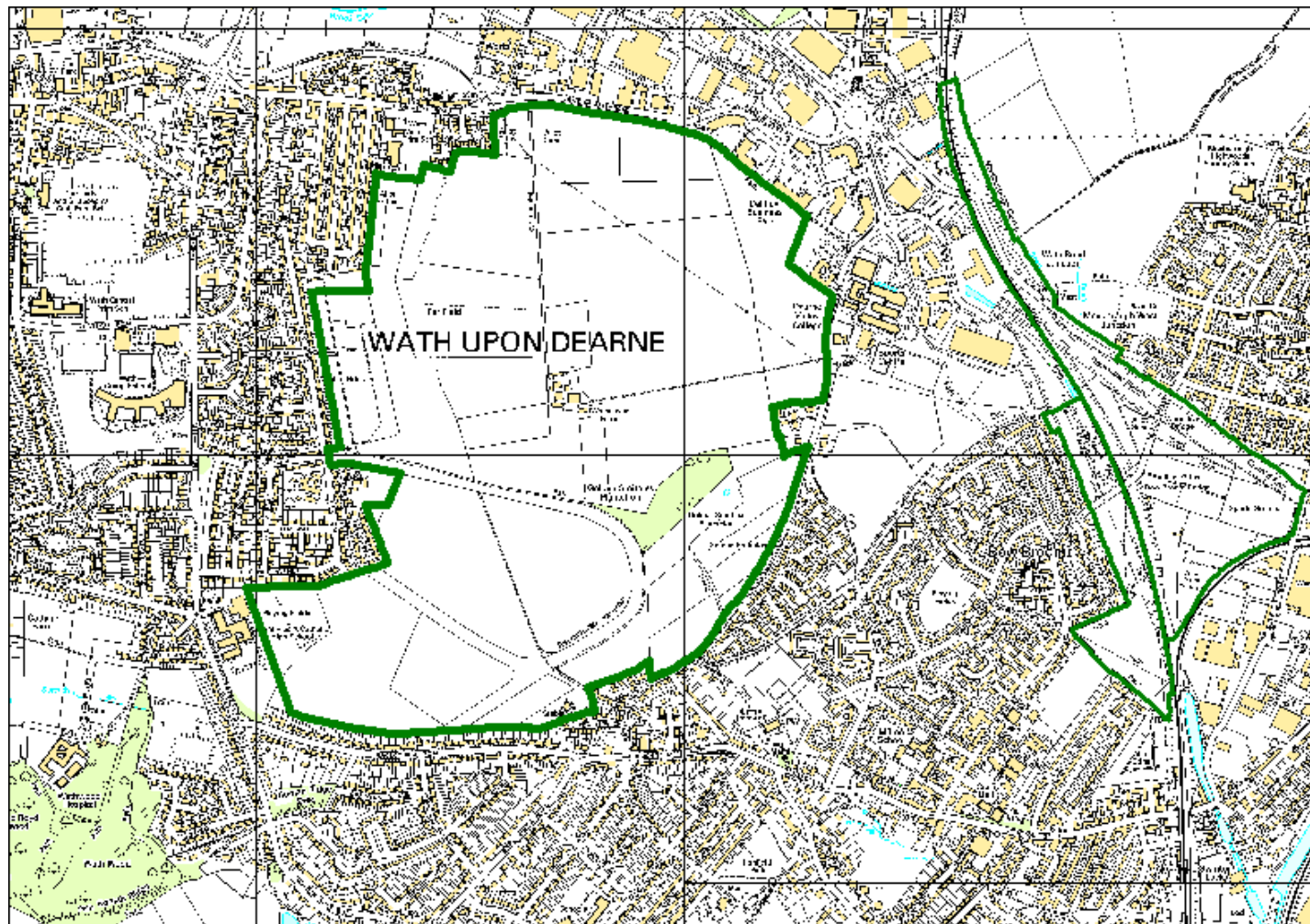
This site forms an essential gap between the settlements of Wath, West Melton and Brampton and the Barnsley settlement of Bolton Upon Dearne. It lies slightly higher than the adjacent sites meaning that there are views of both the settlement of Wath, West Melton and Brampton to the south and the Barnsley settlement of Bolton Upon Dearne to the north.



**Green Belt Parcel Number** 3

**Parcel Location / address** Land between Wath and Swinton.

**Parcel Description** Large area of land bounded by houses and gardens to east, west & south and by industrial to the north. The land contains predominantly arable land and school playing fields. Isolated parcel of Green Belt surrounded by existing development.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

This large area of land is well contained on all boundaries by development at the settlements of Wath, West Melton and Brampton and Swinton. The boundaries consist mainly of residential properties with a small amount of industrial to the north and north east. The site contains arable land and school playing fields.

**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

**Purposes 2 and 4 Reason:**

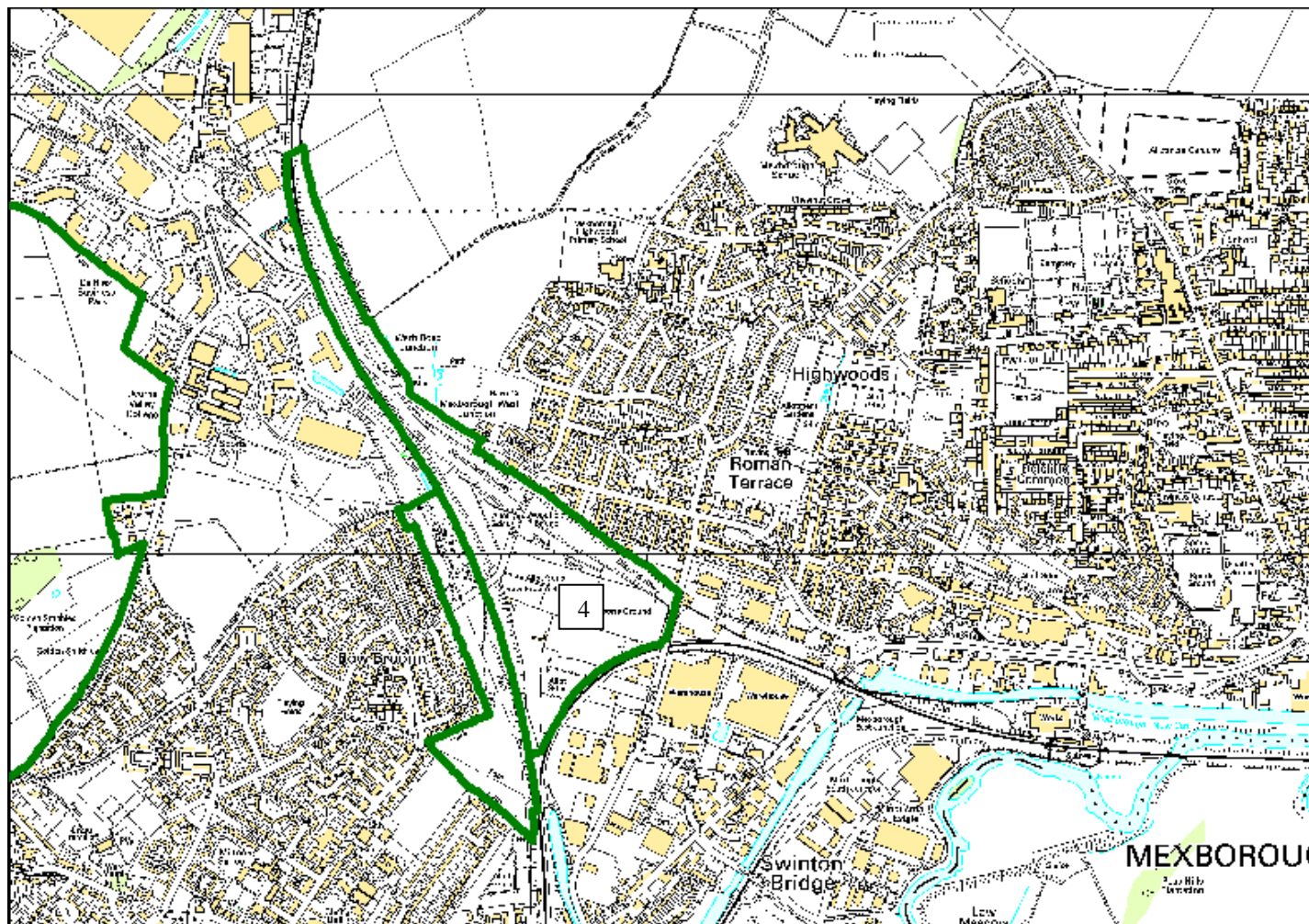
This parcel of land forms an essential gap (part) between the settlements of Wath, West Melton and Brampton and Swinton. Whilst the site slopes from south to north there are views of both settlements from certain parts within the parcel. There is some scope for small areas of development against either of the neighbouring settlements without affecting the overall integrity of the gap where both settlements are not visible.



**Green Belt Parcel Number** 4

**Parcel Location / address** Land directly adjacent to the settlement of Mexbrough to the east and to the east of Swinton.

**Parcel Description** Area of land bounded to the west and south by the railway, to the east by a disused railway beyond which are houses and gardens on Wath Road. The site is intersected by Queen Road to the south of which is occupied by allotments.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

This small narrow strip of land is well contained by residential properties in the Doncaster settlement of Mexborough to the north and East. To the west the site is well contained by a railway. The site is mainly allotments with views of the adjoining site to the west. The site has a relatively urban feel.

**Purposes 2 and 4 Result:** Essential Gap (EG)

**Purposes 2 and 4 Reason:**

Parcel lies between the settlement of Swinton to the east and south and the Doncaster settlement of Mexborough to the north and west. As part of a wider relatively small area of Green Belt between Swinton and Mexborough the site is an essential gap in itself but there may be some scope for development of this site if the adjoining land to the immediate west is retained. There are views of the settlement of Swinton to the south and west and also of Mexborough to the east. The site is relatively flat and has a relatively urban feel and is mainly allotment gardens.

**Green Belt Parcel Number**

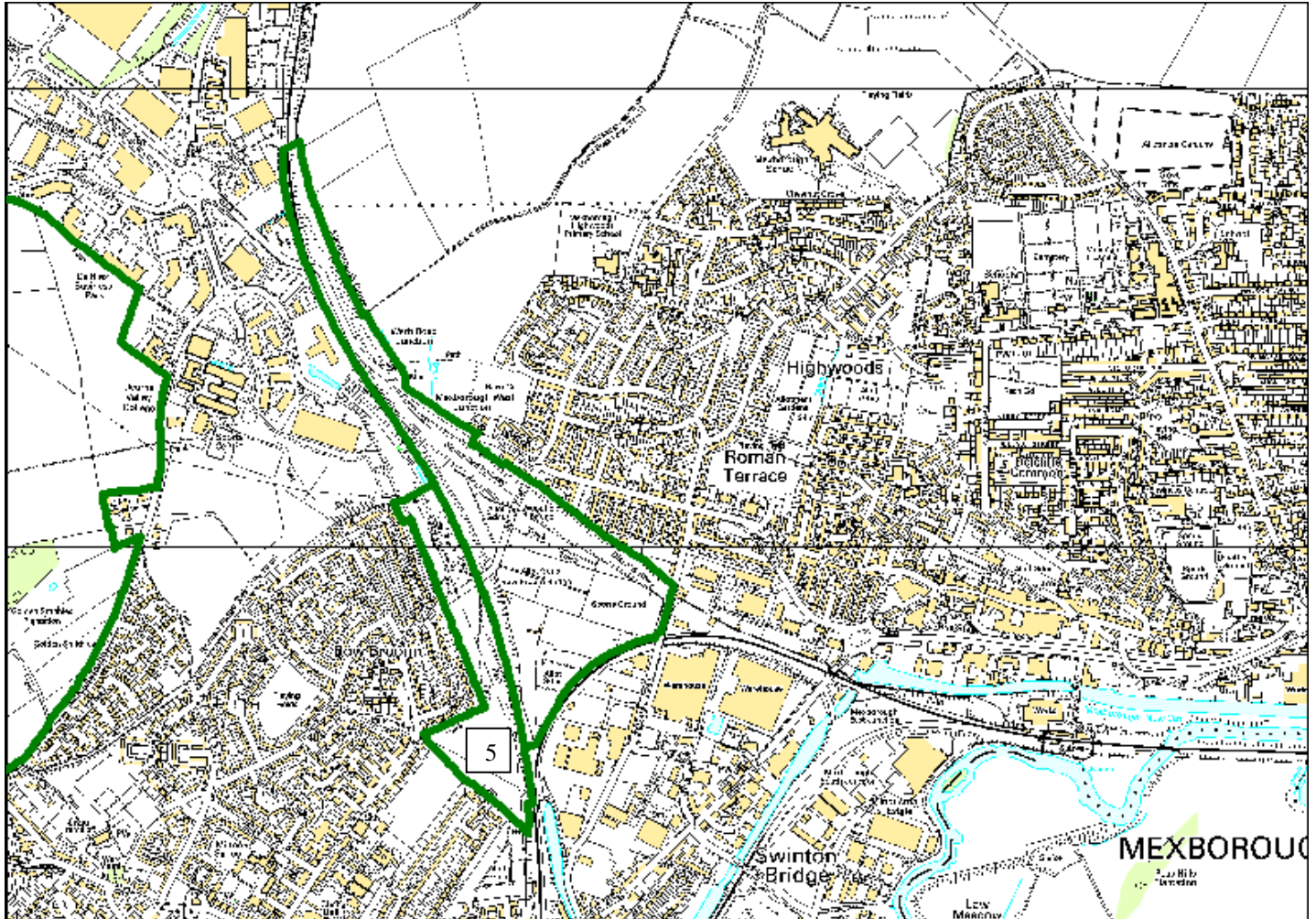
5

**Parcel Location / address**

Land directly adjacent to the east of the settlement of Swinton and to the west of the settlement of Mexborough.

**Parcel Description**

Small area of land bounded by houses and gardens to the south & west, railway line to the west and Queen Street to the north.



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**Purposes 1 and 3 Result:**

Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

This small narrow strip of land is well contained by residential properties in the settlement of Swinton to the west and south. To the east the site is well contained by a railway and to the north by the main road, Queen Street. The site is mainly recreational/open land with views of the adjoining site to the east. The site has an urban feel.

**Purposes 2 and 4 Result:**

Essential Gap (EG)

**Purposes 2 and 4 Reason:**

Parcel lies between the settlement of Swinton to the west and south and the Doncaster settlement of Mexborough to the east. As part of a wider relatively small area of Green Belt between Swinton and Mexborough the site is an essential gap in itself but there may be some scope for development of this site if the adjoining land to the immediate east is retained. There are views of the settlement of Swinton to the south and west and also of Mexborough to the East. The site is relatively flat and has an urban feel.



**Green Belt Parcel Number**

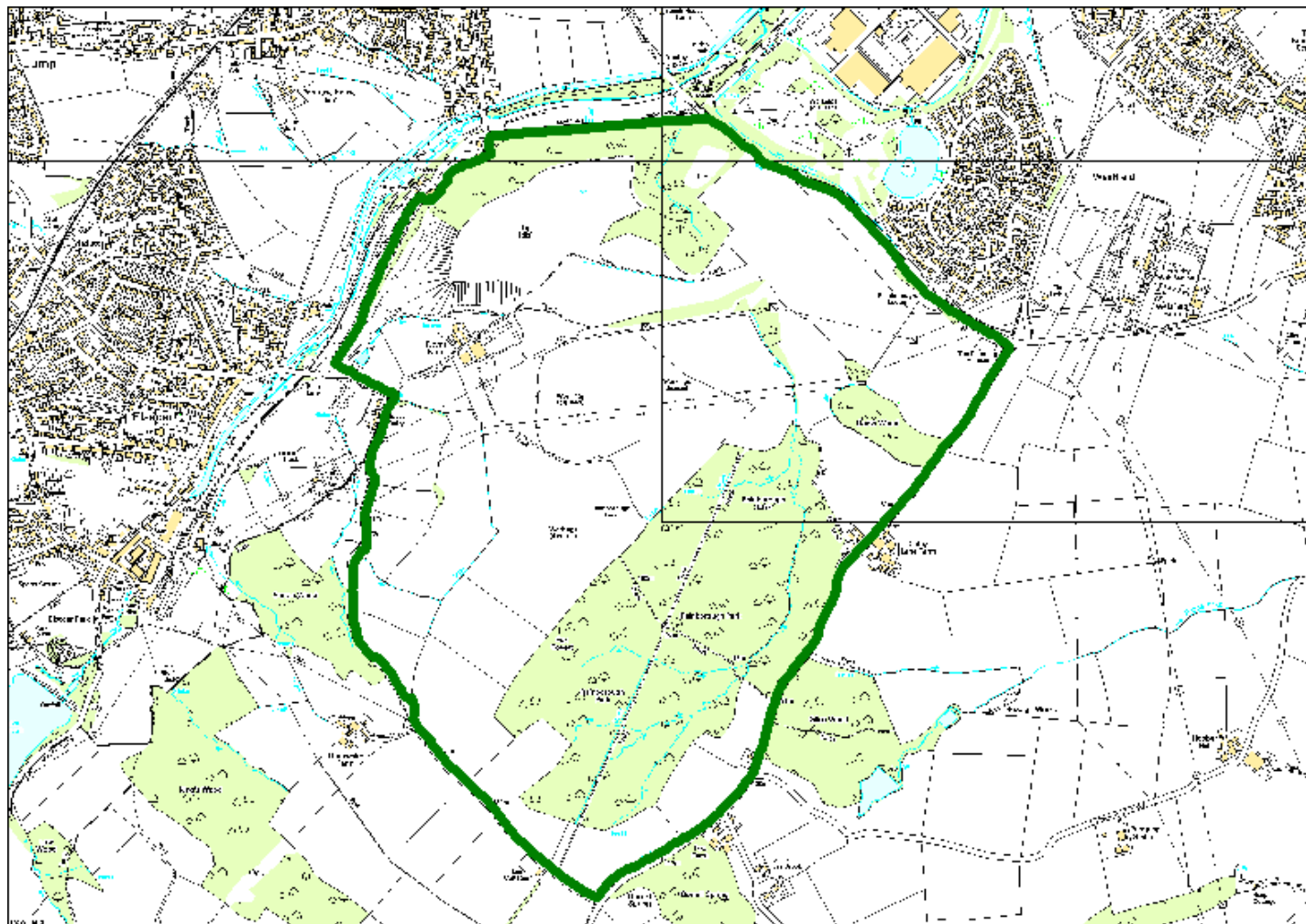
6

**Parcel Location / address**

Land to the south west of settlement of Wath, West Melton & Brampton and immediately east of the settlement of Hoyland

**Parcel Description**

Large area of Land consisting of farm land & Ancient Woodlands including Rainborough Park, Simon Wood Gorse wood and bounded by Giles wood. Defined by urban edge and the B6097, Coaley Lane and Linthwaite Lane.



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**Purposes 1 and 3 Result:**

Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This large parcel only abuts residential properties to the north on a small part of the boundary and has no significant boundary features that would help contain development. The majority of the site has an open rural feel and the south and east boundaries adjoin open countryside. The northern most part of the site slopes steeply preventing views to the north.

**Purposes 2 and 4 Result:**

Wide Gap (WG)

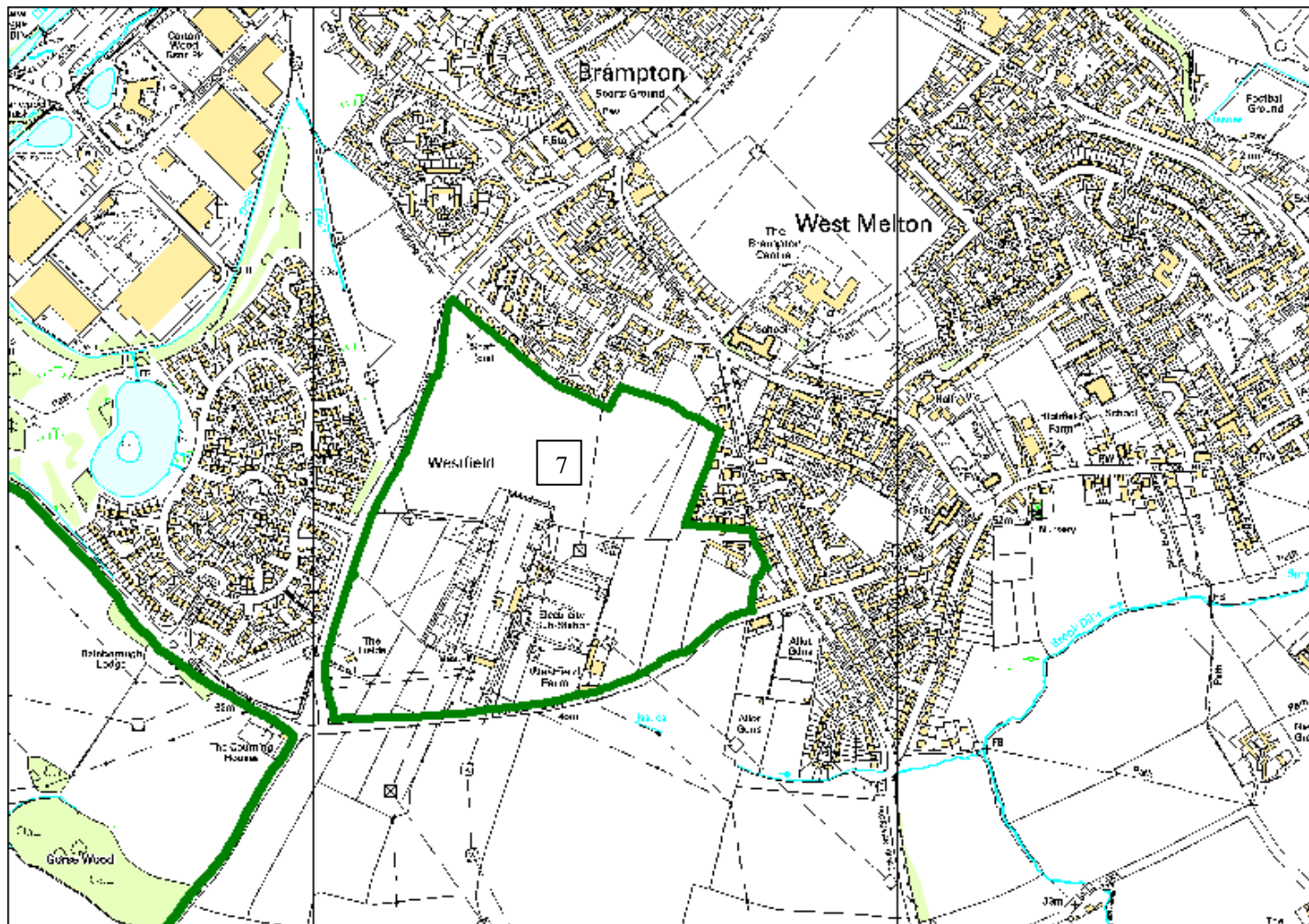
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham main urban area, Wath West Melton & Brampton and the Barnsley settlement of Hoyland. There is no visual impression of the potential for neighbouring settlements to merge because there no views of both settlements across the gap as the site slopes steeply.



**Parcel Location / address** Land to the north, east and west by the settlement of Wath, West Melton, Brampton and to the south is open countryside.

**Parcel Description** Area of relatively flat land mainly consisting of pasture & farmland and also containing a large electricity substation. Bounded to the north by Westpit Lane and residential properties and their gardens. To the west is Westfield Road, Elsecar Road is to the south and to the east is Packman Road with residential properties on Quarry Bank. Identified as moderate landscape sensitivity.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

This large field is contained on the north and east by houses and gardens. To the west the boundary consists of an estate road with houses beyond. To the south the rising land and Elsecar Road provides a strong boundary. There is no inter-visibility with adjoining countryside.

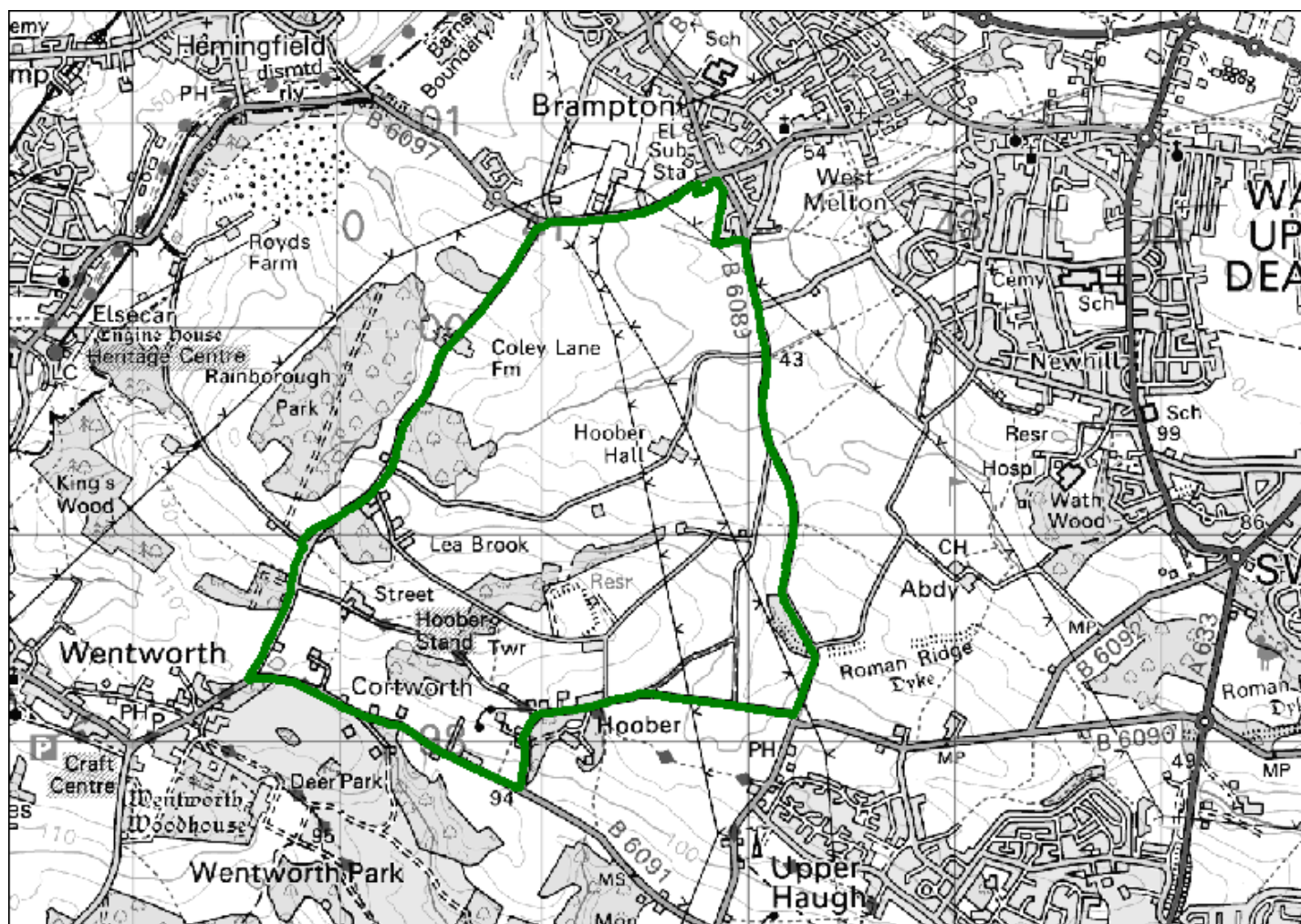
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham main urban area, Wath West Melton & Brampton and the Barnsley settlement of Hoyland. There is no visual impression of the potential for neighbouring settlements to merge because there no views of both settlements across the gap due to the existence of surrounding open countryside adjoining the site.

**Parcel Location / address** Land to the south & west of the settlement of Wath, West Melton & Brampton, to the east of the settlement of Hoyland and to the north of the settlement of Rotherham Urban.

**Parcel Description** Large area of land bounded by Elsecar to the north (B6097), Coaley Lane to the west, Packman Road (B6089) to the east and Cortworth Lane / Hooper Lane (B6090) to the south. The 1km buffer lies in the northern portion of the site and also in the south east corner. The land is predominately arable land.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This large parcel of open countryside only abuts a very small part of the settlement of Wath, West Melton and Brampton is the north-east corner of the site. There is no strong boundary to the east, west and south of the site which adjoin further open countryside.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

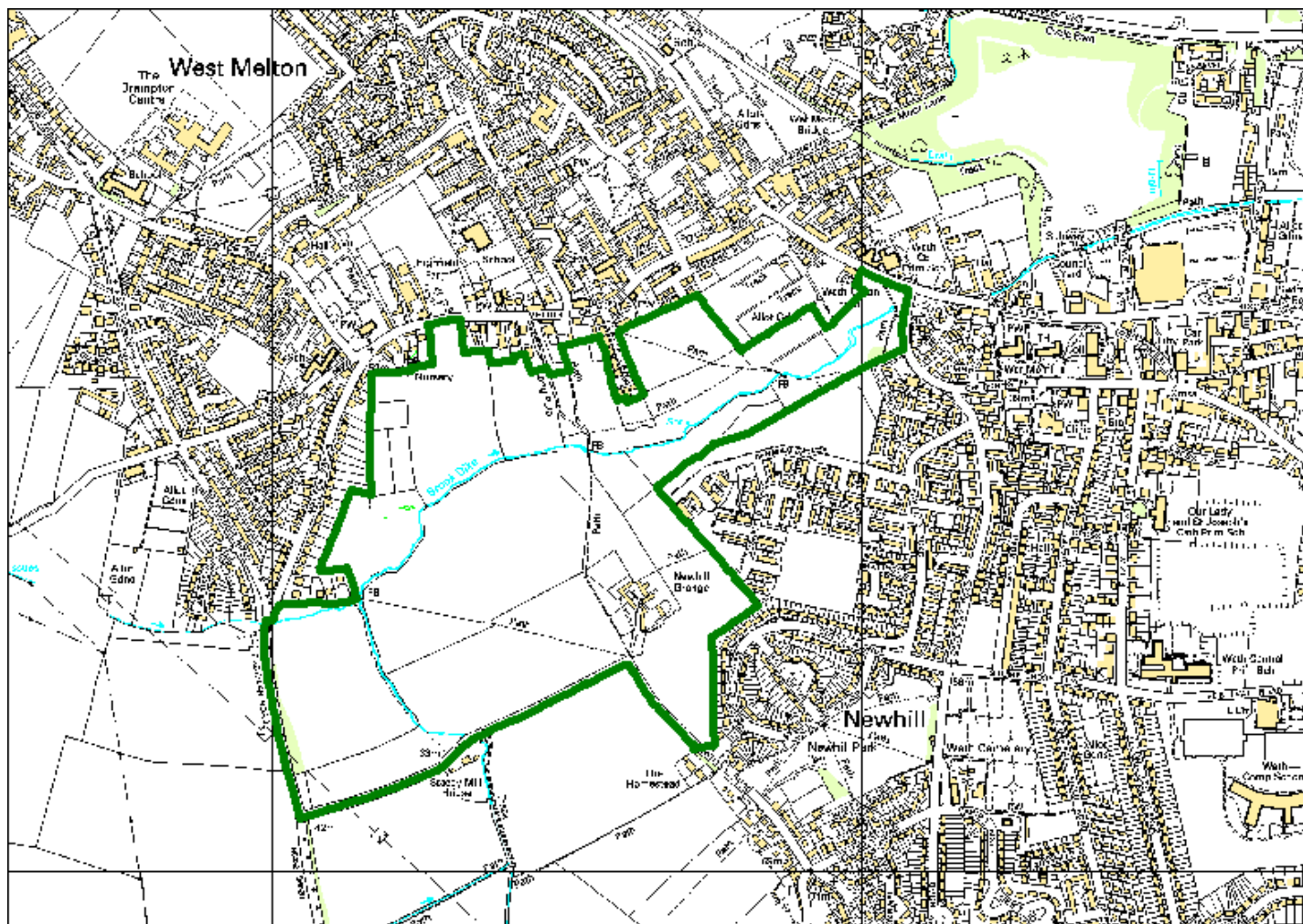
**Purposes 2 and 4 Reason:**

Parcel lies between the settlement of Wath, West Melton and Brampton to the north and Rotherham main urban area to the south. There may be some scope for small areas of development at either edge of the site. There are views of both settlements from certain points within the site.



**Parcel Location / address** Land to the south & west of the settlement of Wath, West Melton & Brampton and to the north of Rotherham Urban Area.

**Parcel Description** Area of land bounded to the west by Packman Road (B6089), to the north & north east by existing houses and gardens and to the south by Mill Lane. Containing arable land. Brook dyke runs through the centre of the site.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

This large field is partly contained to the north, east and west by residential properties within the settlement of Wath, West Melton and Brampton where some potential for rounding-off development could occur. To the south the site adjoins open countryside with Mill Lane (a minor road) forming the boundary. There is inter-visibility with open countryside to the south.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

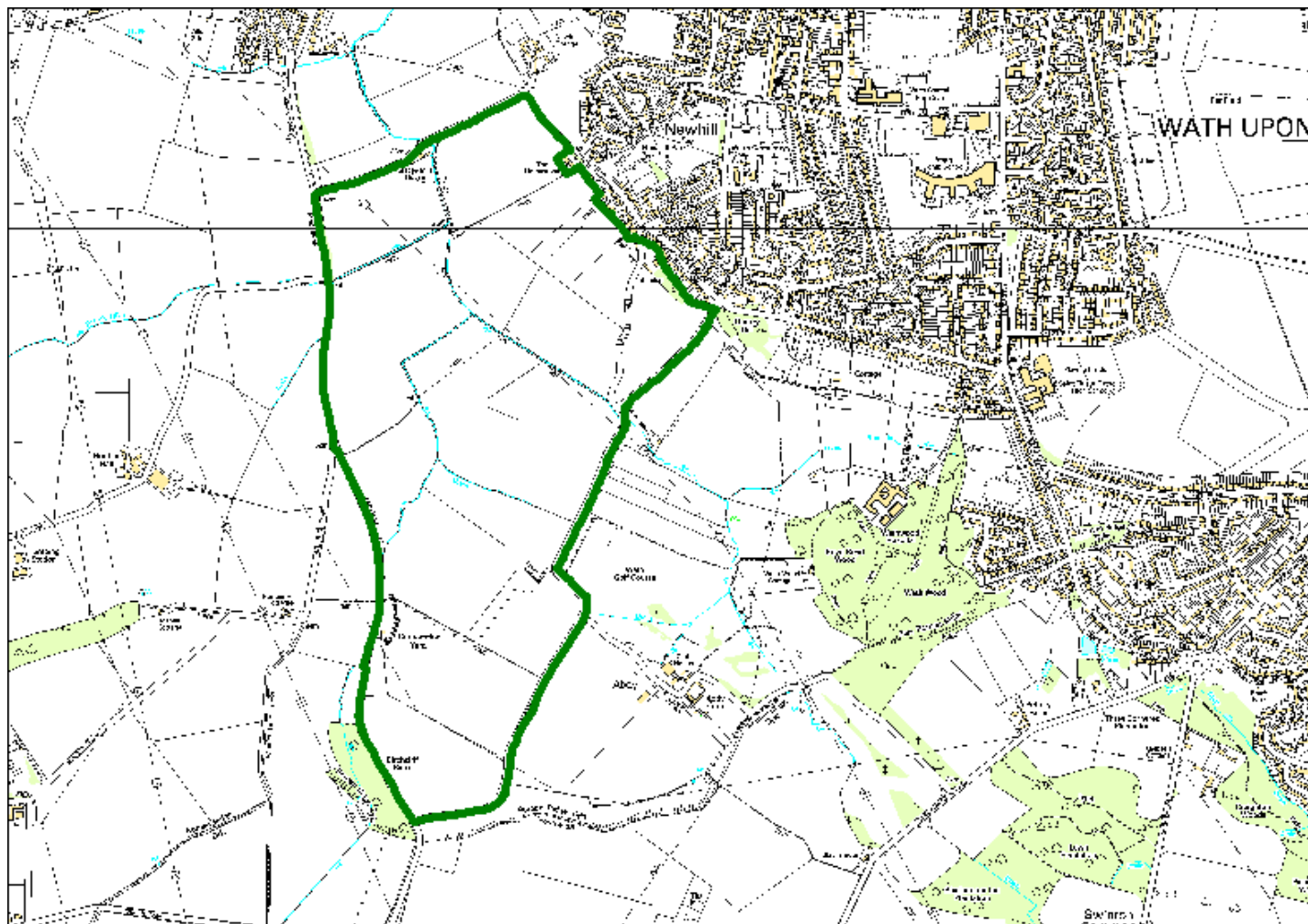
This parcel is part of a wide gap between the settlement of Wath, West Melton and Brampton and Rotherham Main Urban Area to the south. The settlement of Wath, West Melton and Brampton is clearly visible to the north but there are no views of the adjoining Rotherham Main Urban Area to the south. There are views of adjoining open countryside/farmland to the south.



**Green Belt Parcel Number** 10

**Parcel Location / address** Land to the south & west of the settlement of Wath, West Melton & Brampton and to the north of Rotherham Urban Area.

**Parcel Description** Bounded to the north by Mill Lane, to east by Battison Lane/Green Lane, to the south by Abdy Road and to the west by Packman Road (B6089). Strong managed hedgerow on the southern boundary. This parcel is arable farmland.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This parcel of land abuts the settlement of Wath, West Melton and Brampton by residential properties to the north east. The west boundary is a relatively main road (which connects Rotherham and Brampton). To the south and south east the site is poorly contained by hedgerows and minor roads around the rural area of Hooper and from these boundaries the site adjoins open countryside. None of these features would contain development within the site.

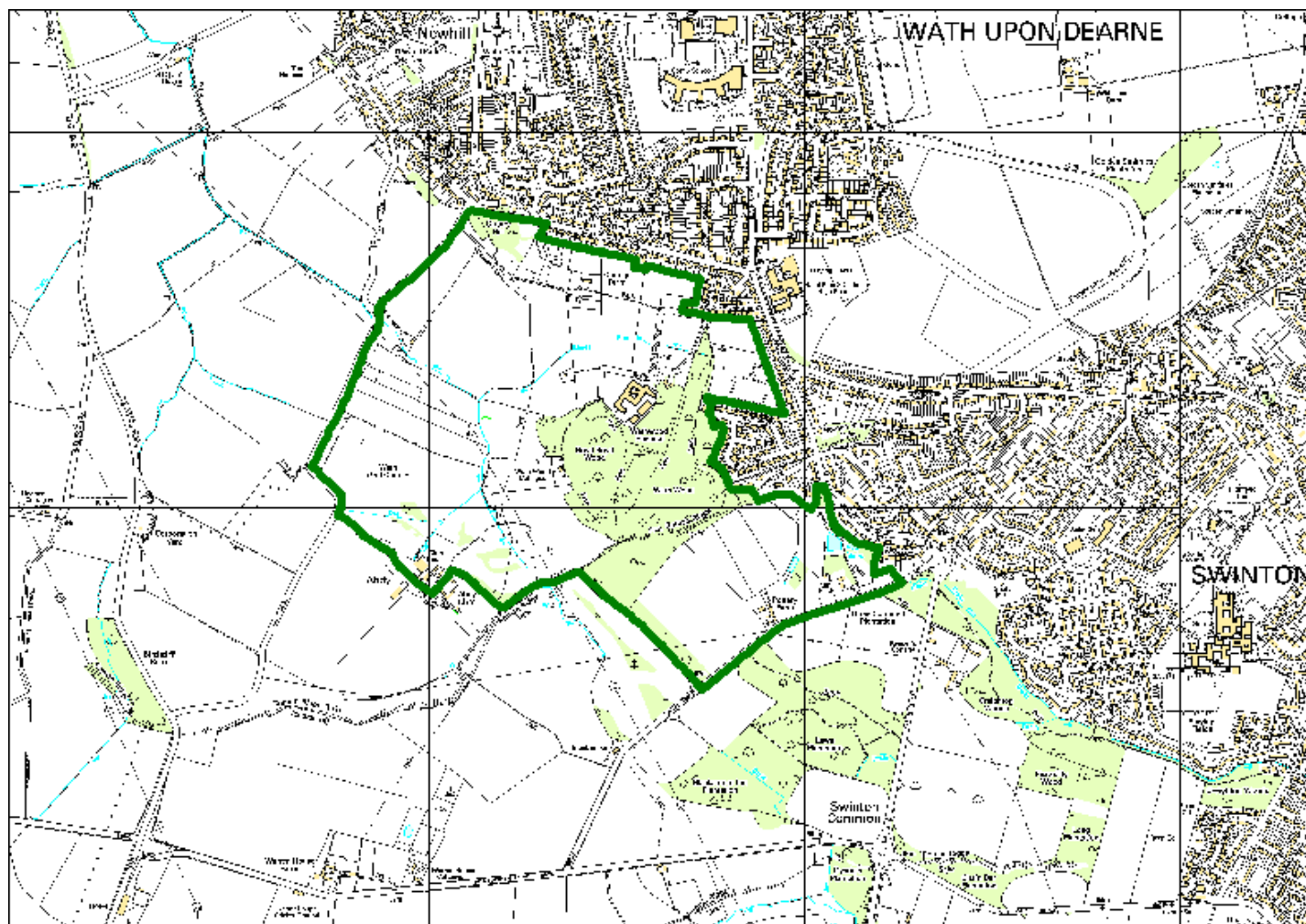
**Purposes 2 and 4 Result:** Narrow Gap (NG)

**Purposes 2 and 4 Reason:**

This parcel is part of a narrow gap between the settlement of Wath, West Melton and Brampton and Rotherham Main Urban Area to the south. The settlement of Wath, West Melton and Brampton is clearly visible to the north. There are some views of the adjoining Rotherham Main Urban Area to the south from some parts of the site. There are views of adjoining open countryside/farmland to the south, east and west.

**Parcel Location / address** Land to the south & west of the settlement of Wath, West Melton & Brampton and to the north of Rotherham Urban including Wath Golf Course, Wath Wood and Wathwood Hospital.

**Parcel Description** Area of land bounded by houses and gardens to the north & east, to the south by Blackamoor Road and to the west is Abdy Road/Green Lane. Containing Wath golf course, Wath wood Hospital complex and the ancient woodland known as Wath wood. Some differentiation of land use to the open agricultural land uses to west and south.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This large area of land is partly bounded along the northern boundary by the settlement of Wath, West Melton and Brampton and to the east by the settlement of Swinton. To the south and west the site is poorly contained by hedgerows and minor roads around the rural area of Hooper and from these boundaries the site adjoins open countryside. There are level differences in the site, in particular, the site has a 'dip' around the north east part of the site with the Wath Wood Hospital Complex lying within this 'dip'.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

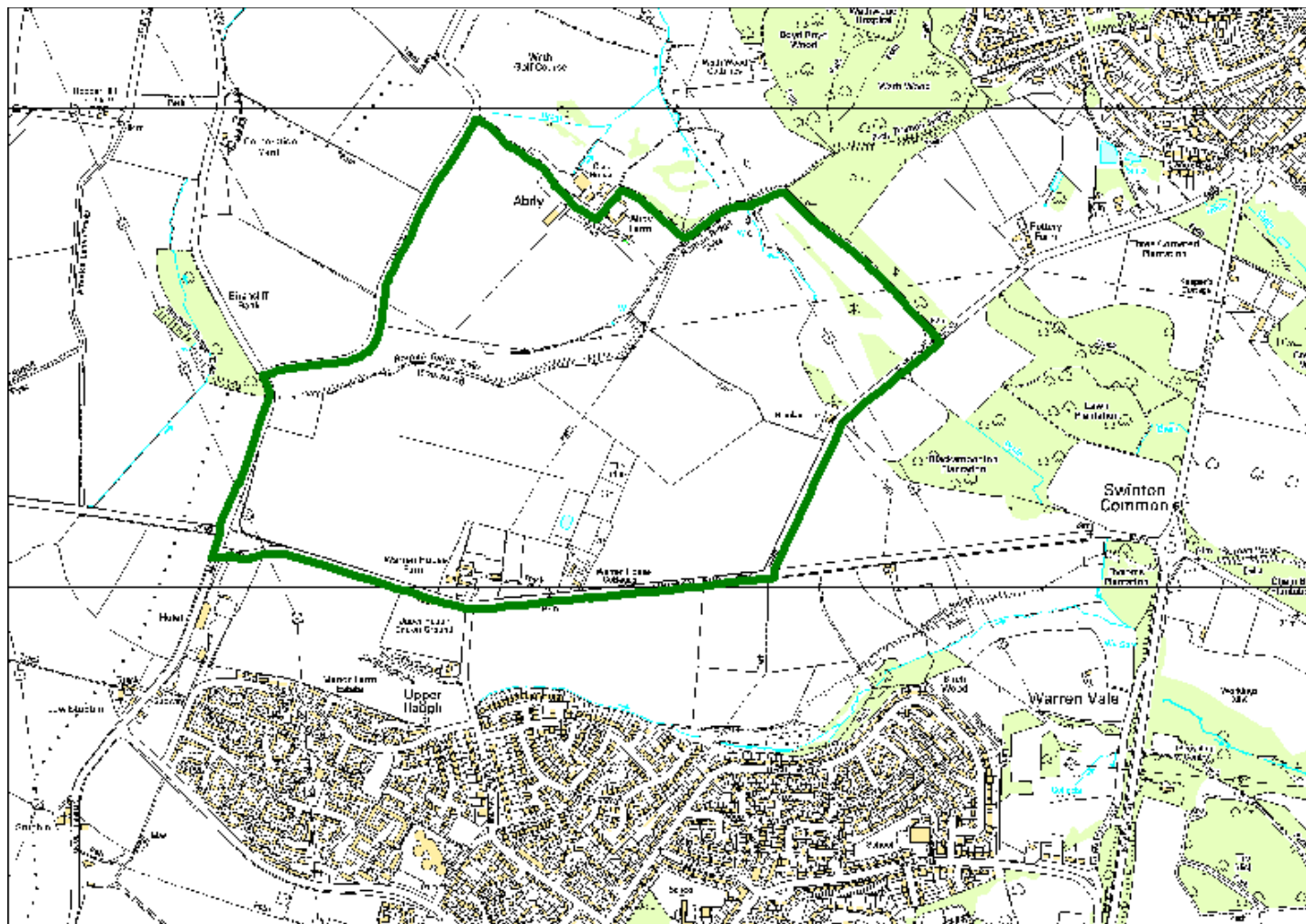
This parcel is part of a wide gap between the settlement of Wath, West Melton and Brampton, the settlement of Swinton and Rotherham Main Urban Area to the south. The settlement of Wath, West Melton and Brampton is clearly visible to the north. There are some views of the adjoining Rotherham Main Urban Area to the south from some parts of the site. There are views of adjoining open countryside/farmland to the south and west.



**Green Belt Parcel Number** 12

**Parcel Location / address** Land to the south & west of the settlement of Wath, West Melton & Brampton and to the north of Rotherham Urban.

**Parcel Description** Area of land bounded by Abdy Lane/Abdy Road, to the east by Blackamoor Road, to west by Packman Road (B6089) and to the south by Wentworth Road (B6090).



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This parcel is bounded to the south by the main Wentworth Road (B6090) and strong boundary treatment along this road. To the west is also a main road (B6069) with strong hedgerows along the boundary although to the north-west the parcel boundary is formed by the minor Abdy Road. To the east is another road with strong hedgerow boundary (Blackamoor). The site slopes relatively gently to the south. To the north is a minor rural road, whilst there are hedgerows along these boundaries they are not considered to contain the parcel with open countryside being visible in this direction. Physically separated from any built up area with poor visible connections to the Rotherham Urban Area to the south, the site is not contained and has low urban influence.

**Purposes 2 and 4 Result:** Wide Gap (WG)

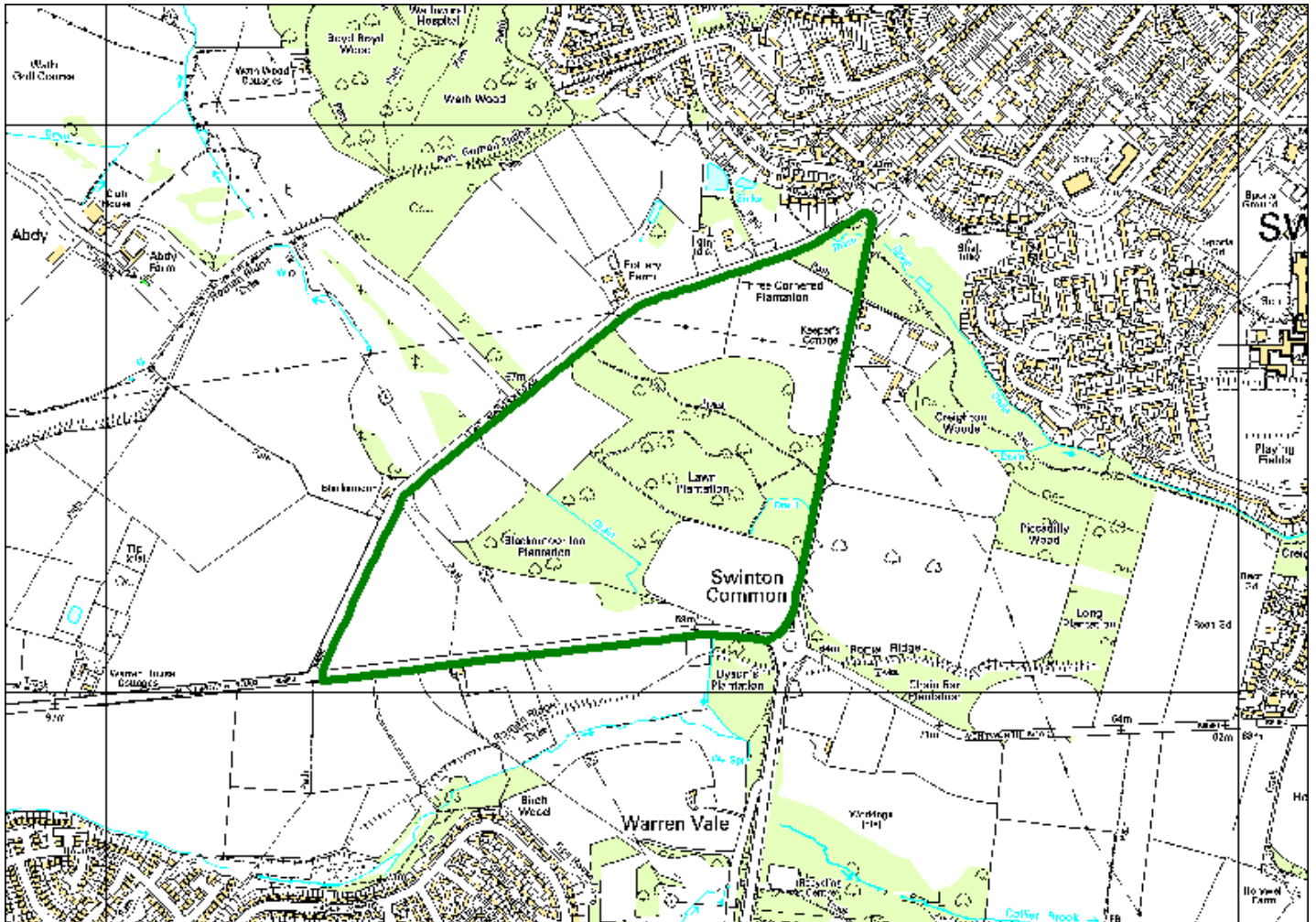
**Purposes 2 and 4 Reason:**

This parcel is part of a wide gap between the settlement of Wath, West Melton and Brampton, the settlement of Swinton and Rotherham Main Urban Area to the south. The settlement of Wath, West Melton and Brampton is not visible to the north. There are some views of the adjoining Rotherham Main Urban Area to the south from some parts of the site. There are views of adjoining open countryside/farmland to the north, east and west.



**Parcel Location / address** Land to the south of the settlement of Wath, West Melton & Brampton, to the west of the settlement of Swinton and to the north of Rotherham Urban.

**Parcel Description** Small are of land bounded by Blackamoor Road to the north/west, Warren Vale (A633) to the east and to the south by Wentworth Road (B6090). All boundaries consist of strong main roads and contains a substantial area of woodland and farm land.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This small parcel is bounded by the main Warren Vale Road to the east, Wentworth Road to the south and Blackamoor Road to the west. This parcel lies in the middle of these roads and along all boundaries are strong hedgerow boundaries. The site consists of fields and is relatively flat. However, the parcel lies physically separated from urban areas, has low urban influence and development here would not be contained.

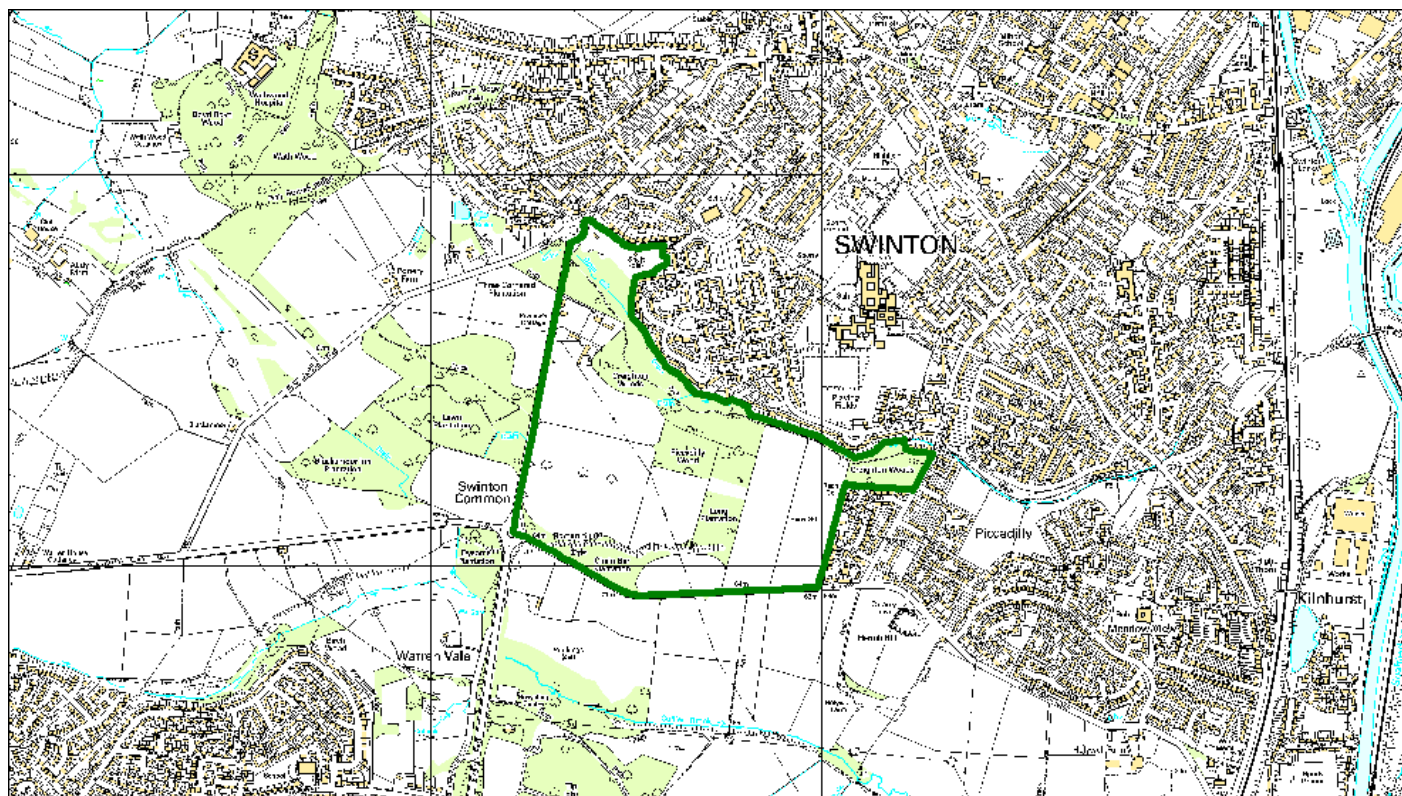
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies between the settlement of Swinton to the north and Rotherham main urban area to the south. There are no views of the main Rotherham Urban Area to the south due to the topography of neighbouring land and to the north a substantial area of woodland prevents views of the settlement of Swinton.

**Parcel Location / address** Land immediately to the south & west of the settlement of Swinton and to the north of Rotherham Urban. Between Warren Vale (A633) and Swinton.

**Parcel Description** Small area of land bounded by houses and garden to the north and east, to the south by Wentworth Road (B6090) and to the west by Warren Vale (A633). Containing woodlands, an ancient woodland known as Creighton wood and an ancient monument (Roman Ridge).



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

This small parcel is bounded by the main Warren Vale Road (A633) to the west, Wentworth Road (B6090) to the south and residential properties to the east and north. There are strong hedgerow boundaries to the west and south. There is woodland area in the north east corner of the site. Despite proximity to Swinton the parcel has low urban influence in the majority of its area although there is some potential for rounding-off development to the east of the parcel but any development west of the woodland north of Wentworth Road would not be contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies between the settlement of Swinton to the north and Rotherham main urban area to the south. There may be some scope for small areas of development at the eastern edge of the site. There are no views of the main Rotherham Urban Area to the south due to the topography of neighbouring land. The residential properties within the settlement of Swinton are visible to the north from some points within the site.

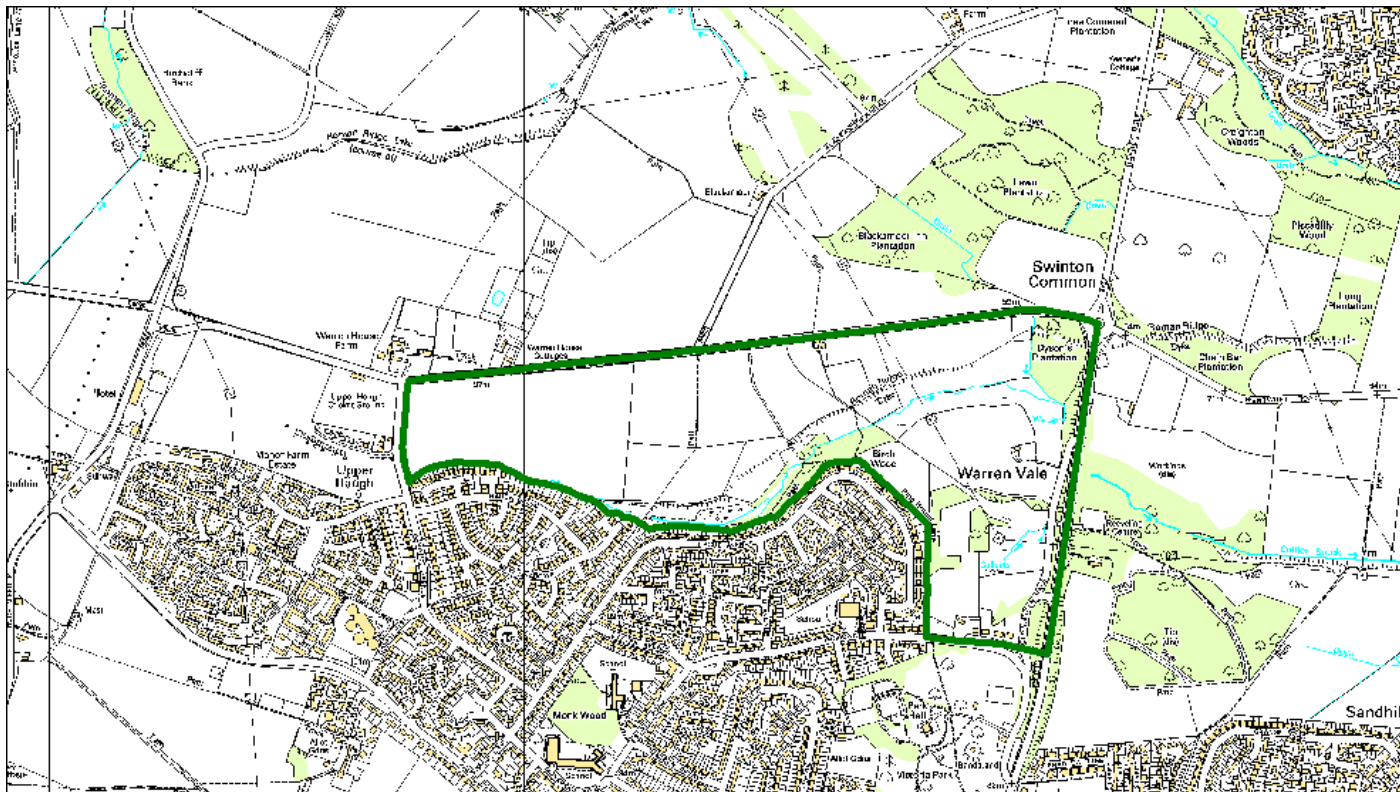


**Parcel Location / address**

Land to the south of Wentworth Road (B6090) and west of Warren Vale (A333) to the north of Rawmarsh.

**Parcel Description**

Large parcel of land that has well defined road boundaries to the north and east of the site with a strong residential boundary directly to the south of the parcel which represents the boundary with the Parkgate urban area. The site is broadly level. The parcel has a number of land uses within it. The majority of the north and western sections of the site is used as working arable land with a small area of dense woodland in the north-east corner. In the central area of the site are a cluster of cottages which access from Warren Vale (A633).



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**Purposes 1 and 3 Result:**

Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel has a strong boundary to the south which represents the residential boundary with the Rotherham urban area and a well defined boundary to the north Wentworth Road (B6090) and west of Warren Vale (A333). Scope for some limited development on this edge without undue impact on the wider parcel.

**Purposes 2 and 4 Result:**

Wide Gap (WG)

**Purposes 2 and 4 Reason:**

The neighbouring settlement of Swinton cannot be seen from the parcel due to the rise of the land from the edge of the Rotherham urban area towards the north. Scope for some limited development on this edge without leading to merging with towns to the north.



**Parcel Description**

Maintained urban park (Victoria Park) which is enclosed within the Rawmarsh urban area to the west and south and Thorogate road to the north and east.



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**Purposes 1 and 3 Result:**

Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

Rosehill Park is an established Urban Park with strong boundaries on all sides (within the Rawmarsh urban area to the west and south and Thorogate road to the north and east). The parcel is a different land use from the area to the north and is considered to represent a clearly distinct parcel.

**Purposes 2 and 4 Result:**

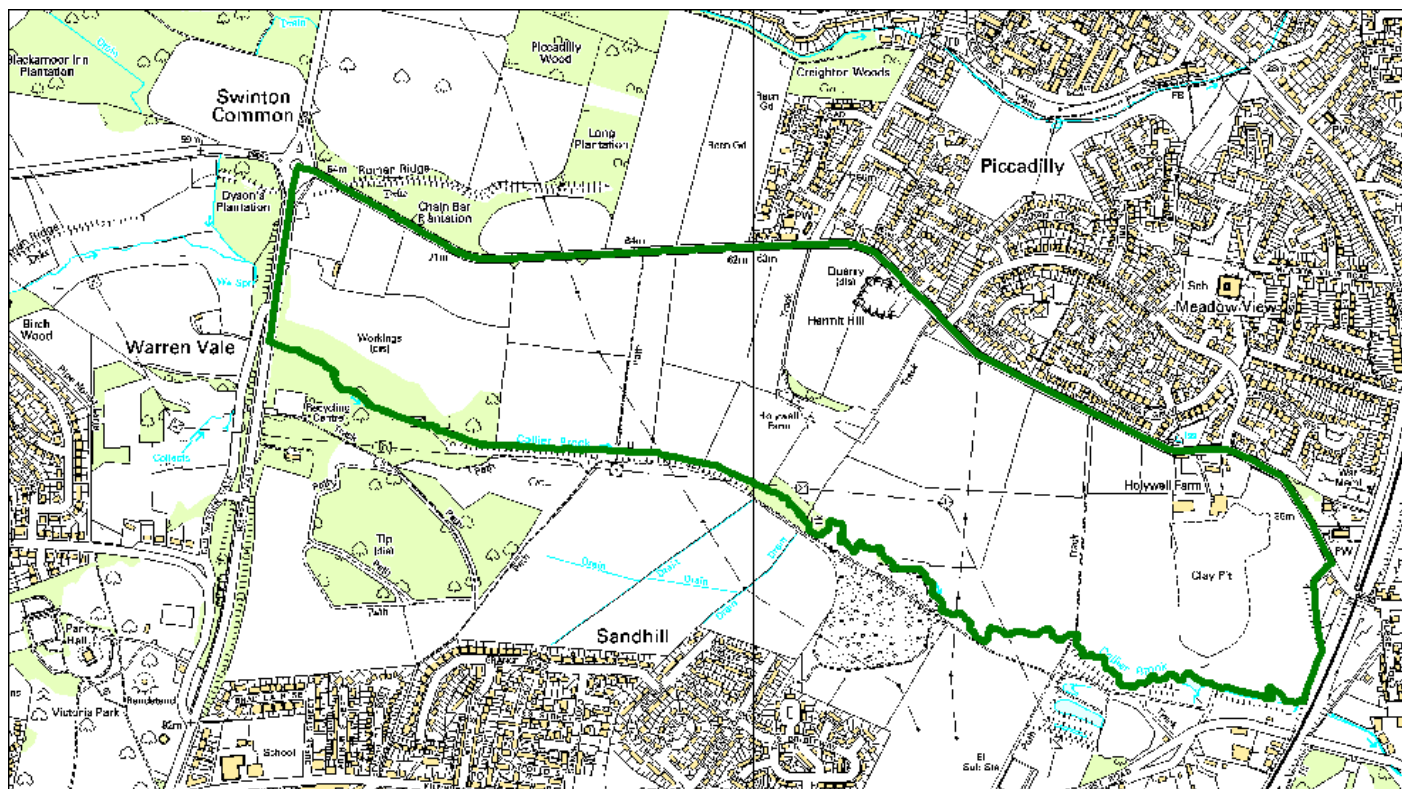
Wide Gap (WG)

**Purposes 2 and 4 Reason:**

The neighbouring settlement of Swinton cannot be seen from within Victoria Park and there is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.

**Parcel Location / address** Land to the south of Wentworth Road (B6090) and east of Warren Vale (A333) to the north of Collier Brook.

**Parcel Description** Large parcel of land that has well defined road boundaries to the north and west of the site with a strong residential boundary directly to the north-east of the site which represents the boundary with the Piccadilly area of the southern Swinton urban area. The site also has a strong eastern boundary that is defined by the main Rotherham-Doncaster railway. The southern boundary is less well-defined. The majority of the central sections of the site is used as working arable land. The western edge of the site has some urban encroachment into it with storage containers. The eastern section of the site has a surface lake on it (the flooded former Kilnhurst Quarry) and some more significant encroachment into it including a number of residential properties along Wentworth Road and some commercial agricultural buildings with some outdoor storage of products and vehicles.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel has well defined road boundaries to the north and west of the site with a strong residential boundary directly to the north-east of the site which represents the boundary with the Piccadilly area of the southern Swinton urban area. The southern boundary is less well-defined. The Parcel lies south of the B6090 Wentworth Road, separating it from the town of Swinton and as such development here would not be contained and lead to encroachment into open countryside.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

**Purposes 2 and 4 Reason:**

The neighbouring settlement of (Rotherham Urban Area – Rawmarsh) can be seen from the parcel and the settlement lies close to the neighbouring boundary. Although there is an additional parcel of land between the two settlements, if the adjoining green belt area to the south were to be developed there would be a risk of the two settlements merging.

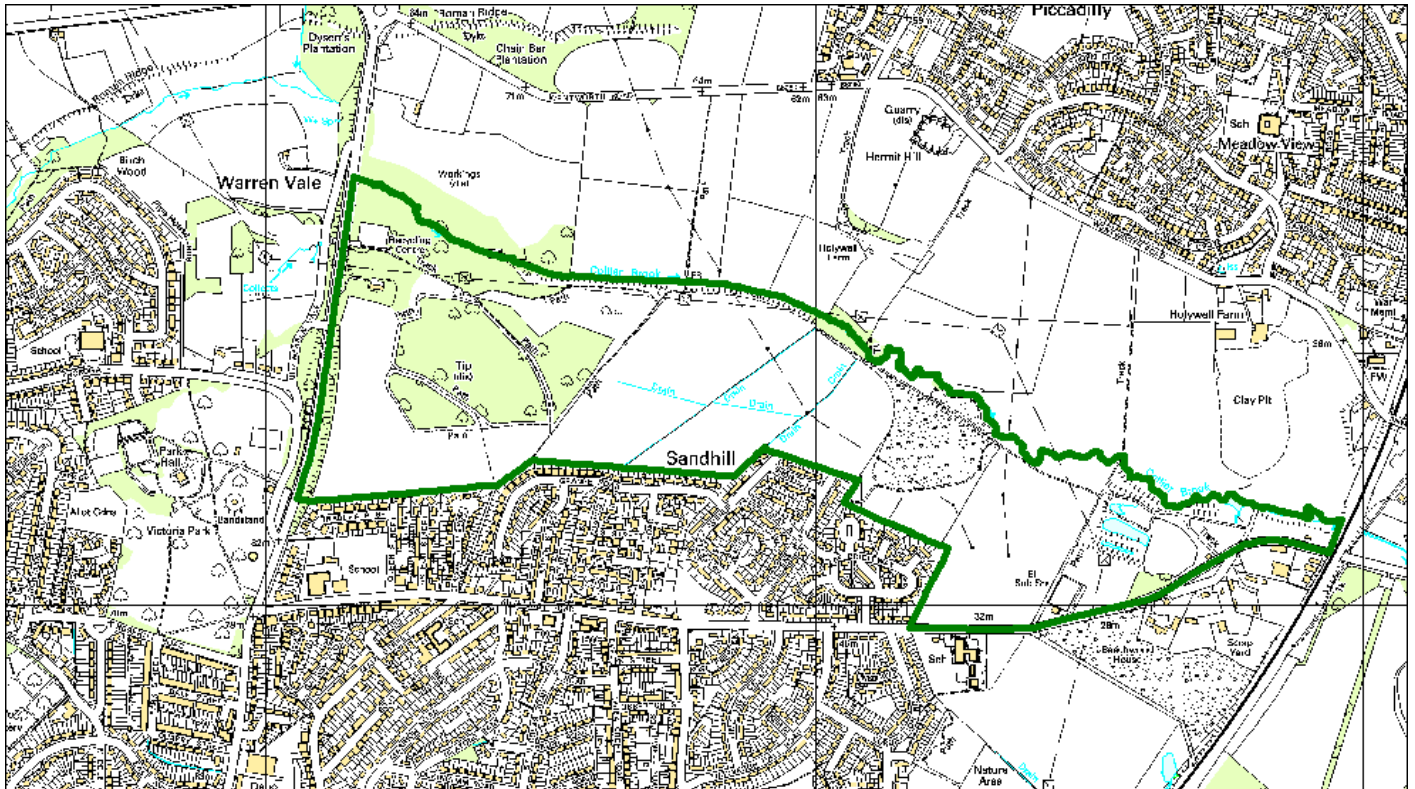


**Parcel Location / address**

Land to the north of Kilnhurst Road and north-east of Rawmarsh (Sandhill) to the south of Collier Brook.

**Parcel Description**

Large parcel of land that has well defined road boundaries to the west and south-east of the site with a strong residential boundary directly to the south of the site which represents the boundary with the Sandhill area of the Rotherham urban area. The northern boundary between the adjacent parcel is less well-defined. The majority of the central sections of the site are used as working arable land. The western edge of the site has some significant urban encroachment into it with a small household waste/recycling centre located on it on a former tip. The southern boundary with Kilnhurst Road also has some encroachment into it including a moderately large substation on it. A number of well-defined paths cross the site north-south.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel has well defined road boundaries to the west and south-east of the site with a strong residential boundary directly to the south of the site which represents the boundary with the Sandhill area of the Rotherham urban area. The northern boundary between the adjacent parcel is less well-defined and is considered to be insufficiently weak to contain any development in the parcel and as such the parcel is defined as not contained.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

**Purposes 2 and 4 Reason:**

The neighbouring settlement of Swinton can be seen from the parcel and the settlement lies close to the neighbouring boundary. Although there is an additional parcel of land between the two settlements, if the adjoining green belt area to the north were to be developed there would be a risk of the two settlements merging.

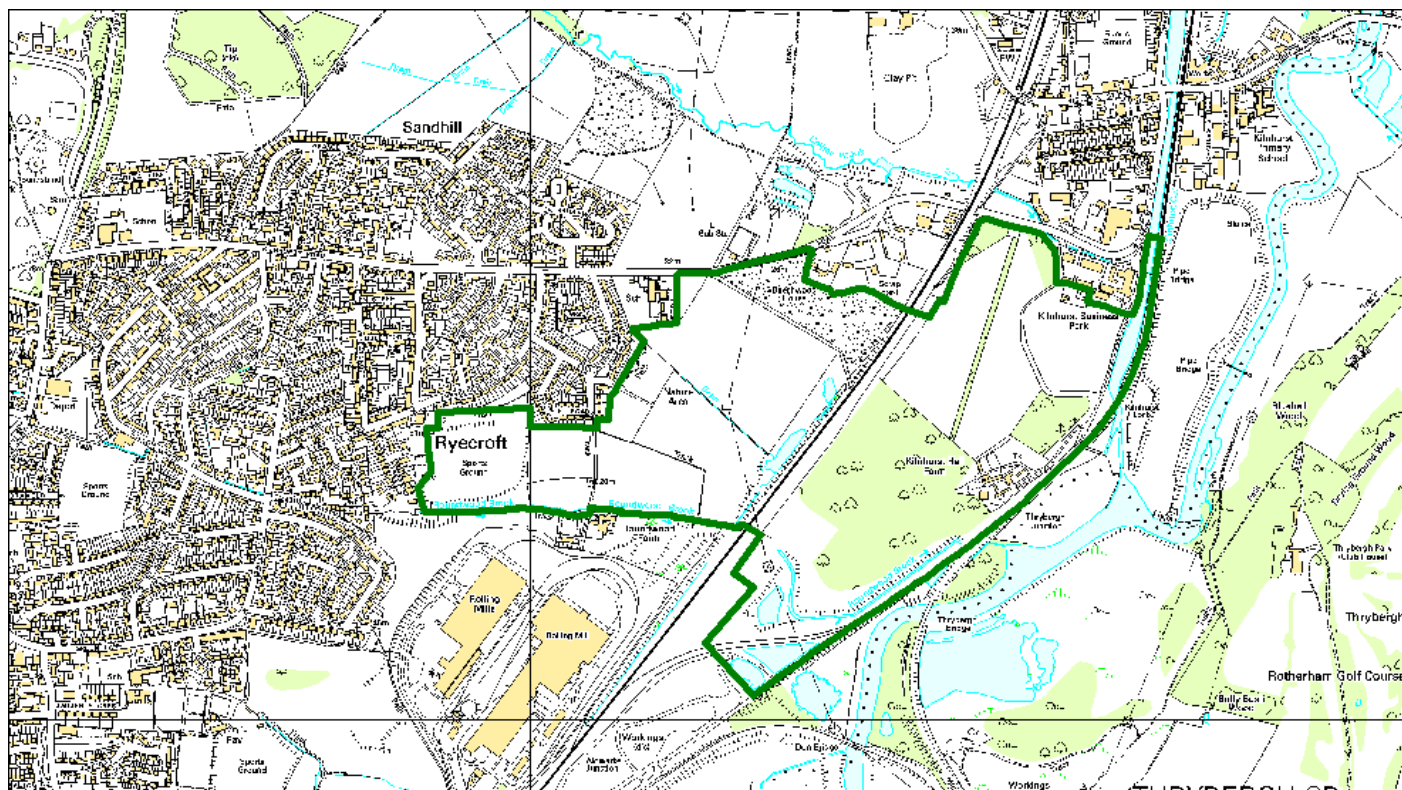


**Parcel Location / address**

Land to the south of Kilnhurst Road and north-east of Kilnhurst Hall Farm to the west of the railway.

**Parcel Description**

A large proportion of the site is rough grassland/scrubland with the exception of a large western area that is used for arable purposes. The site is relatively level. The parcel has strong boundaries on the west, north and east sides being bordered by an established residential area to the west, Kilnhurst Road to the north and a goods railway line to the east. There are urban encroachments to the southern section of the site which has a electricity substation. The area to the north and west of Kilnhurst Farm is a former spoil heap from Kilnhurst Colliery and a tipping site where vegetation has been re-established.



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**Purposes 1 and 3 Result:**

Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel has strong boundaries on the west, north and east sides being bordered by an established residential area to the west, Kilnhurst Road to the north and a goods railway line to the east. Development within the site could be partly contained in the western areas of the site.

**Purposes 2 and 4 Result:**

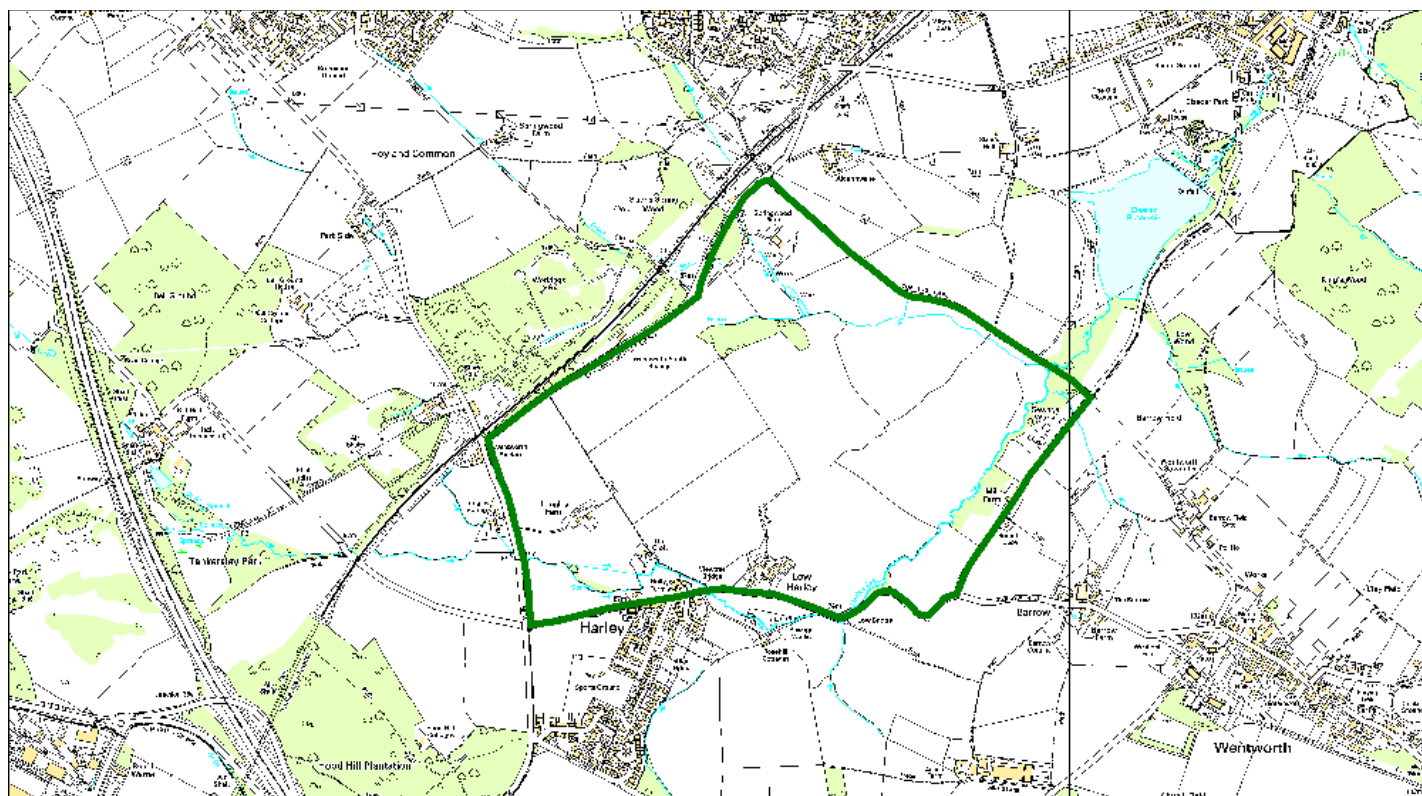
Essential Gap Part (EG (part))

**Purposes 2 and 4 Reason:**

This parcel of land separates the eastern parts of Kilnhurst (Swinton settlement) from merging with the Rawmarsh (Rotherham Urban Area) and both settlements can be seen from each other. There may be some possibilities of rounding off in the western areas of the site.

**Parcel Location / address** Land to north of Harley, west of Barrow and south of the Barnsley settlement of Hoyland.

**Parcel Description** The parcel is defined by Harley Road and Dike Road (B6090) along the southern boundary, Sheffield Road (A6135) along the western boundary, Mill Lane along its eastern boundary and Broadcarr Road along the northern boundary. Some of the boundaries have agricultural style post and rail fences and small hedgerows running parallel with the roads that bound this parcel. The parcel itself is of an undulating topography and comprises of a small group of residential properties to the south and several farm houses and yards are located within the parcel. The main use of the parcel is agricultural arable farm land that is split up into various smaller fields by purposely planted hedgerows. There is an area of heavy tree planting to the north-eastern corner and eastern side of the parcel and a small woodland to the northern end. There is a sewage works to the north-eastern corner of the parcel. Outside of the parcel to the south is the small village of Harley and a large area of open farm land, to the west there is also large areas of open farmland before the M1 motorway. To the north of the parcel in Barnsley Borough, are the town of Hoyland and the village of Elsecar which are the nearest built up residential areas and part of them can be seen from the parcel due to them being at slightly higher land levels. To the east of the parcel is a small group of residential properties within an otherwise large area of agricultural farm land.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Part of the southern boundary of the parcel abuts the urban area of Harley, while the rest of the southern boundary along with the western and northern boundaries is defined by main roads – Harley Road, Sheffield Road and Broadcarr Road. The eastern boundary – Mill Lane is a narrow rural road. Development within this parcel would not be contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham urban area and the Barnsley settlement of Hoyland. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.



**Green Belt Parcel Number** 21

**Parcel Location / address** Land to the north of Wentworth Village

**Parcel Description** Part of the parcel lies within the Wentworth Conservation Area. The parcel extends into the Barnsley Borough to follow Wath Road as the administrative boundary for Rotherham/Barnsley is not well strong enough to define the parcel boundary. The parcel has varied characteristics including the rural village of Wentworth to the south, various agricultural buildings along the perimeter of the site, large areas of protected woodland predominately to the north, a cricket ground to the south and arable farmland within the remainder. The site is also crossed by a number of definitive footpaths. This area consists mainly of woodland and farmland with a single farm (Linthwaite) located off the north eastern boundary. As the site covers a large area, the boundary treatment varies considerably. The southern area is defined by Main Street which forms the main highway through the village of Wentworth. Along this street and forming the southern boundary are various dwellings and small scale retail and other businesses including public houses, post office and restaurants. The western boundary is defined by Mill Lane and Water Lane which are single width highways bound by mature hedgerows, on the opposite side of Water Lane is Elsecar Reservoir, however as the hedgerows are mature, views of the reservoir cannot be gained from within the site. Beyond the northern boundary is Elsecar Heritage Centre which consists of converted agricultural/industrial buildings; however views to these from within the site are limited due to the topography of the site and by planting in Simon and Kings Wood. Linthwaite Lane forms the eastern boundary; again this is a single width highway with extremely dense tree planting and mature hedgerows on both sides, preventing views of the site.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Wentworth Village is rural in character and therefore cannot be defined as an 'Urban Area'. The parcel is bound on other boundaries by minor roads and the Rotherham/Barnsley administrative boundary to the north. No physical boundaries such as main roads or railways exist.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

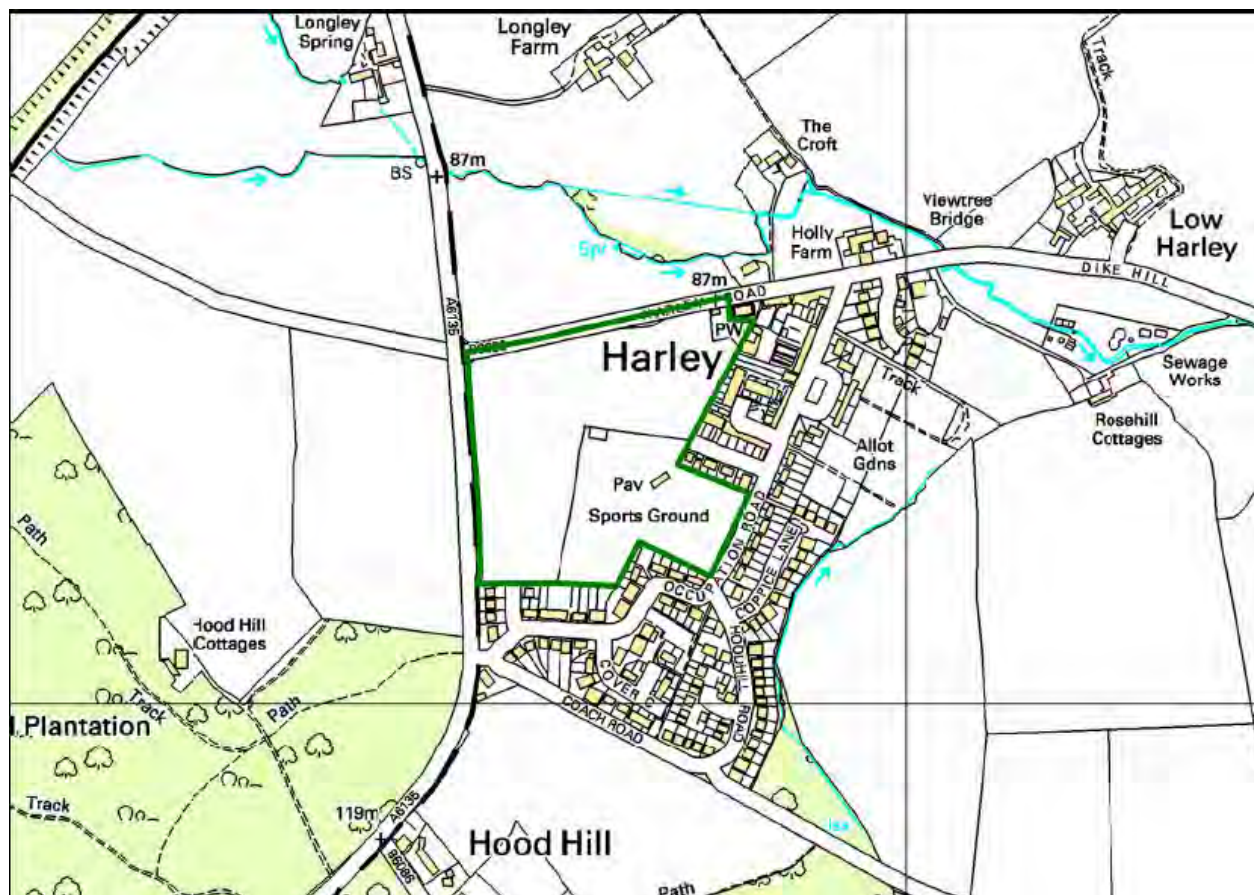
The parcel lies within a wide gap between the identified towns of Hoyland, which is located to the north west, Chapeltown to the south east and Rotherham Urban Area to the south and east. Development on the urban edge is not likely to impact on the integrity of the gap.



**Green Belt Parcel Number** 22

**Parcel Location / address** Small area of land to west of Harley bordering Harley Road (B6090) and the A6135.

**Parcel Description** The northern and western boundaries of the parcel are defined by roads – Harley Road (B6090) to the north and Sheffield Road (A6135) to the west, beyond which is agricultural farmland. Barnsley MBC lies to the west on the opposite side of Sheffield Road. To the south and east of the parcel there are residential properties within the small village of Harley. The land is flat and to the eastern side of the parcel there is a cricket and football pitch which is bounded by way of a wooden fence and a row of trees. The remainder of the site appears to be arable agricultural land. There is one building within the parcel and that is changing facilities and store room on the playing field.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Part of the eastern and southern boundary abuts the urban area of Harley, while the western and northern boundaries are defined by the main roads of Sheffield Road (A6135) and Harley Road (B6090). The site is relatively flat and comprises of a sports ground and agricultural field. Limited potential for infill in part of area used as cricket ground.

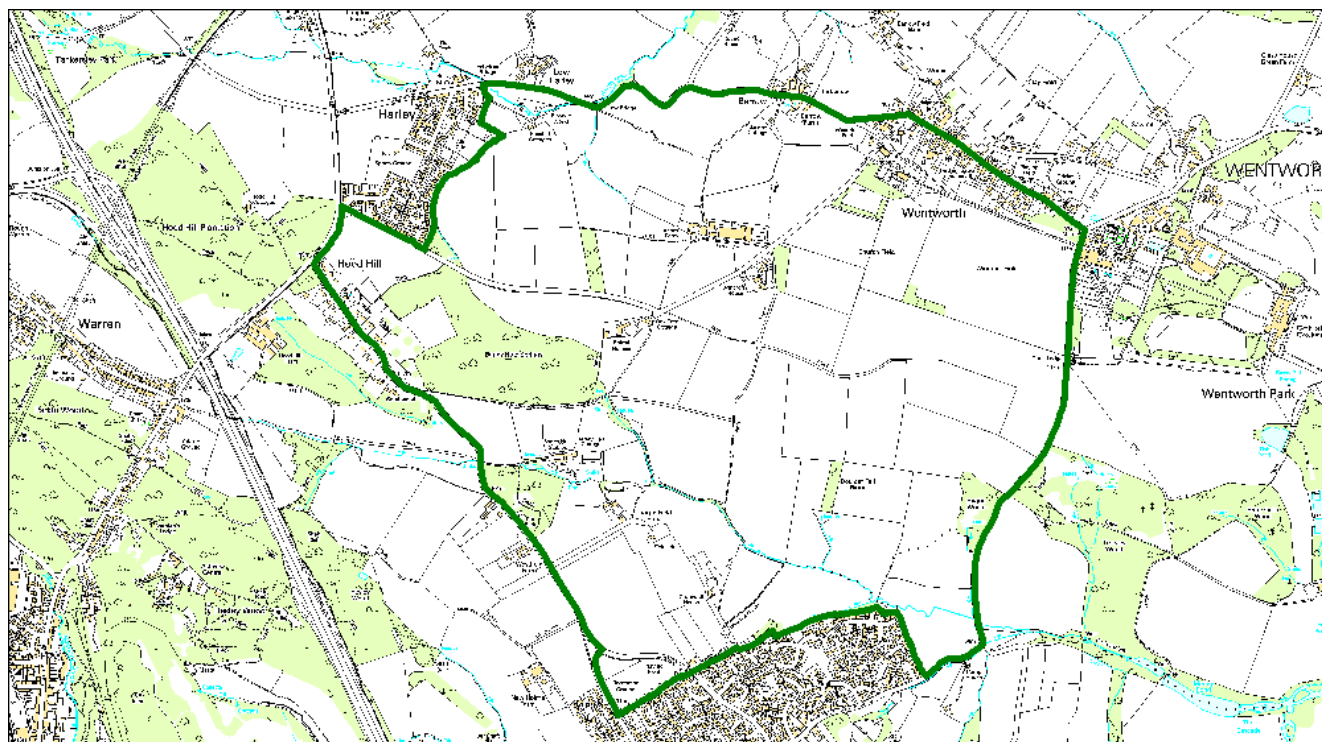
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham urban area and the Barnsley settlement of Hoyland. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.

**Parcel Location / address** Land to north of Thorpe Hesley, east of Harley and south of Wentworth

**Parcel Description** The parcel is defined by the village of Thorpe Hesley to the south, Barnsley Road and Kirby Lane (B6086) to the west, the busy Sheffield Road (A6135) and the small village of Harley to the north-west, Dike Hill, Barrow Hill (B6090) and Main Street to the north and Hague Lane to the east. There are a number of hedgerows on the side of some of the boundaries. There are a number of uses within this parcel but its main use is agricultural fields that have been divided by hedgerows and fences. There are a number of residential properties within this parcel; some of them are in isolated locations in the centre of the parcel and to the east. There are properties on the northern side of Kirby Lane within the parcel and the southern side of Main Street that runs through Wentworth are also within the parcel. The southern part of Wentworth village is within the parcel and this includes a school, public houses, a bowling green and a church. There are a number of footpaths within the parcel and Coach Road which merges into Church Field that runs through the centre of parcel between Harley and Wentworth is a private road with only public access on foot. To the south-west corner of the parcel is a recreation ground that comprises of a two football pitches and a children's play area. A large area of woodland known as Barley Hole Springs and Barley Croft is located within the parcel to the north-west, which is not protected. The site given its size does not have a particular topography, some of the parcel is flat, some is steeply sloping and some is undulated. Outside of the parcel to the south is the village of Thorpe Hesley, to the west beyond its boundary is part of a former Council estate in Thorpe Hesley and agricultural farmland before the M1 motorway, the village of Harley is also sited to the west of the parcel. To the north of the parcel there are agricultural fields and part of the village of Wentworth. To the east is Wentworth Garden Centre, agricultural fields and the Grade I Listed Wentworth Woodhouse building and historic gardens. From the north western corner of the parcel you can see part of the Town of Hoyland.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:** The parcel borders, on the southern boundary, the urban area of Thorpe Hesley and, on the north-western boundary, the urban area of Harley. The remaining boundaries are defined by 'B' roads and rural roads. The parcel has an undulating topography comprising of mainly large agricultural fields and the Wentworth village and Conservation Area. Development in this parcel would not be contained and involve intrusive development into open countryside.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:** Parcel lies within a wide gap between Rotherham urban area and the Barnsley settlement of Hoyland. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.



**Parcel Location / address** Land to west of M1 motorway between Junction 35 and 35a and north-west of Thorpe Hesley

**Parcel Description** The parcel is defined by the village of Thorpe Hesley to the south and Barnsley Road and Kirby Lane (B6086) to the east of the parcel. Sheffield Road (A6135) bounds the north of the parcel, while the M1 motorway between Junction 35 and 35a bounds the west of the parcel. Along the majority of the western boundary there are also heavy tree planting, while there are hedges and fences running parallel with Sheffield Road boundary. The parcel is mainly made up of agricultural fields that are split by hedgerows and fences. There are residential properties within the parcel to the south of Kirby Lane and there are other residential properties in isolated locations to the east of the parcel. There are four fairly large areas of woodland, none of which are protected, within the parcel. There is a dog kennel business and a recreation ground to the south-western corner of the parcel. The parcel has differing land levels. Outside of the parcel to the west is the neighbouring authority of Sheffield and the town of Chapeltown, which due to land levels, distance and screening is not visible from the parcel. The land on the opposite side of the M1 is a variety of woodland and a former tip and landfill site. To the north of the parcel is the neighbouring authority of Barnsley and an area of woodland and agricultural fields. To the east are agricultural fields and some residential properties to the north on Kirby Lane and to the south in Thorpe Hesley. To the south is the village of Thorpe Hesley.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel is contained on the western boundary by the M1 motorway; the north by Sheffield Road, which is a busy through road and to the south by the urban area of Thorpe Hesley, the eastern boundary is a 'B' and rural road. The parcel is of an undulating topography of mainly agricultural fields. Some rounding off development could take place to the south-east of the parcel bordering Thorpe Hesley,

**Purposes 2 and 4 Result:** Wide Gap (WG)

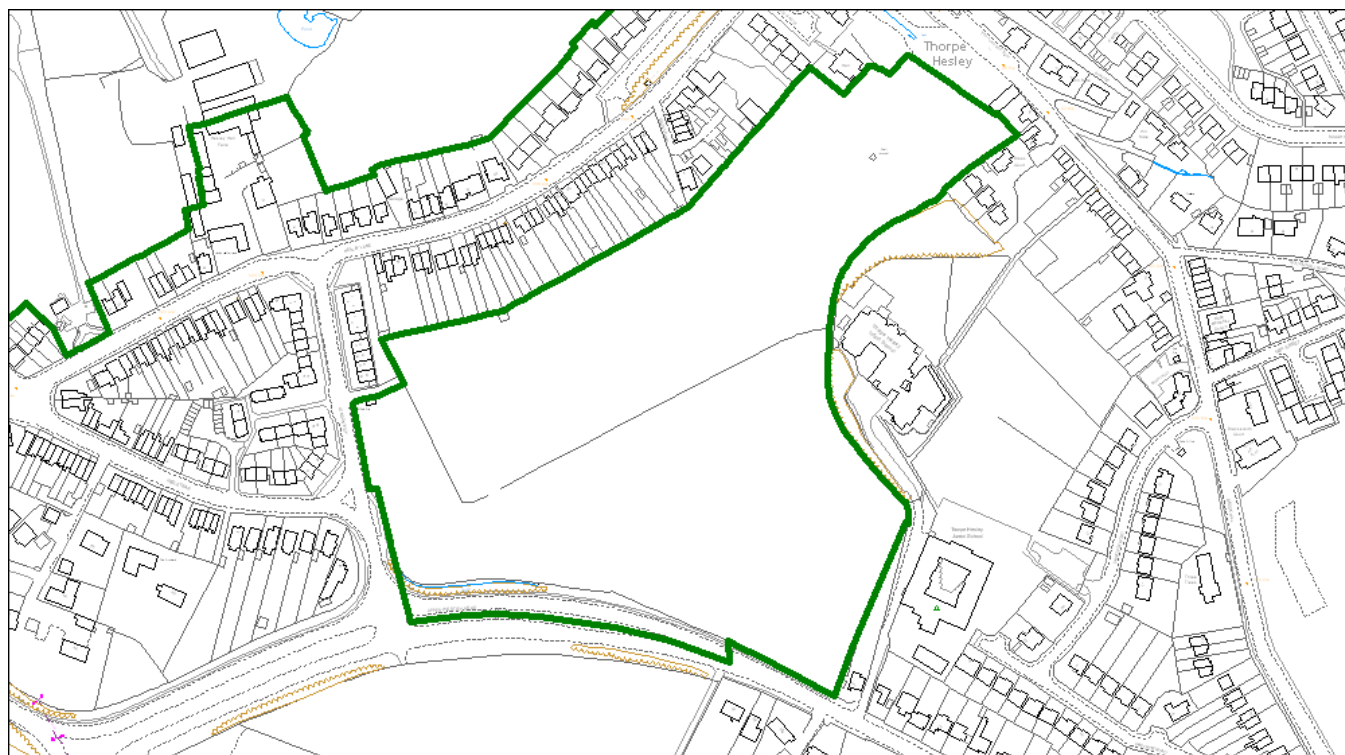
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham urban area and the Barnsley settlement of Hoyland and between the Rotherham urban area and the Sheffield settlement of Chapeltown. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.



**Parcel Location / address** Land within Thorpe Hesley village, to the north of Upper Wortley Road (A629) and east of London Way.

**Parcel Description** The parcel has strong boundaries on all sides, with London Way and residential properties to the west and the busy dual carriageway section of Upper Wortley Road to the south, residential properties are to the north on Hesley Lane and residential properties and a school are along the eastern boundary. The parcel is in close proximity to the boundary of the Borough with Sheffield which is to the west of the site at Junction 35 of the M1 Motorway. The parcel comprises of one small parcel of agricultural land which is not sub-divided. There is an area of scrub land and vegetation to the west, just south of the flats on London Way. There is also some vegetation and fences to the south bounding Upper Wortley Road. There are a few trees sporadically located within the parcel. The site is relatively flat although there is a slight slope from south to north. The parcel from the centre to the north-eastern corner of the parcel along Brook Hill slopes more steeply downwards towards the properties along Brook Hill.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

The parcel is contained on all but one side by the urban area of Thorpe Hesley, while the other side is bounded by a busy 'A' road (Upper Wortley Road). The land is sloping and is used for agriculture.

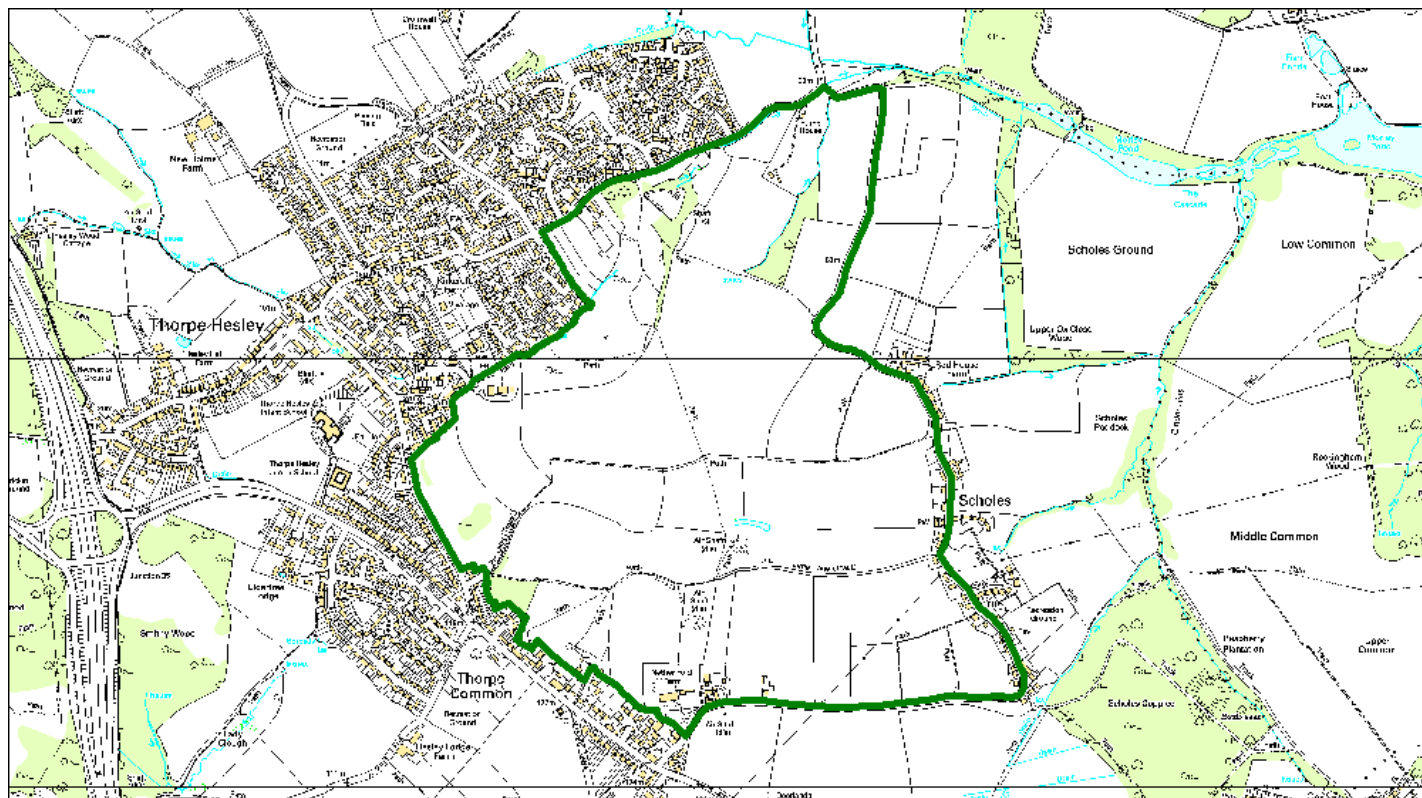
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham urban area and the Barnsley settlement of Hoyland and between the Rotherham urban area and the Sheffield settlement of Chapelton. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.

**Parcel Location / address** Land to east of Thorpe Hesley.

**Parcel Description** This parcel has been defined to include non Green Belt land within the Unitary Development Plan Housing Allocation H6 (Thorpe Hesley) together with Green Belt land extending to Scholes Lane. The parcel mainly comprises of agricultural arable farmland but there are areas of urban greenspace, scrubland and woodland. The land has a variable topography which varying degrees of sloping land. The parcel is surrounded by a mixture of agricultural farmland particularly to the east although Scholes village is located to the east and Thorpe Hesley to the west and north-west. Part of the site lies within the Scholes Village Conservation Area. Part of the southern boundary consists of Scholes Lane which has a rural feel. The eastern boundary abuts other areas of farmland and has very weak boundary treatments which allow far reaching views beyond.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel is contained to the west and south by Thorpe Hesley and there is considered some potential for rounding off development along the parcel's western boundary with Thorpe Hesley. The remainder of the site would not contain development due to the weak boundary formed by Scholes Lane and the limited urban influence on the eastern areas of the parcel.

**Purposes 2 and 4 Result:** Wide Gap (WG)

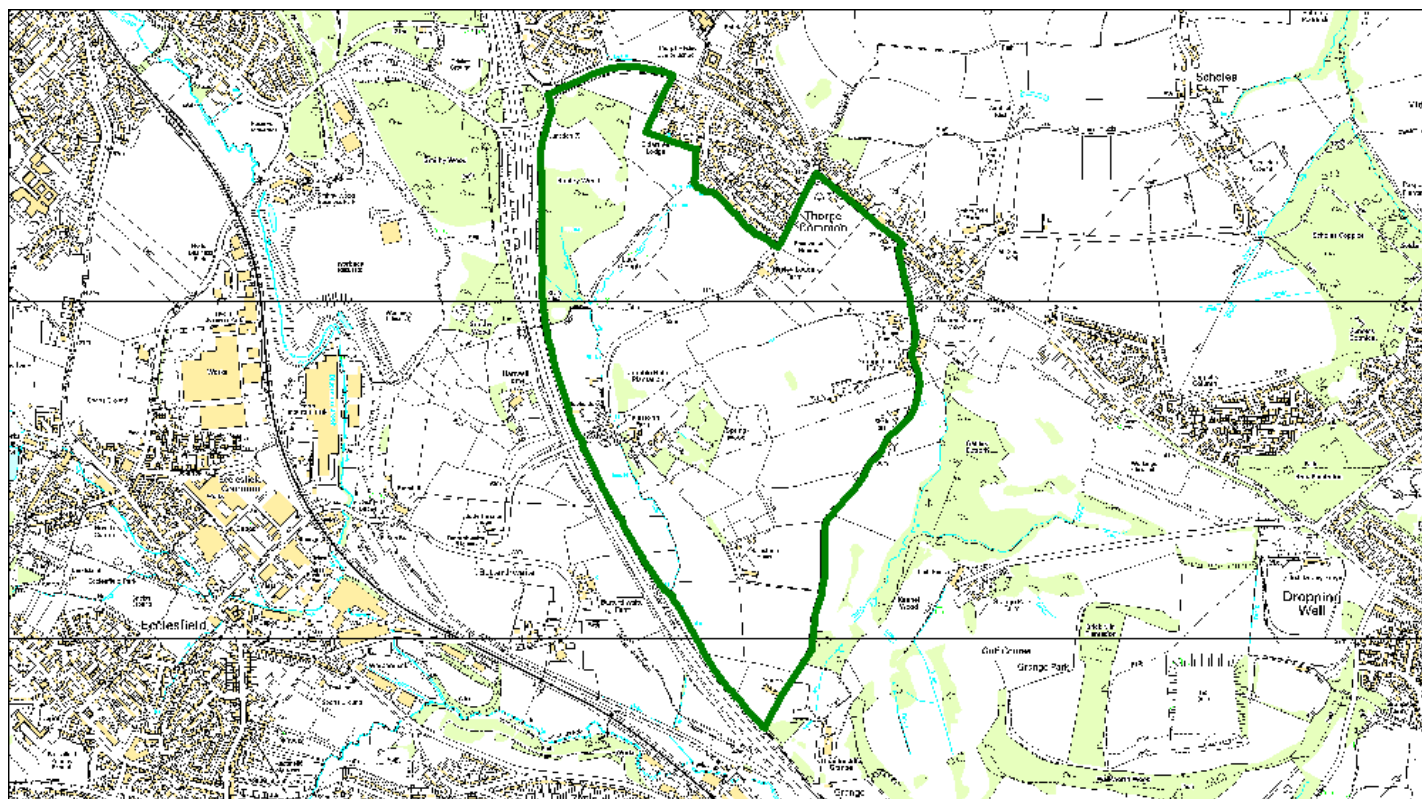
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham urban area and the Barnsley settlement of Hoyland. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.



**Parcel Location / address** Land to south of Thorpe Hesley, and east of M1 motorway south of Junction 3

**Parcel Description** The site is defined by strong boundaries on all sides – the M1 motorway runs along its south-western boundary, the rural road – Grange Lane runs along its eastern boundary, while the Upper Wortley Road (A629) and the residential road Eldertree Road bounds the northern part of the parcel. The parcel mainly comprises of arable farmland, there are several areas of woodland mainly to the north-west of the site. There are residential properties sited in isolated locations within the parcel along with some farm holdings. The site is of an undulating topography. Jumble Lane runs through the parcel from east to west and could be used to further sub-divide this parcel further. However, there would be no reason to do this as the character and land uses are no different than the wider parcel already identified. Outside of the parcel to the east is agricultural land and a golf course, to the north is the village of Thorpe Hesley and agricultural land and to the west beyond the carriageways of the M1 is agricultural fields and industrial sites in the neighbouring authority of Sheffield. There are no views of the neighbouring towns Chapeltown and Kimberworth from this parcel.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel is contained to the north by the A629 road – Upper Wortley Road and the urban area of Thorpe Hesley, the western and southern side of the parcel is contained by the M1 motorway and the eastern boundary is the 'B' road – Grange Lane which is a narrow road and therefore not a strong physical feature. The land is of an undulating topography and comprises of mainly agricultural fields. There is considered some scope to round off the urban area of Thorpe Hesley to the north-east of the parcel.

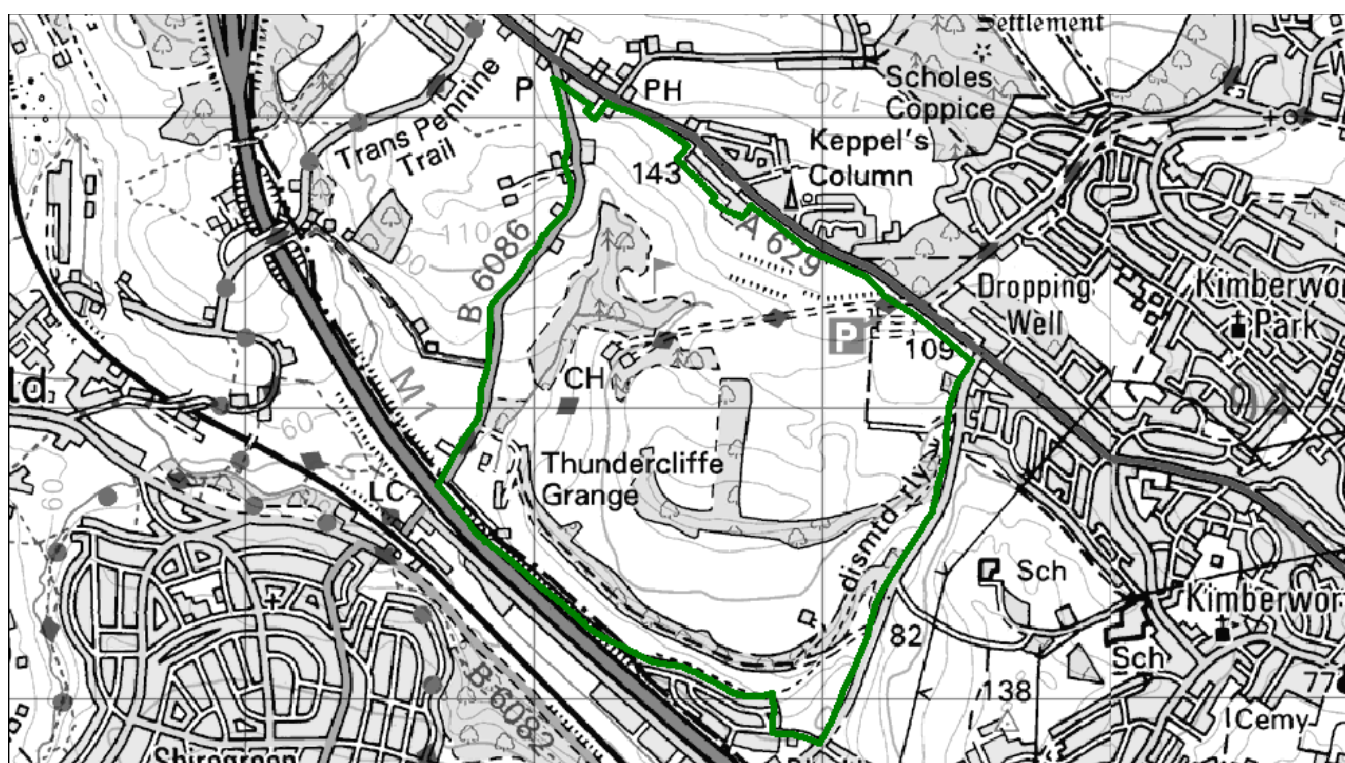
**Purposes 2 and 4 Result:** Narrow Gap (NG)

**Purposes 2 and 4 Reason:**

Parcel lies between the Rotherham urban area to the east and south-east and the Sheffield urban area to the north and west in particular Chapeltown and Ecclesfield respectively. The parcel is a narrow gap because if the whole of the parcel was built out it would significantly reduce the gap between the Rotherham and Sheffield urban areas, however there is considered to be scope to round off the urban area of Thorpe Hesley to the north-east of the parcel.

**Parcel Location / address** Land surrounding Grange Park Golf Course, south of Upper Wortley Road (A629) and north of M1 motorway.

**Parcel Description** The site is defined by the rural Grange Lane to the east, the Upper Wortley Road (A629) to the north, Droppingwell Road to the west and the M1 motorway and the small residential area known as Blackburn to the south. The parcel is of an undulating topography and there are large wooded areas within the parcel. The main use of the parcel is agriculture and there are several farm holdings within the parcel. In addition there is the Grade II listed Thundercliffe Grange which has been converted to residential flats to the south-west corner of the parcel. In the centre of the parcel is the Grange Park Golf Course. Along the parcel's eastern boundary there is an area of woodland known as Ockley Bottom, this part of the parcel is at a subsequently lower land level than the road Droppingwell Road and forms a large drop. Also along the Droppingwell Road boundary is a long area of wooded trees. There is a sports ground within the centre of the parcel which comprises of football pitches and an all weather pitch which is used by a local junior team. To the north-east corner of the site is a Golf Driving Range. Outside of the parcel there are agricultural fields to the west, an industrial area and the residential area of Shiregreen in the neighbouring authority of Sheffield to the south, the residential area of Blackburn is also to the south and the residential area of Kimberworth is to the south and east. There is also a sports ground, fields and school grounds to the east as well.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel is bordered to the north by the A629 road – Upper Wortley Road and to the south by the M1 motorway, Grange Lane to the west (which is not a strong physical feature) while the long single carriageway road – Droppingwell Road forms the eastern boundary. The parcel has a variety of uses including, a golf course and driving range, a sports ground and agricultural fields. The parcel has an undulating topography. Development in this Parcel would not be contained.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

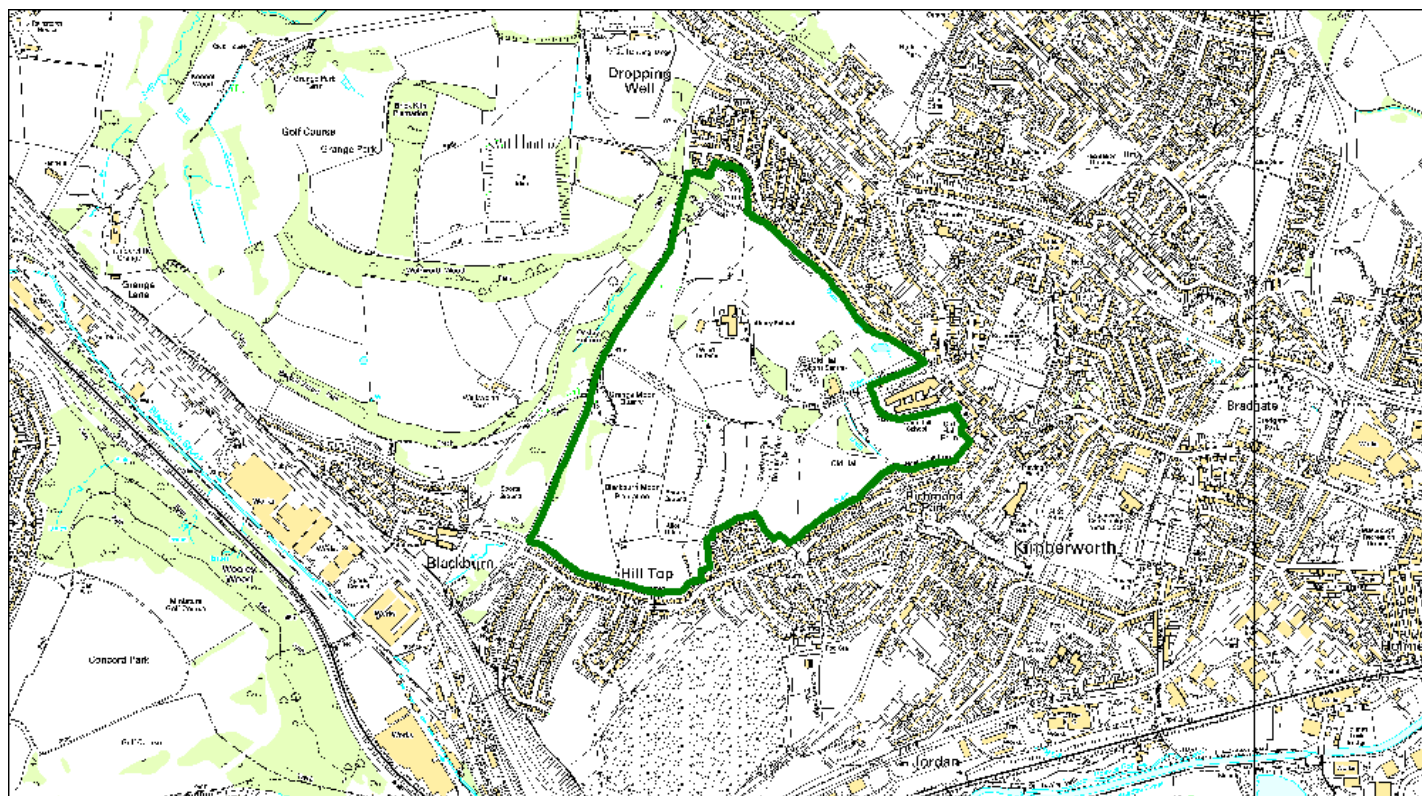
**Purposes 2 and 4 Reason:**

Parcel lies between the Rotherham urban area to the east and the Sheffield urban area to the west in particular Shiregreen to the west. The parcel is a narrow gap because if the whole of the parcel was built out it would significantly reduce the gap between the Rotherham and Sheffield urban areas, however there is some scope to round off the urban area to the north and the north-eastern and south-eastern corners of the parcel.



**Parcel Location / address** Land to east of Droppingwell Road

**Parcel Description** The parcel is defined by Droppingwell Road to the west, the residential properties of Hill Top and Richmond Park which form part of Kimberworth to the south and the rear of properties along Farm View Road to the north and east. There are a variety of land uses within this parcel. There are several residential properties around Grange Farm in the north-western corner of the site. There is a special school in the centre of the parcel, with the playing fields, tennis courts, Multi Use Games Area (MUGA) and sports hall relating to a secondary school to the east of the parcel. There is also a childrens play area and a BMX track within the parcel. There is an area of allotments and a sports ground within the parcel as well. The remainder of the parcel comprises of a area of public open space to the rear of properties on Farm View Road and agricultural fields. There are areas of woodland and other small areas of tree planting within the parcel. The eastern part of the parcel is relatively flat, but the western, northern and southern parts are sloping in places and undulating in others. Outside of the parcel to the north, south and east is the large residential area of Kimberworth, while to the west is an area of woodland beyond which is a sports ground, driving range, golf course and open agricultural fields.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel is bordered to the north, south and east by the Rotherham urban area, while Droppingwell Road bounds the western boundary of the parcel. The site is of an undulating topography and comprises of schools, a sports ground, and open fields. Some potential for rounding off development from Kimberworth / Hill Top.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

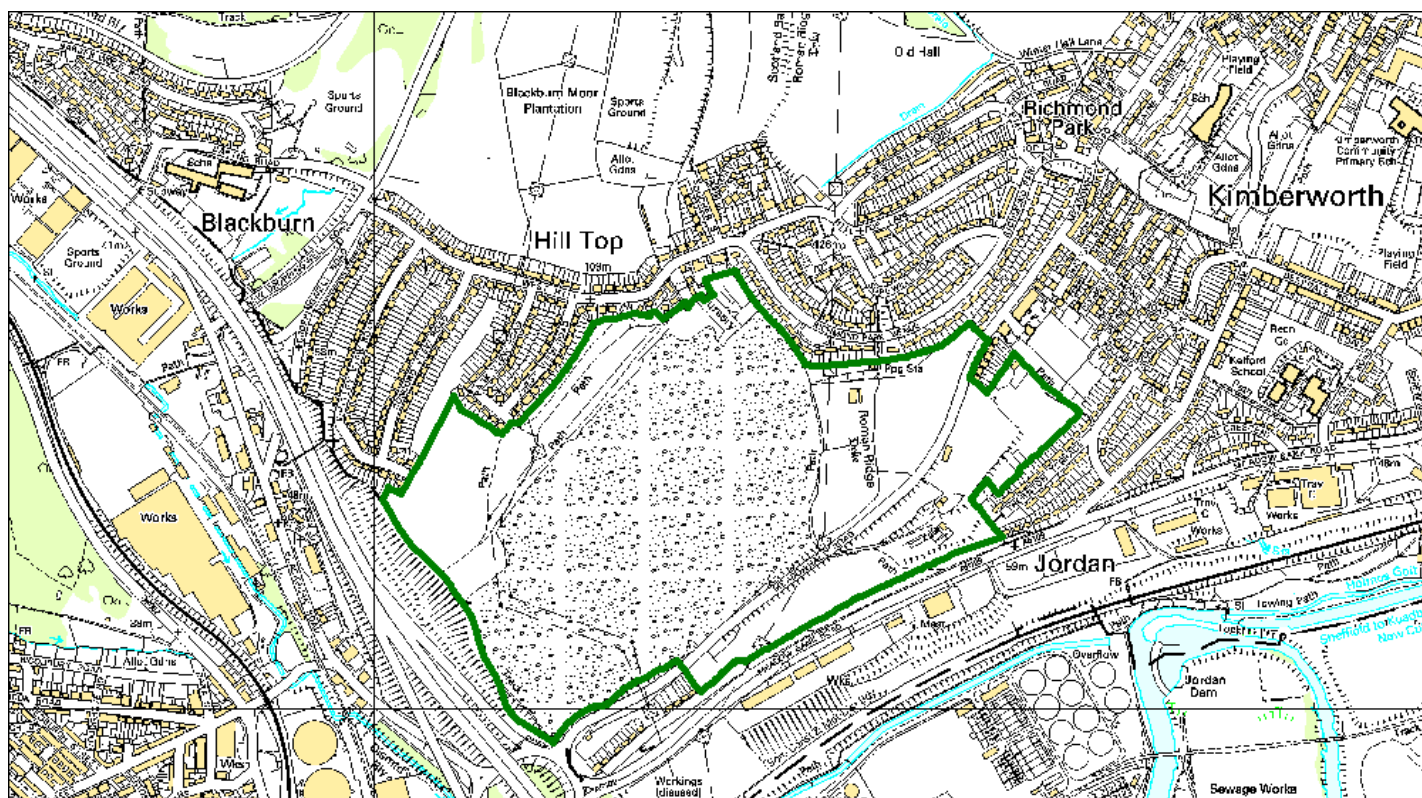
Parcel lies within a wide gap between Rotherham urban area and the Barnsley settlement of Hoyland and between the Rotherham urban area and the Sheffield urban area (Ecclesfield). There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.

**Parcel Location / address**

Land to east of M1 motorway, north-east of Junction 34 and west of Kimberworth

**Parcel Description**

The parcel is bounded by residential properties to the north and east which form part of the wider residential area known as Kimberworth. The M1 motorway runs parallel with the western boundary of the parcel and a busy road, Meadowbank Road, runs parallel to its southern boundary. Beyond the southern and western boundaries are areas of industry. Meadowhall Road runs through the parcel from east to west close to the southern boundary of the parcel. The majority of the site to the north of Meadowhall Road and east of the M1 motorway is currently part of a landfill site, which slopes considerably upwards from Meadowhall Road and the M1 to the residential estates. A small section to the east of the parcel and north of Meadowhall Road is used by horses for grazing purposes. To the south of Meadowhall Road the parcel slopes considerably downwards to Meadowbank Road, the western end of this part of the parcel is just wasteland, and there are some residential properties to the south-western corner. The eastern part of this parcel also has a sloping topography and is a mixture of scrubland, and land used as a part of a stables business for horses to graze on. Along the western boundary of the parcel there is an area of tree screening that runs along the south-bound carriageway of the M1 motorway.



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**Purposes 1 and 3 Result:**

Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

The parcel is bounded on all sides by strong physical features, the M1 motorway is to the west, the A6109 Meadowbank Road which is both dual and single carriageway is to the south with the Rotherham urban area surrounding the rest of the parcel. The majority of the parcel is a landfill site that is being restored and is of a steep gradient that slopes upwards from south to north. Development in its parcel would be well contained.

**Purposes 2 and 4 Result:**

Essential Gap (EG)

**Purposes 2 and 4 Reason:**

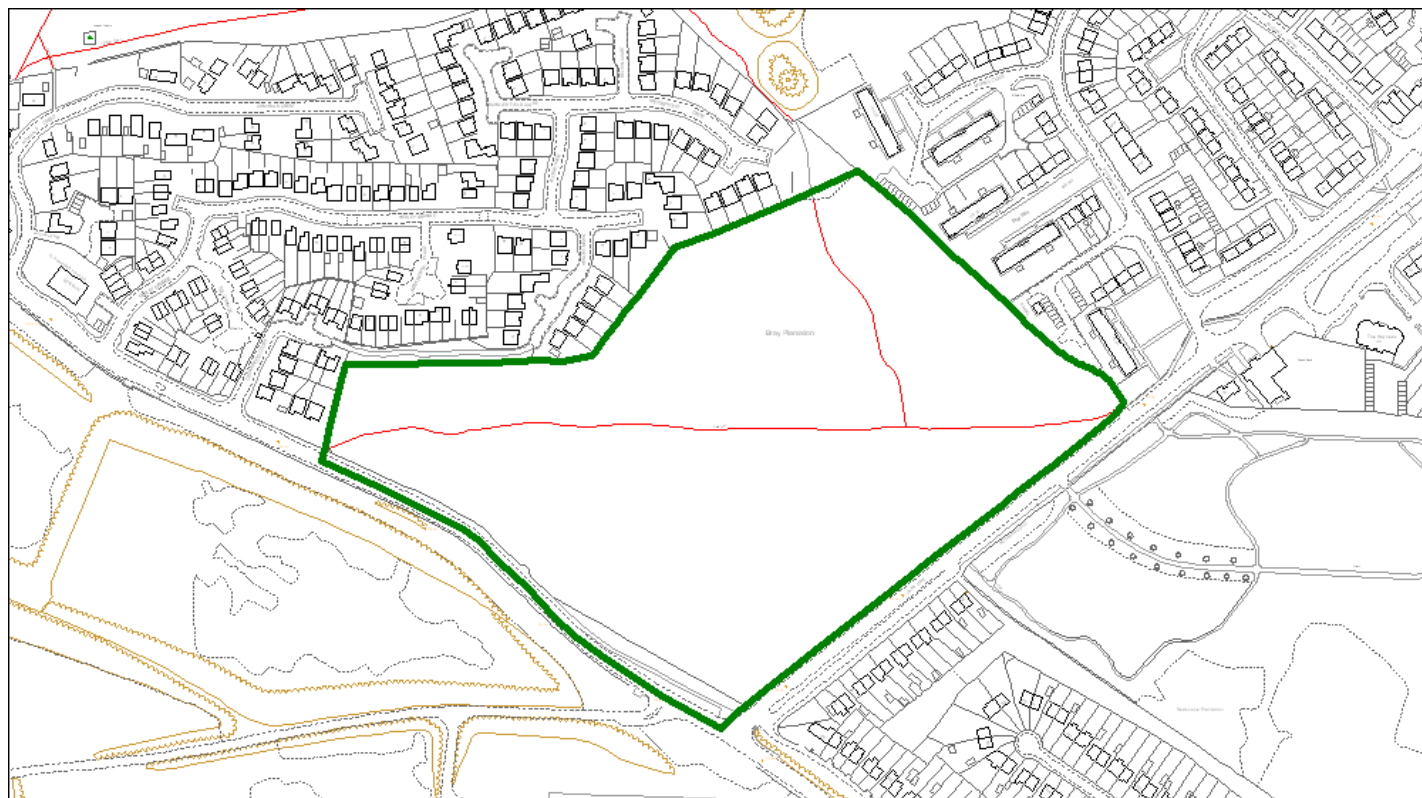
The parcel forms an essential gap between the Rotherham urban area and Sheffield City Region, which if built on would merge the two authorities and urban areas together.



**Green Belt Parcel Number** 31

**Parcel Location / address** Land to north-west of Oaks Lane, Kimberworth Park

**Parcel Description** This parcel has strong boundaries on all sides, with the busy road Upper Wortley Road (A629) and busy residential estate road Oaks Lane on its southern and eastern sides, respectively. There are two residential estates to the north and west. The one to the west comprises of a relatively new residential development built circa 1990s and the one to the north comprises circa 1950s houses and flats. The site itself comprises of a dense area of unprotected woodland, but is part of a local nature reserve. The parcel is relatively flat. A public footpath runs through the centre of the site.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

The parcel is contained to the south by the A629 road – Upper Wortley Road and to the east by Oaks Lane which is a main road running through the Kimberworth Park area of the Borough, the west and north of the parcel are bounded by the residential estates in the Rotherham urban area.

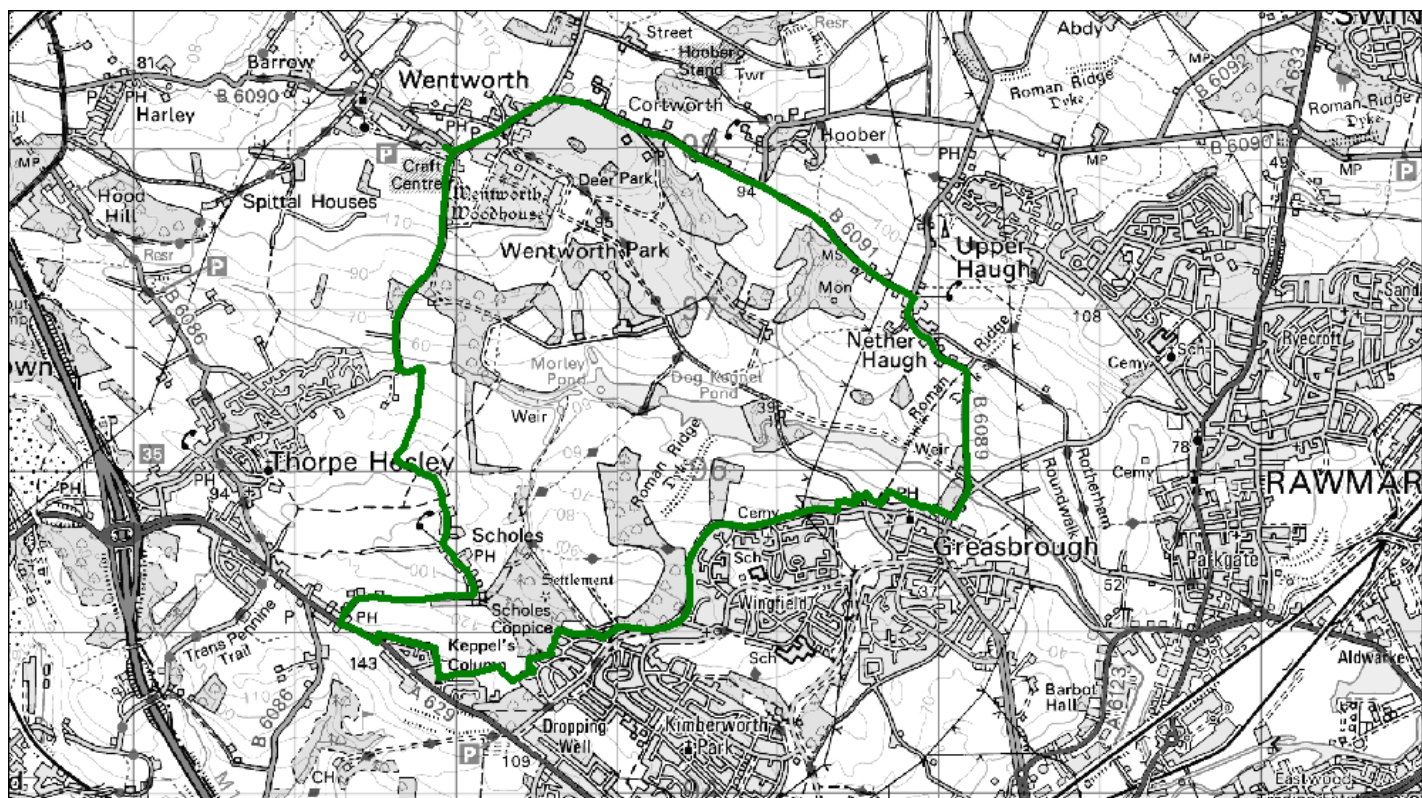
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham urban area and the Barnsley settlement of Hoyland and between the Rotherham urban area and the Sheffield urban area (Shiregreen). There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.

**Parcel Location / address** Land to the north of Kimberworth Park and south of Wentworth Village

**Parcel Description** Part of the site lies within the Wentworth Conservation Area. The site consists of an extensive area between the settlements of Wentworth and Kimberworth Park, it also takes in part of the village of Scholes to the west. As the site covers a vast area, there are a number of land uses within it. To the north is Wentworth Woodhouse, a Grade 1 Listed Building and its Stable Block which is Grade 2\* Listed. Surrounding these buildings are Grade 2\* Historic Parks and Gardens, these extend to the majority of the northern area and include a Deer Park. Wentworth Garden Centre is also located to the north west. The remainder of the site consists of arable farmland, woodlands and fishing ponds. A number of PROW's bisect the site. Only the southern and western areas are located within the defined 1000m of an urban area. These areas include the village of Scholes, farmland, woodland and fishing ponds. The boundaries to the site differ significantly. The southern boundary abuts the residential areas of Wingfield and Kimberworth Park but is physically separated from these areas by highways including Town Lane and Church Street. Views into and out of the site from these areas vary where planting becomes more/less dense. The western boundary is defined by The Whins and Cortworth Lane. The boundary treatment along this highway consists predominately of mature hedgerows which restricts views into and out of the site. The western boundary is defined by Hague Lane. A low stone wall defines the boundary and mature tree planting beyond prevents views of the site from outside until it connects to Scholes Lane, where the residential properties define the boundary.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel abuts the urban areas of Greasbrough, Wingfield and Kimberworth to the south but has weaker boundaries to the east and west comprising mainly of access roads, the rural village of Scholes to the west and Wentworth to the north. No main roads or railways are located either within or around the perimeter of the parcel. The site is a large area of open countryside together with designated parkland associated with Wentworth Woodhouse with low urban influence and development here would not be contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

The parcel lies within a wide gap between the identified towns of Hoyland, which is located to the north east, West Melton to the north and Rotherham Urban Area to the south and east.

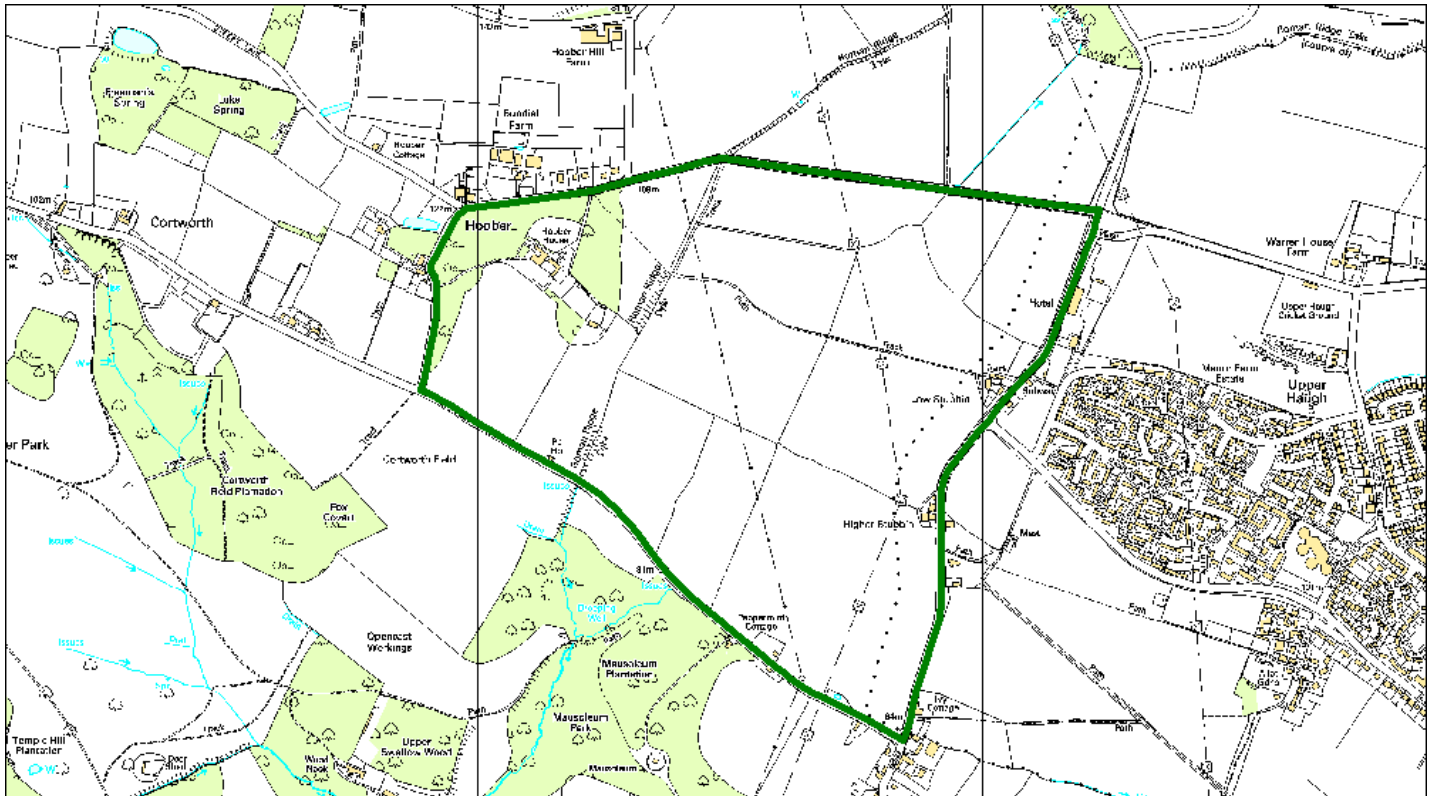


**Parcel Location / address**

Land between Hooper and Nether Haugh Villages to the west of the B6089.

**Parcel Description**

The parcel comprises a large area of land that is defined by Hooper Lane (B6090) to the north and west, Cortworth Lane (B6090) to the south and Stubbin Road (B6089) to the east. Land levels are relatively flat across the western section of the site, though the eastern section of the site is more undulating. There is a steady fall in land levels from east to west of the site and the majority of land is high landscape sensitivity. The majority of the land is agricultural with open boundaries and some hedges demarking individual fields. There are two clusters of cottages on the eastern boundary on Stubbin Road and Hooper House and gardens in the western end of the site. In the north-west section of the site is a small area of woodland.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Whilst the site has strong road boundaries on all sides, the parcel is detached from all of the adjacent urban areas and is bordered by green belt boundaries on all sides. Wentworth Village to the west is rural in character and therefore cannot be defined as an 'Urban Area'.

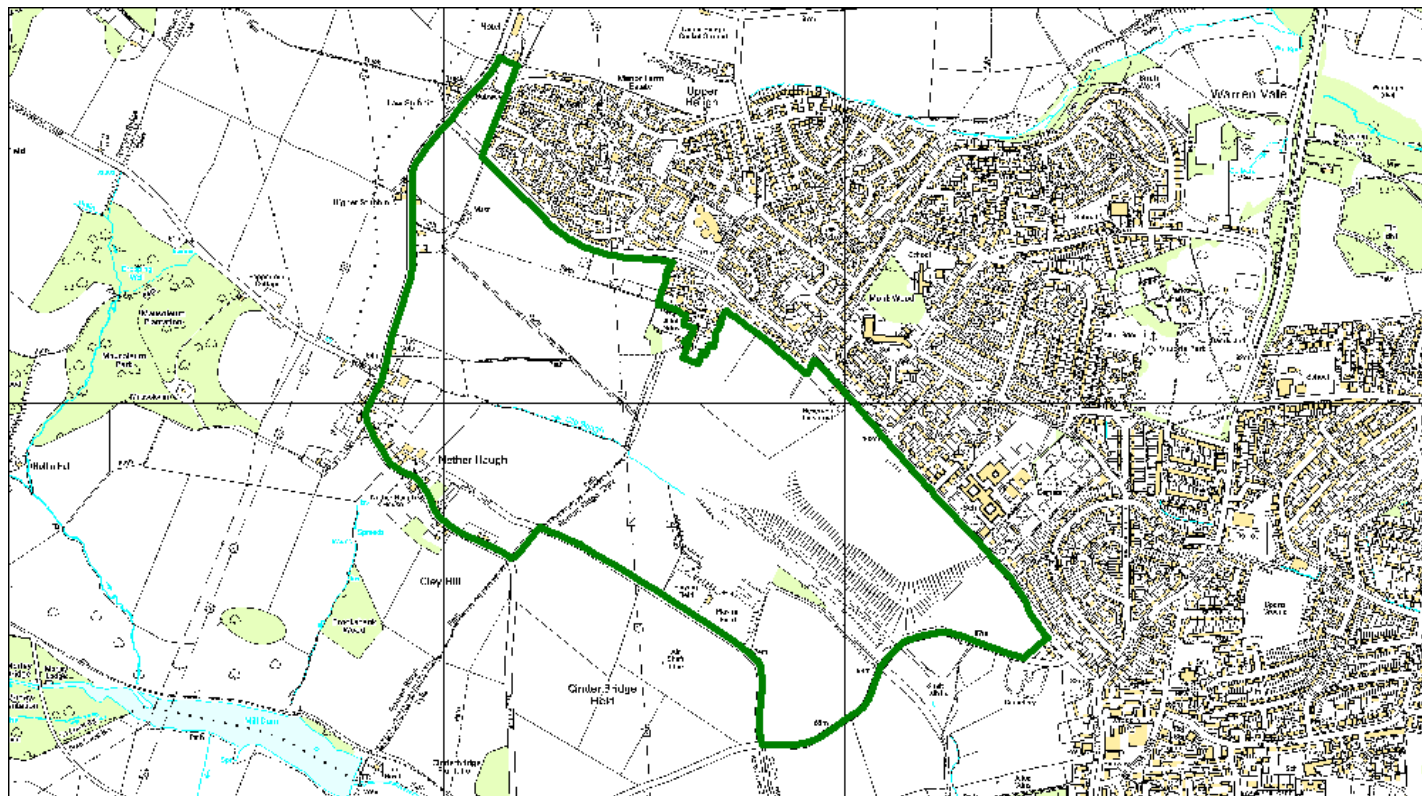
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham urban area and the next settlement of Hoyland (Barnsley). There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.

**Parcel Location / address** Land to the south-west of Rawmarsh urban area and Nether Haugh.

**Parcel Description** The parcel comprises a large area of land defined to the north-east section of the site by the edge of the Rawmarsh Upper Haugh urban area. The site slopes quite strongly across the whole area to the south with the site levels sloping down to a small unnamed brook that flows to the south-east. There are a number of residential properties along the western boundary of the site that make up the hamlet of Nether Haugh. The western section of the site is predominantly agricultural land. The central area of the site is where the former Stubbin Colliery stood. All visible evidence of the colliery and any associated structures have gone. The southern area of the site is used as a small football ground.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel has a strong boundary to the north-east section of the site which defines the limit of the edge of the Rotherham urban area. However, development beyond this urban edge would impact upon the openness of the countryside and would not be contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

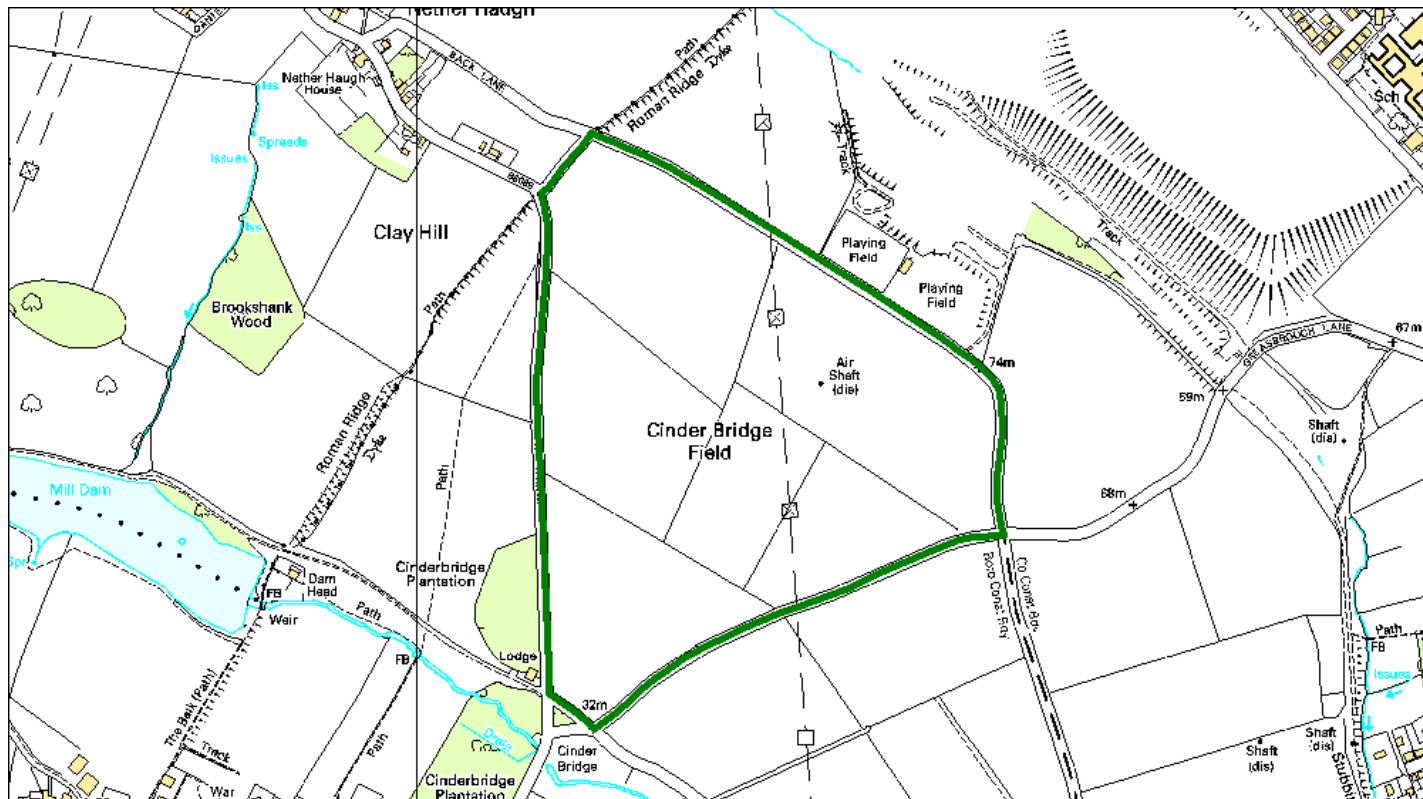
The parcel lies within a wide gap between the Rotherham Urban Area (Rawmarsh) and Sheffield to the far south-west and the Barnsley settlement of Hoyland to the far north-west. There are no views of each section of the settlements across the gap.



**Green Belt Parcel Number** 35

**Parcel Location / address** Land to the east of B6089, north-west of Greasbrough Lane, to the north east of Greasbrough.

**Parcel Description** Small parcel defined by minor roads of Greasbrough Lane, Back Lane and Cinder Bridge Road. The site slopes moderately downwards from north to south and is predominantly used as working arable land.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Whilst the site has road boundaries on all sides, the parcel is detached from all of the adjacent urban areas and is bordered by green belt boundaries on all sides with no significant urban influence.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

The parcel lies within a wide gap between the Rotherham Urban Area (Rawmarsh) and Sheffield to the far south-west and the Barnsley settlement of Hoyland to the far north-west. There are no views of each section of the settlements across the gap.





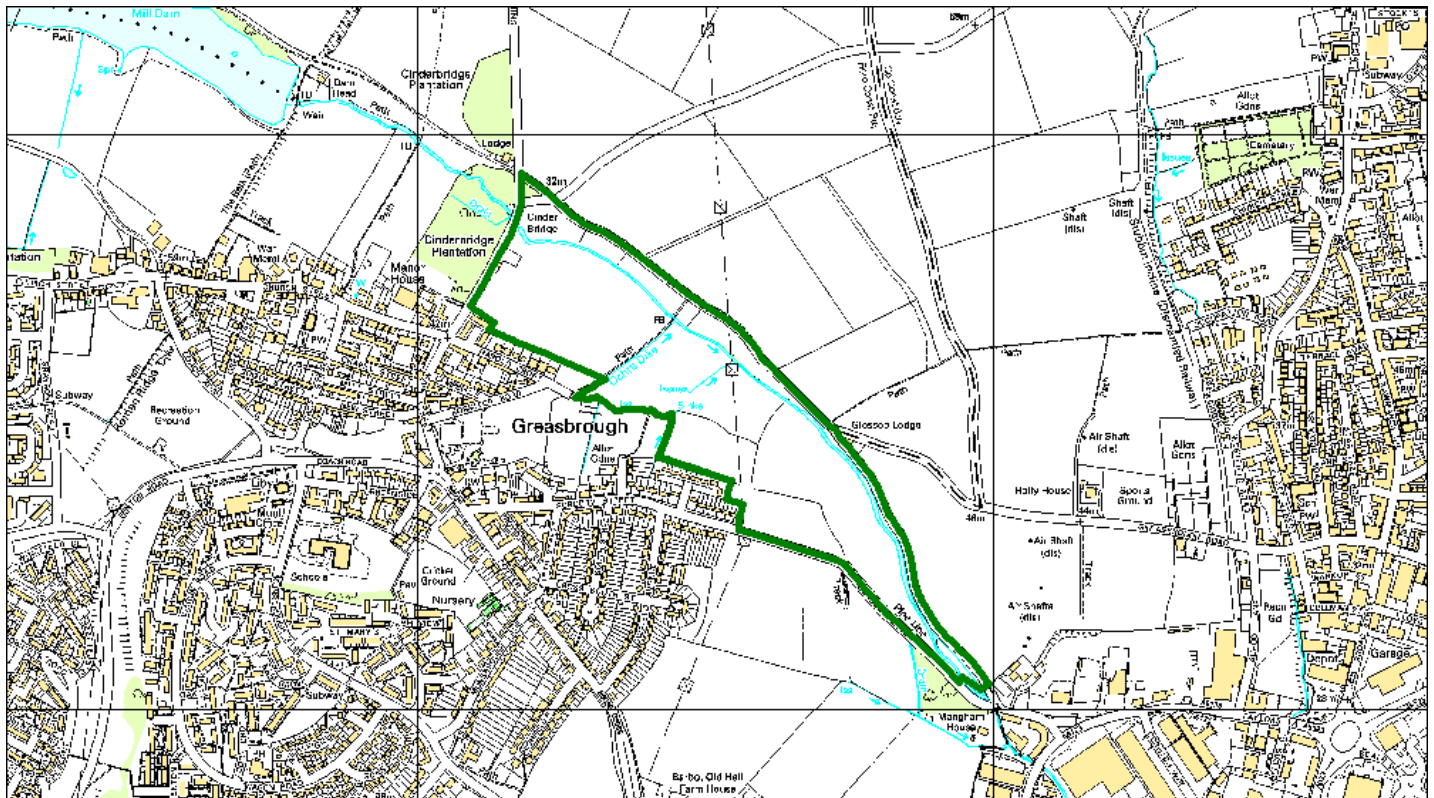


**Parcel Location / address**

Land between Scrooby Lane and Cinder Bridge Road, Greasbrough

**Parcel Description**

The site consists of 3 areas of farmland which are defined by informal tracks and hedgerows. The site is generally flat in nature and has overhead power lines running through the western area of the site in a north to south direction with an electricity pylon located in the north most corner. A dyke runs along the eastern boundary with public bridleway no.24 running along the eastern boundary north west to south east. Scrooby Lane forms part of the southern boundary. This is an adopted highway and well utilised; it forms a strong boundary feature separating the site from the parcel to the south. Screening the highway from the site is mature planting and hedgerows preventing views into the site from this vantage point. Moving westwards along the southern boundary are a number of residential properties that have a range of domestic boundary treatments abutting the site and mature hedgerows. These continue until they reach the allotments, also abutting the site on the southern boundary. Again these are screened from the site by mature hedgerows which form a strong boundary feature. The western boundary is defined Main Street which is an adopted highway. Mature tree planting and additional mature hedgerows screen the site from the highway which continue until the site meets Cinder Bridge Road to the north which is also an adopted highway. Views from this highway into the site are limited as a mature planting belt exists approximately 35 metres into the site and extends along part of the northern boundary. Boundary treatment becomes weaker as the northern boundary meets the eastern boundary. In this area there are large areas of open views into and out of the site.



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**Purposes 1 and 3 Result:**

Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The south western boundary of the parcel is defined by the urban area of Greasbrough. The eastern boundary consists of a strong tree belt and a dyke which provide a strong form of boundary treatment. The western boundary is defined by a minor highway and the north eastern boundary by Greasbrough lane, which again is a minor highway. Development of this parcel by itself would not be contained.

**Purposes 2 and 4 Result:**

Wide Gap (WG)

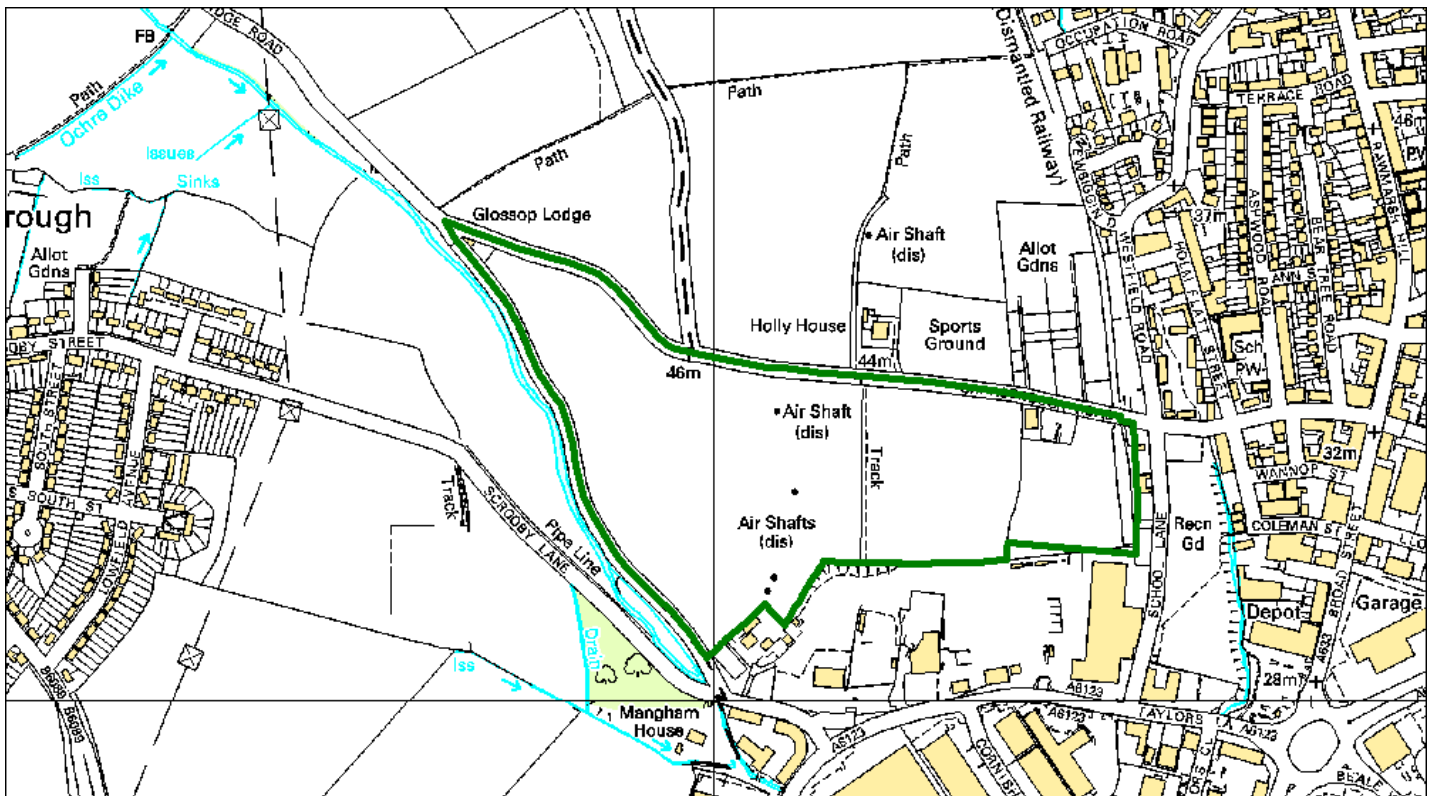
**Purposes 2 and 4 Reason:**

The parcel lies within a wide gap between the Rotherham Urban Area and the settlement of Swinton to the far north east. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.



**Parcel Location / address** Land south of Greasbrough Road, Greasbrough

**Parcel Description** The site is relatively flat and consists of three parcels of arable farmland which are defined by informal tracks. A dyke runs along the western boundary with public bridleway no.24 running along the eastern boundary north west to south east. A restaurant and its associated parking area penetrate the northern boundary of the site and are screened from the remainder by mature hedgerows. Boundary treatment along Greasbrough Road is sporadic and consists of large open views and poor quality hedgerows, however the quality and density of them improve when travelling eastwards. The eastern boundary encompasses a number of industrial uses which are separated from the wider site by large areas of dense planting preventing views through, however this becomes weaker as the boundary turns to meet the southern boundary which also abuts established industrial uses. Boundary treatment in these areas differs but consists mainly of open views and tree planting. The western boundary has a strong planting belt which separates the parcel from the parcel to the west.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel encompasses and lies immediately to the west of an industrial area in the fringe of the urban area of Parkgate. Industrial uses also form the southern boundary treatment and a strong tree belt and dyke are located along the eastern boundary. This site is not contained and development here would extend beyond existing industrial uses into open countryside.

**Purposes 2 and 4 Result:** Wide Gap (WG)

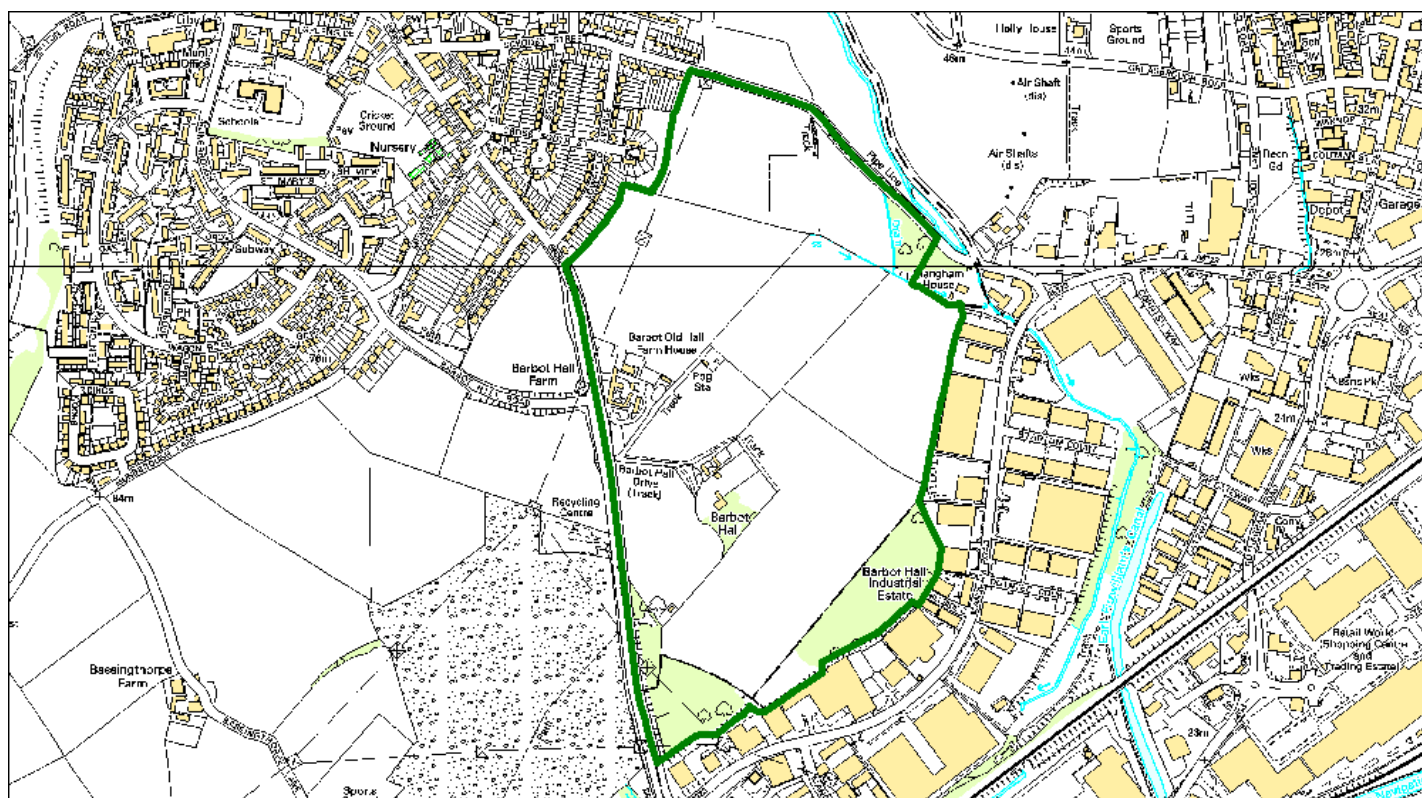
**Purposes 2 and 4 Reason:**

The parcel lies within a wide gap between the Rotherham Urban Area and the settlement of Swinton to the far north east. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.

**Green Belt Parcel Number** 40

**Parcel Location / address** Land east of Carr Hill (B6089), Greasbrough

**Parcel Description** The site consists of various parcels of arable farmland which are defined by weak hedgerows. Central to the site is Barbot Hall and Barbot Old Hall Farm House which consist of various converted farm buildings now in residential use. Barbot Hall has a relatively large curtilage and is defined by mature trees and hedges. Barbot Old Hall Farm has very little in the form of boundary treatment, however can be distinguished from the wider site due to the cultivated domestic nature of the land. To the western boundary is Carr Hill Road (B6089) which provides a strong physical boundary, a low stone wall separates the site from the highway with a small number of mature trees planted at various intervals. Along the north western boundary is a strong hedgerow with residential properties beyond. Scrooby Lane runs along the northern boundary separating the site from the parcel to the north. Little or no boundary treatment exists, however Scrooby Lane itself provides a strong boundary feature. The western boundary consists mainly of industrial units which are accessed off Mangham Road. To the rear of these are mature hedgerows and a large area of tree planting to the south.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The north western and south eastern boundaries lie immediately adjacent to the urban area of Greasbrough and the Industrial area of Northfield. The north western boundary consists of a minor road, whilst the eastern boundary is a main dual carriageway. Development in this parcel would not be contained and would create an isolated area of Green Belt to the west.

**Purposes 2 and 4 Result:** Wide Gap (WG)

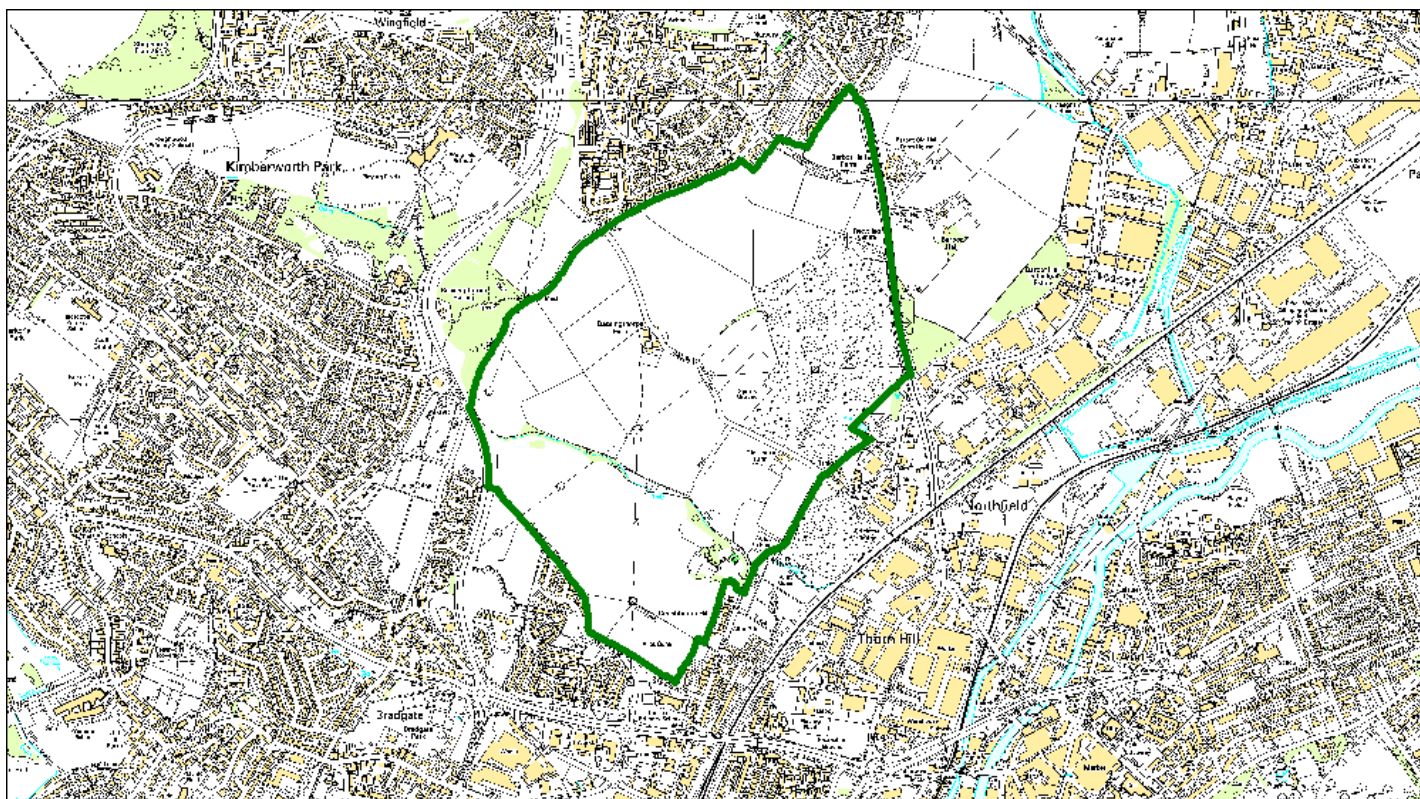
**Purposes 2 and 4 Reason:**

The parcel lies within a wide gap between the Rotherham Urban Area and the settlement of Swinton to the far north east. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap



**Parcel Location / address** Land south west of Car Hill (B6089) Greasbrough and north of Henley Rise, Thornhill.

**Parcel Description** The majority of the parcel consists of various parcels of arable farmland which are defined by weak hedgerows. The eastern boundary consists partially of Carr Hill which is a main road. The site abuts this highway and slopes severely upwards before forming a plateau. To the eastern area, adjacent to Car Hill is an area of hard-standing which is currently used as a waste refuse site. The parcel is bisected by Barbot Hill Road. When viewed from Barbot Hill and Carr Hill, the site is screened by a mature hedgerow which prevents views into and out of the site. The western boundary is bound by Munsbrough Lane which has mature hedgerows adjacent to the site and residential properties on the opposite side and by Fenton Road. Bassingthorpe Lane runs through the parcel. The boundary treatment in this area consists either of weak hedgerows or no boundary treatment at all. To the south east is Victrex industrial works which is defined by security fencing. The southern most boundary consists of allotments whilst the central and northern areas are smaller parcels of arable farmland which are defined by weak boundaries consisting of sporadic hedgerows. Bisecting the site from east to west is a swathe of mature trees and shrubs which are visible from all vantage points within the site and beyond and PROW no. 24 runs along the eastern boundary north west to south east. The site is bound by residential curtilages to the south east which include various domestic boundary treatments, the remainder of the eastern and the northern boundary consists of strong hedgerows which prevents views through to land beyond. The south western boundary has very little in the form of any boundary treatment and consists mainly of a sloping grass verge and Fenton Road.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:** The parcel is bound partially to the north by the urban area of Greasbrough, to the south east by industrial premises and partially to the south by the residential area of Thorn Hill. Other boundary features include a dual carriageway to the east and Bassingthorpe Spring to the north west. The parcel is surrounded on three sides by existing development and the strong boundary of Car Hill to the North-east and development here would be well contained.

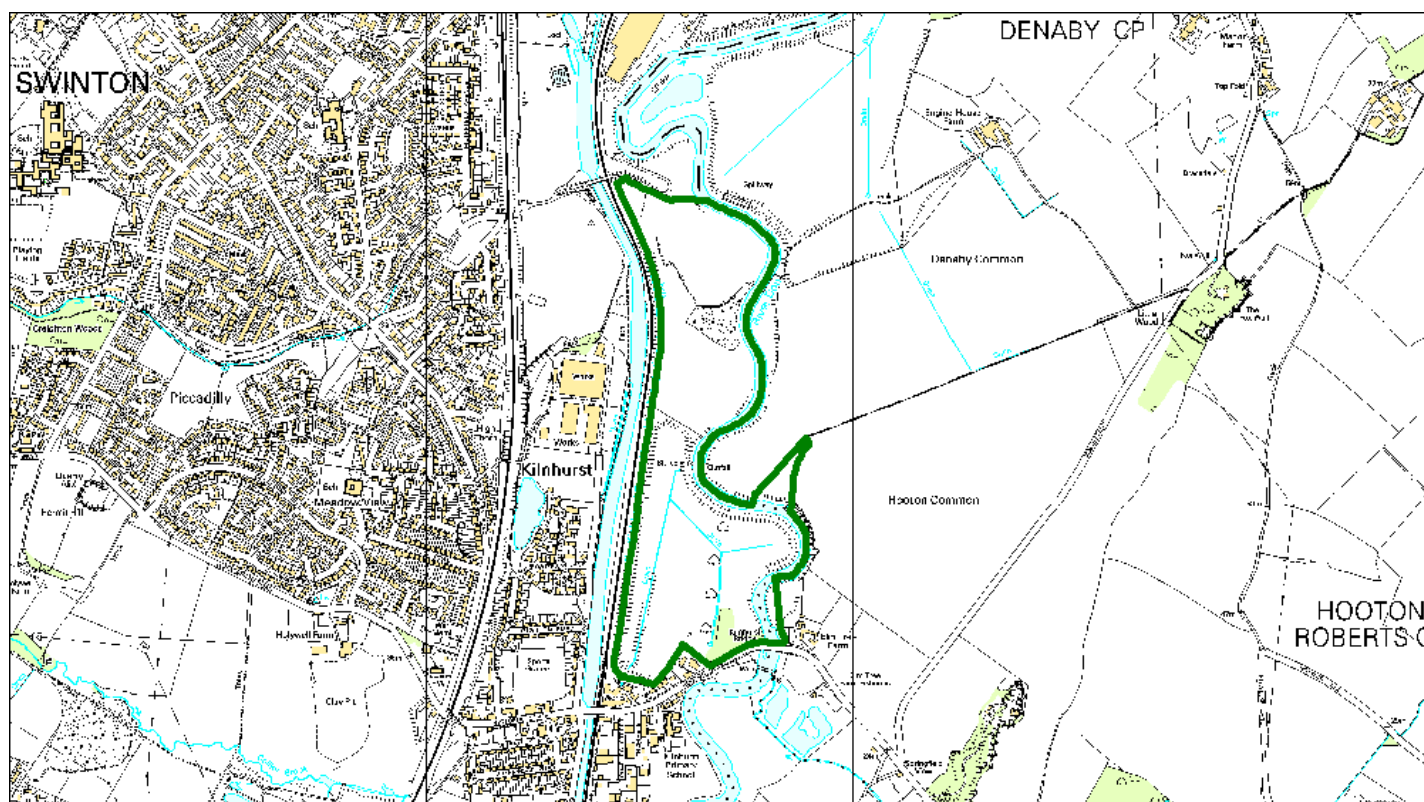
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:** The parcel lies within a wide gap between the Rotherham Urban Area and the settlement of Swinton to the far north east. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap

**Green Belt Parcel Number** 42

**Parcel Location / address** Land to the east of Kilnhurst between Canal and River Don, north of Hooton Road (B6090).

**Parcel Description** Area of land bounded by Hooton Road (B6090) to the south, railway and canal to the west and River Don to the east.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

Although lying beyond the strong boundary to the west formed by the railway and canal and the urban area of Kilnhurst and Swinton, this relatively flat, small parcel of land would be well contained by the River Don. To the south the site is bordered by a small number of residential properties and there is a tree belt along the southern boundary with Hooton Road.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

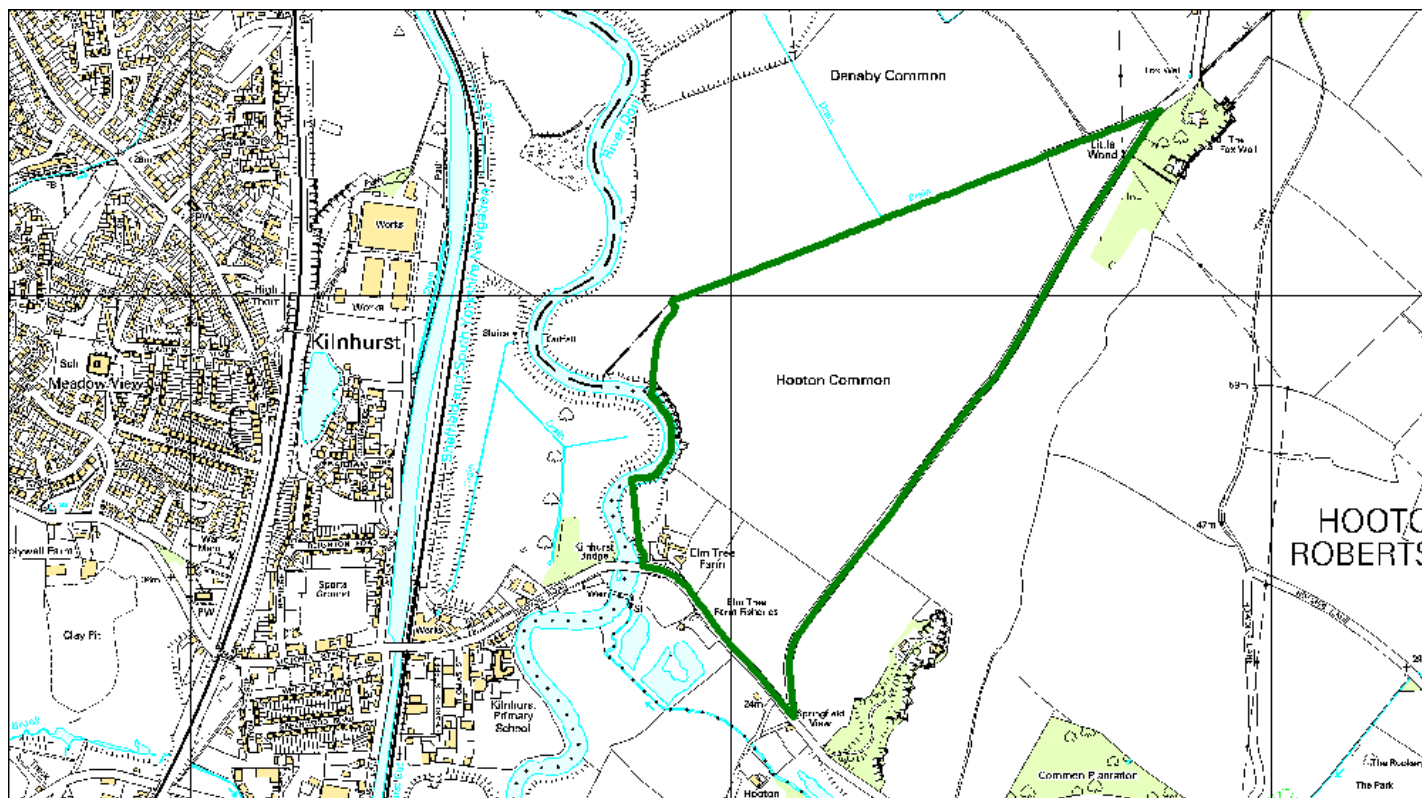
This parcel is part of a wide gap between the settlement of Swinton (to the west), Rotherham Main Urban Area (to the south and east) and the Doncaster settlement of Mexborough to the north. The settlement of Mexborough is not visible to the north. There are some views of the adjoining Rotherham Main Urban Area to the south and Swinton to the west. The site has a relatively urban feel and is flat.



**Green Belt Parcel Number** 43

**Parcel Location / address** Land to the south of Mexborough, to the east of Swinton and to the west of Conisborough.

**Parcel Description** Large area of land bounded by Doncaster Road/Sheffield Road to the south with no clear boundary to the north between to the borough boundary of Rotherham and Doncaster. The land has an open countryside appearance and is predominately arable & farm land.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This parcel is not contained by any strong feature and lies apart from surrounding settlements. There is no strong boundary to the north of the site with adjoining open countryside which lies within the borough of Doncaster. The site slopes down towards Hooton Road and consists of fields. Development within this parcel would not be contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

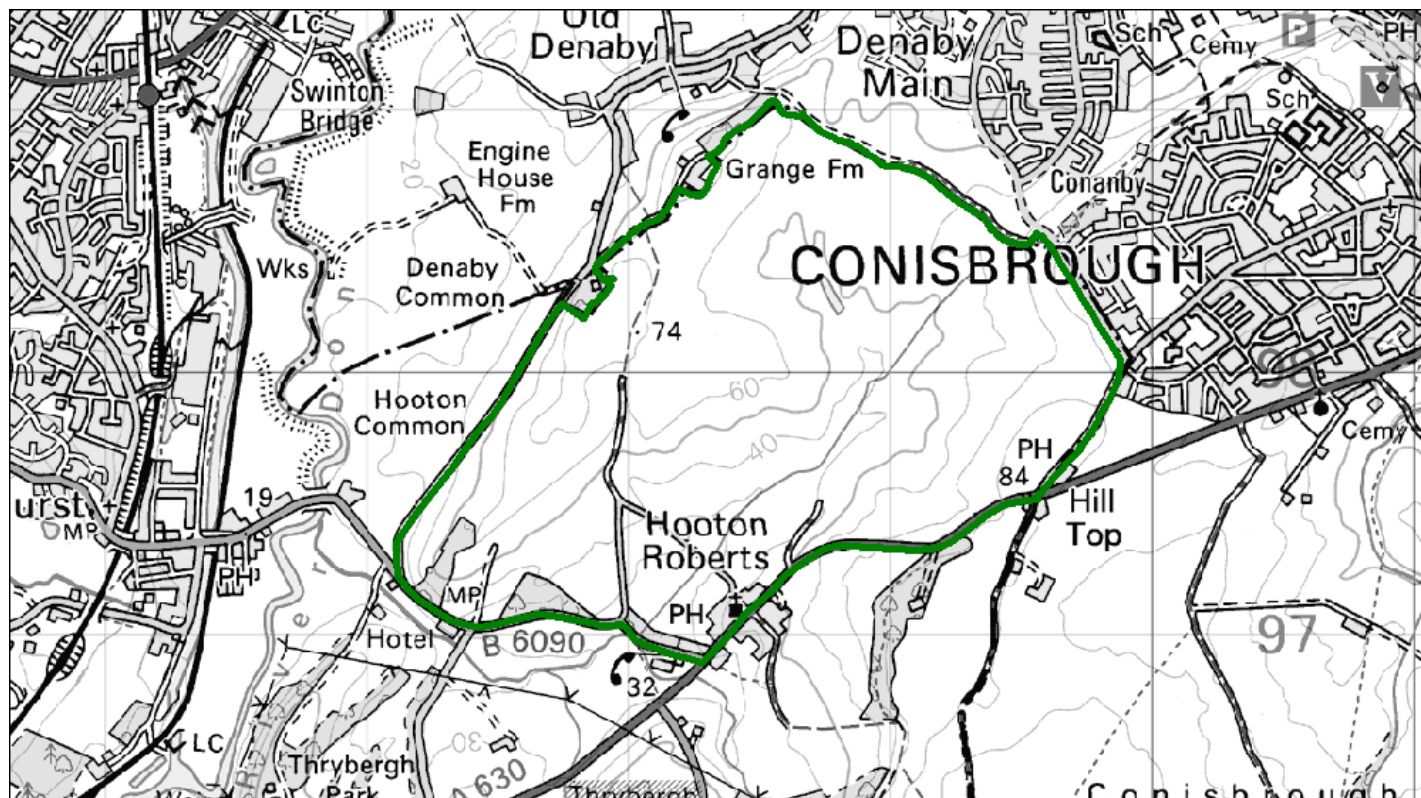
**Purposes 2 and 4 Reason:**

This parcel is part of a wide gap between the settlement of Swinton (to the west), Rotherham Main Urban Area (to the south and east) and the Doncaster settlement of Mexborough to the north. The settlement of Mexborough is not visible to the north. There are some views of the adjoining Rotherham Main Urban Area to the south and Swinton to the west. The site has a rural feel and slopes from north to south.

**Green Belt Parcel Number** 44

**Parcel Location / address** Land to the south of Mexborough, to the east of Swinton and to the west of Conisborough.

**Parcel Description** Large area of land bounded by Doncaster Road/Sheffield Road (A630) to the south and to the north by the borough boundary of Rotherham and Doncaster (following edge of woodland and minor roads). The land has an open countryside appearance and is predominately arable and farm land.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This parcel is not contained by any strong feature and lies apart from surrounding settlements. There are some hedgerows along the western boundary although there is no strong boundary to the north. The land rises steeply to the east with a high point in the central part of the site. Development within this parcel would not be contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

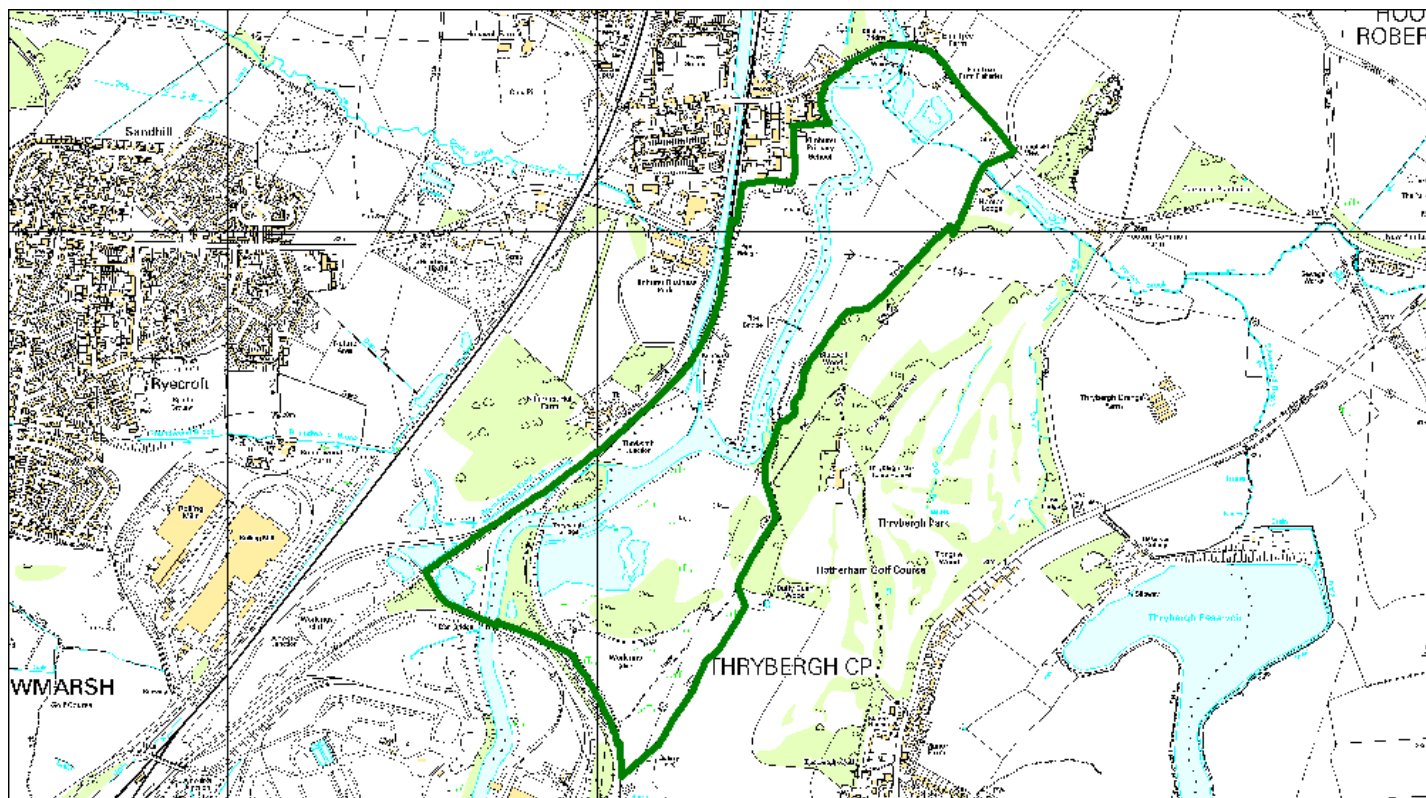
**Purposes 2 and 4 Reason:**

This parcel forms a wide gap between the Doncaster settlements of Conisborough and Mexborough and Rotherham Main Urban Area to the south. The site is open countryside where land rises steeply. The settlements are visible from the elevated parts of the site but not from the low parts.



**Parcel Location / address** Land to the north-east of Aldwarke Steelworks and to the south-west of Kilnhurst Road (B6090) to the east of the railway.

**Parcel Description** Parcel comprises a large area of land that is primarily within agricultural use. Some area of rough grassland to the far south of the parcel. Boundaries defined by railway line to the east, River Don to east and Kilnhurst to north.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel is bounded by the River Don to the east and a small area of Kilnhurst Road (B6090) to the north. Development here would extend beyond the defined limits of Kilnhurst to the north and would cause undesirable encroachment from the south. As such the parcel is considered not contained.

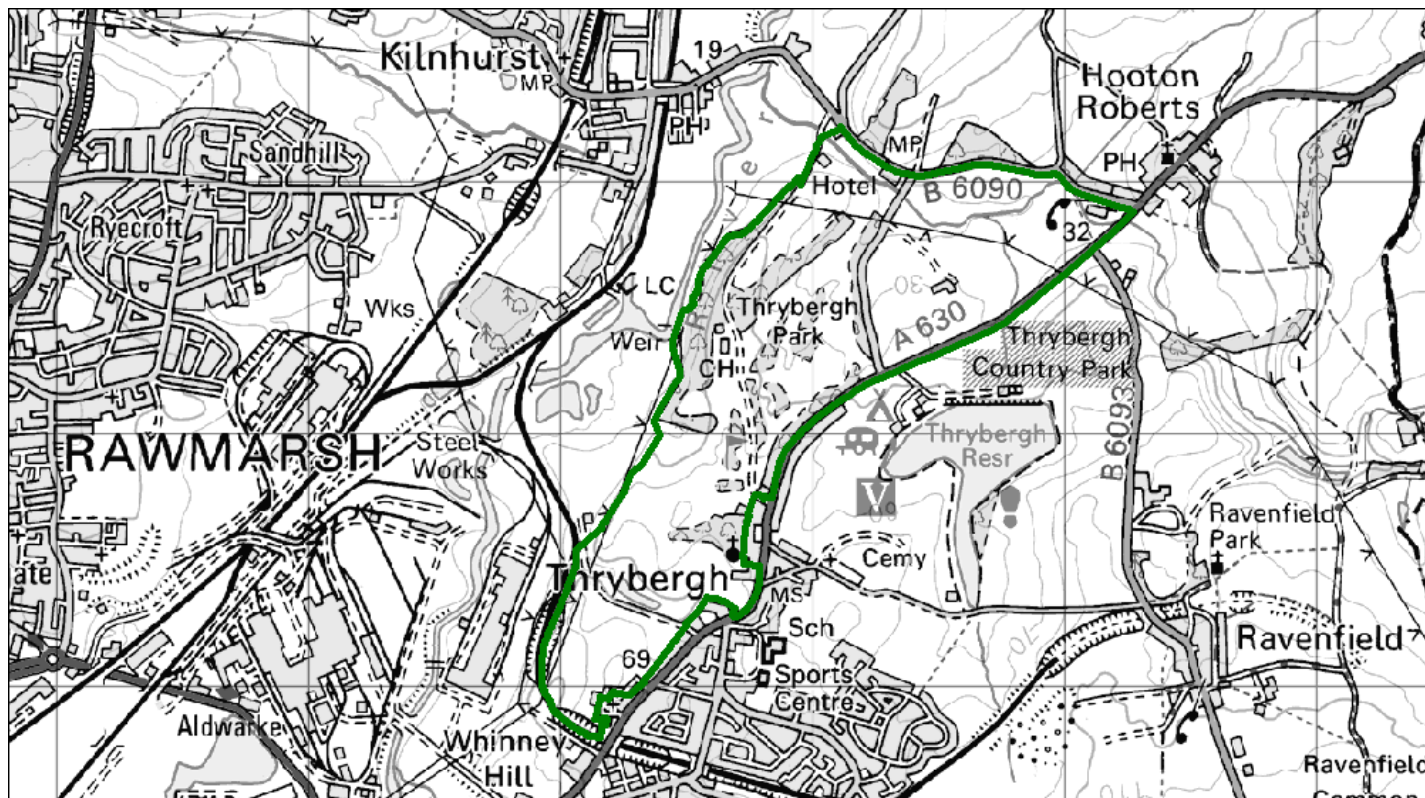
**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

**Purposes 2 and 4 Reason:**

This parcel of land separates the eastern parts of Kilnhurst (Swinton settlement) from merging with the Rotherham Urban Area and both settlements can be seen from each other.

**Parcel Location / address** Land to the north-east of Aldwarke Steelworks and to the south-west of Kilnhurst Road (B6090) and west of the A630 to the north-east of Thrybergh.

**Parcel Description** Parcel comprises a large area of land that has a range of different land uses within it. To the east of Carr Lane the land is primarily arable, in the central area of the site is Thrybergh Park Golf Course and to the south east there is a cluster of residential properties along Doncaster Road. The site has strong boundaries to the north Kilnhurst Road (B6090) and to the south east (Doncaster Road A630). The former railway to Silverwood Colliery lies to the south and south-east, though now the track bed has been lifted this can no longer be considered a strong boundary.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The site has strong boundaries to the north Kilnhurst Road (B6090) and to the south east (Doncaster Road A630). The former railway to Silverwood Colliery lies to the south and south-east, though now the track bed has been lifted this can no longer be considered a strong boundary. Development in this parcel would be largely not contained and would cause unacceptable impact on the openness of this large area of countryside. Some potential for rounding off development to south-east of parcel adjacent to Thrybergh.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

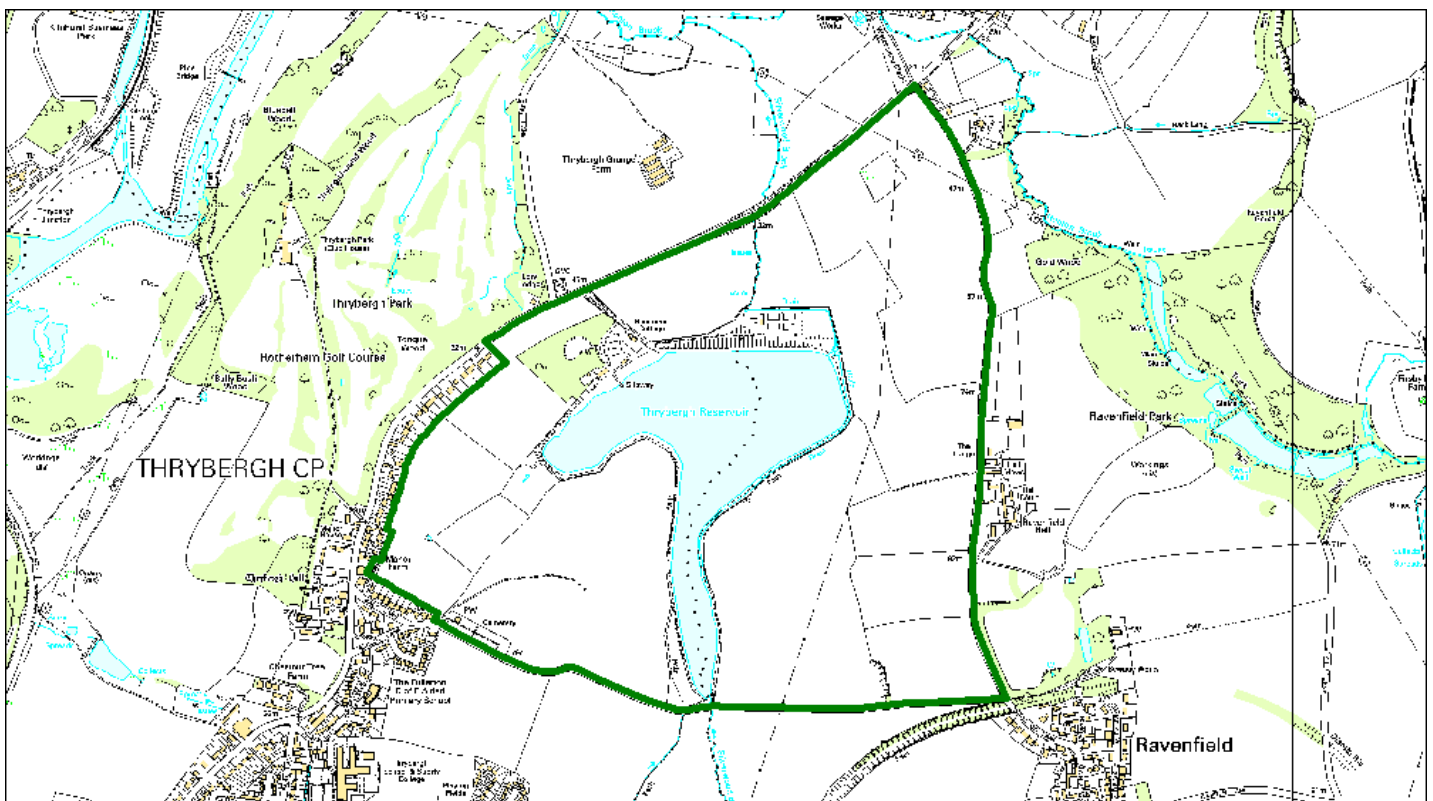
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Rotherham urban area and Kilnhurst/ Swinton and the next settlement of Denaby (Doncaster). There is no visual impression of the potential for neighbouring settlements to merge because there are no views of both settlements across the gap.



Parcel Location / address Thrybergh Reservoir & Country Park

**Parcel Description** This is a large site containing Thrybergh Reservoir at its centre with undulating arable land surrounding it. It is bordered by the A630 (Doncaster Road) which forms a strong boundary comprising a mix of stone walls and natural vegetation (albeit 'gappy' in places) with land sloping away from the reservoir in a northerly direction. Where the land lies adjacent to the rear of residential properties on Doncaster Road / Back Lane / Manor Farm Court, this is defined by a mix of stone walls / timber fencing and natural landscaping. The southern boundary of the site is contained by Thybergh Lane and is characterised by natural hedgerows which shield the cemetery from the highway. Thybergh Lane follows the natural contours of the land which are defined by the continuation of the hedgerow to a dip in the landscape at the head of the reservoir. The land then begins to rise in a westerly direction whilst still retaining hedgerows to its boundary with the road to a point just beyond the brow of the hill where the land plateaus and boundaries become to be defined by natural stone walls. These strong boundary features continue to the junction with Ravenfield Lane and return along the western boundary of the site to a point opposite Hall Court before hedgerows replace them to its junction with Doncaster Road. It is not possible to view all the boundaries of this parcel of land due to the size and the topography of the area.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Small part of parcel is adjacent to urban area of Thrybergh and in this south western corner could be suitable location for development. However, the remainder and majority of the parcel is predominantly open rural character with firm boundaries defined by roads which surround the parcel

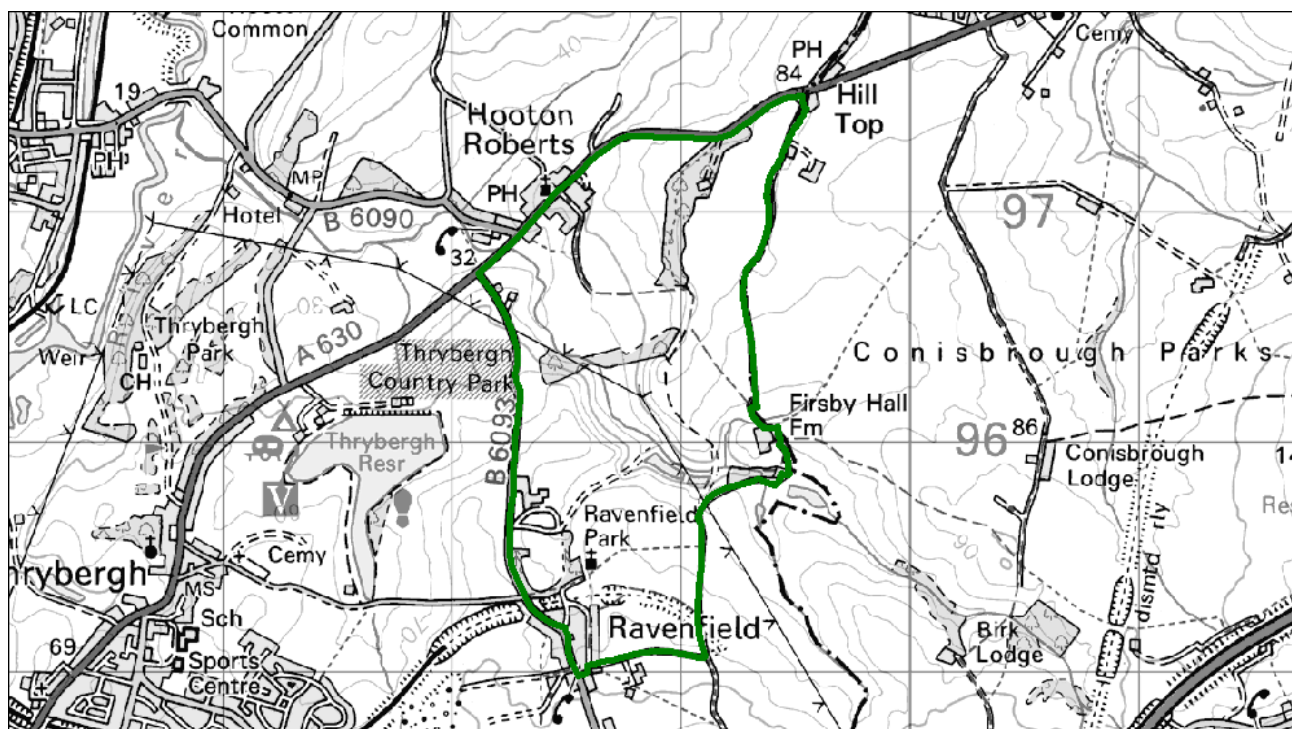
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies in a wide gap between Thrybergh and Conisborough There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap given the topography and development could be taken on edge of settlement.

**Parcel Location / address** Land to north of Garden Lane, west of Arbour Lane, east of Ravenfield Lane and south of A630 (Doncaster Road)

**Parcel Description:** This parcel is a large area of open countryside which arguably could be split into three smaller parcels owing to the presence of the large wooded area (Ravenfield Park, Ravenfield Gorse and that woodland containing Hooton Cliff) in its centre and to the north which incorporates 3 large fishing lakes. It is not possible to view all the boundaries of this parcel of land due to the size and the topography of the area. The southern portion of the site contains rises and falls in an easterly direction and contains prominent listed buildings Ravenfield Hall stables and St James's Church (Grade II and Grade II\* respectively) and in its south west corner the majority of Ravenfield village which is a designated Conservation Area. The west boundary of the land is formed by Ravenfield Lane which contains strong boundaries containing the historic walls and railings to Ravenfield Hall and hedgerows beyond, to which the north west section of this parcel contains electricity pylons running in a east – west axis and 2 large detached residential properties set in extensive open grounds and screened from the adjacent farmland by a belt of trees. The northern section of the site remains arable field demarked by hedgerows and steeply slopes in a north easterly and south westerly direction towards Hooton Brook. It contains the bulk of the village of Hooton Roberts and its northern boundary is the A630 (Doncaster Road). Views of the listed buildings Earl of Strafford (public house) and Church of St. John the Baptist (Grade II and II\* respectively) which lies outside of the area can be obtained. The north east parcel of the site comprises of open arable fields bounded by the A630 and Firsby Lane which forms the eastern boundary of the site and Borough boundary with Doncaster and slopes in a southerly direction towards the hamlet of Firsby Hall Farm which includes a grade II Listed Building (barn). The hamlet is enclosed to the north, south and west by tree belts and is open to the east boundary (Firsby Lane). The lower section of this land contains pylons which run in a north-west to south-east axis.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:** Parcel of land not adjacent to and therefore not contained by any urban area, although does contain Old Ravenfield, Hooton Roberts (part) and hamlet of Firsby. The site contains a predominantly open rural character with firm boundaries defined by Doncaster Rd to north, Firsby Lane to east and Ravenfield Lane to west and Garden Lane to south.

**Purposes 2 and 4 Result:** Wide Gap (WG)

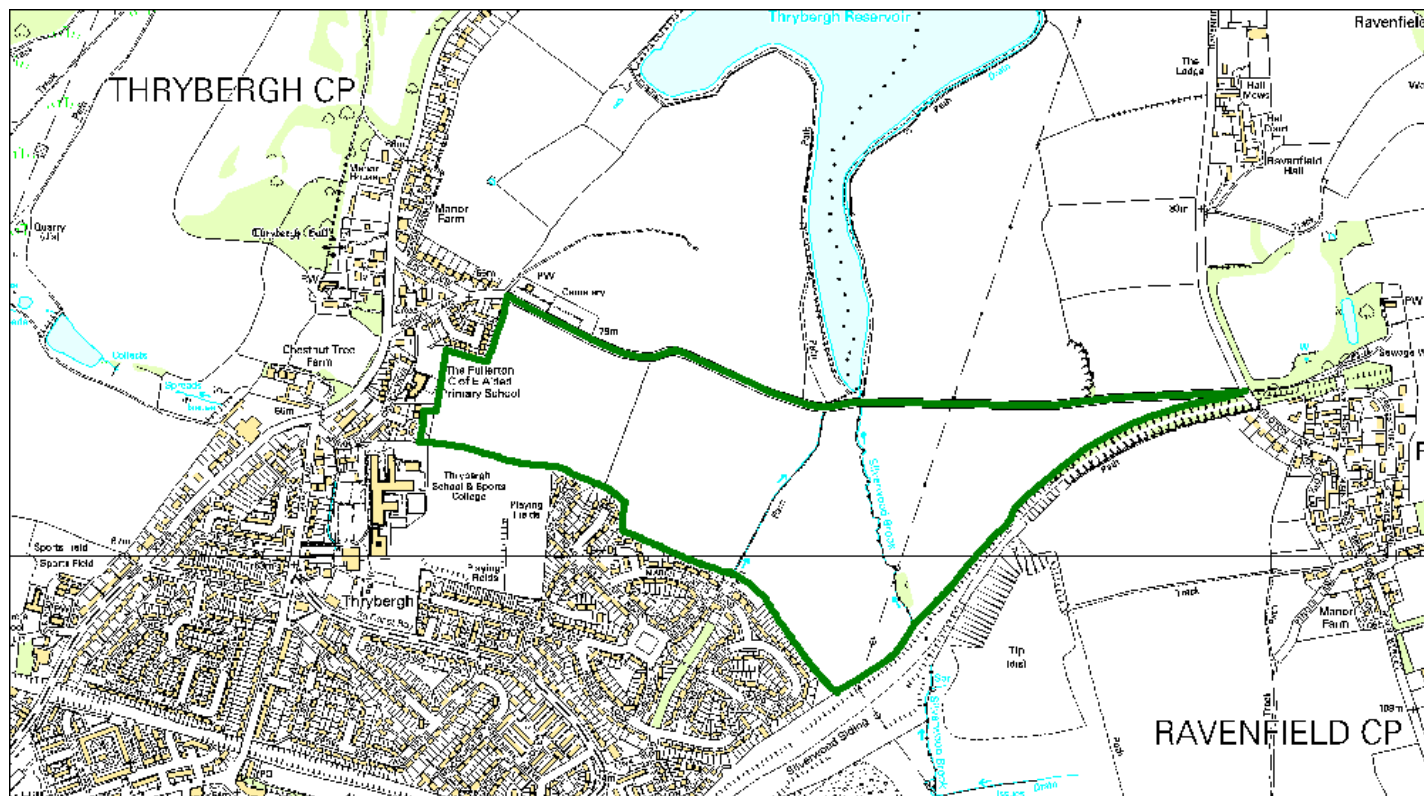
**Purposes 2 and 4 Reason:** Parcel lies within a wide gap between urban areas of Thrybergh, Ravenfield Common and Conisborough. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap combined with strong physical features / boundaries preventing a perception of nearby towns.



**Green Belt Parcel Number** 49

**Parcel Location / address** Land south of Thrybergh Country Park to north of Thrybergh.

**Parcel Description** The parcel comprises open arable fields which follow the contours of the land and Thrybergh Lane and has strong boundaries comprising of hedgerows. Its eastern and southern boundaries where adjoining residential properties and the Fullerton School are a mix of security and timber fencing and natural landscaping, whilst the eastern boundary is delineated by the former disused railway.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Thrybergh Lane to the north and the disused railway line to the east could be argued to part contain any development in this site. Some potential for development along north limits of Thrybergh.

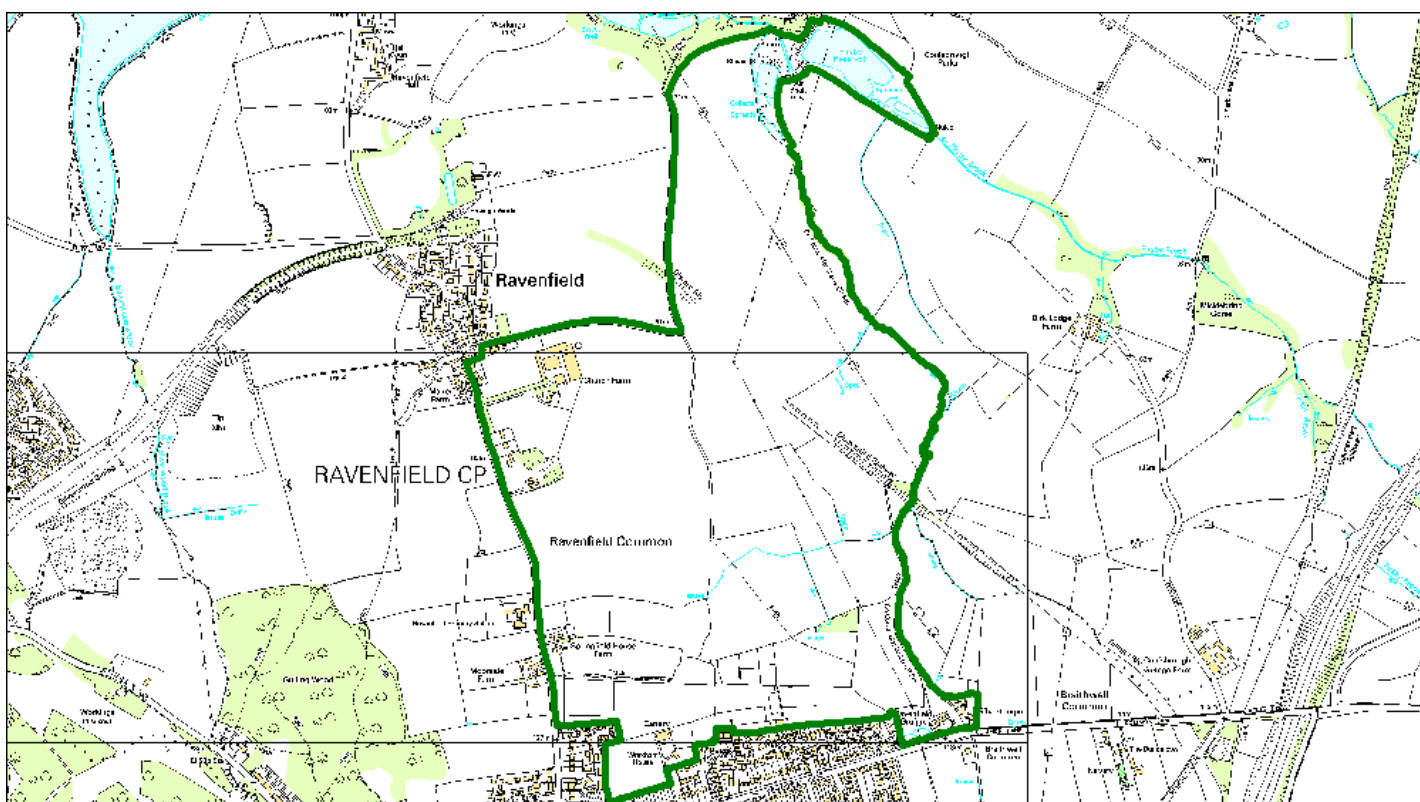
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies in a wide gap between Thrybergh and the Doncaster settlement of Conisborough. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap given the topography and development could be taken on edges of existing settlements.

**Parcel Location / address** Land north of Braithwell Road and Ravenfield Common and east of the B6093 and south of Garden Lane and Arbour Lane.

**Parcel Description** Large area of land characterised as a 'V-shaped' valley with land sloping inwards from the east and west. The land mainly comprises of areas of arable farmland separated by hedgerows interspersed with pockets of wooded areas. To its southern boundary the land abuts residential gardens which are a mix of natural vegetation and domestic fencing. The east boundary forms the borough boundary with Doncaster following a track and in part a well defined hedgerow. The western boundary comprises strong unbroken vegetative hedgerows with views across to open undulating fields to which those areas which are broken allow limited views on small pockets of residential plots. At the north west corner of the land lies the start of Ravenfield village where residential dwellings abuts Moor Lane North and Garden Lane junction this encompasses a small field before exiting into open countryside. The boundaries of the land with Garden Lane and Arbour Lane are formed by high hedgerows with open fields beyond in this northern section of the site are further electricity pylons running in a north – south axis. The land to the north eastern point of this site contains a local nature reserve (Firsby Lakes) surrounded by woodland. It is not possible to view all the boundaries of the parcel of land due to the size and the topography of the area.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The southern boundary of the parcel abuts but is not contained by housing and gardens of the adjoining urban settlement of Ravenfield beyond which it affords strong visual links to the adjoining open fields. Development in this Parcel would cause intrusion into open countryside and as such the parcel is not contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

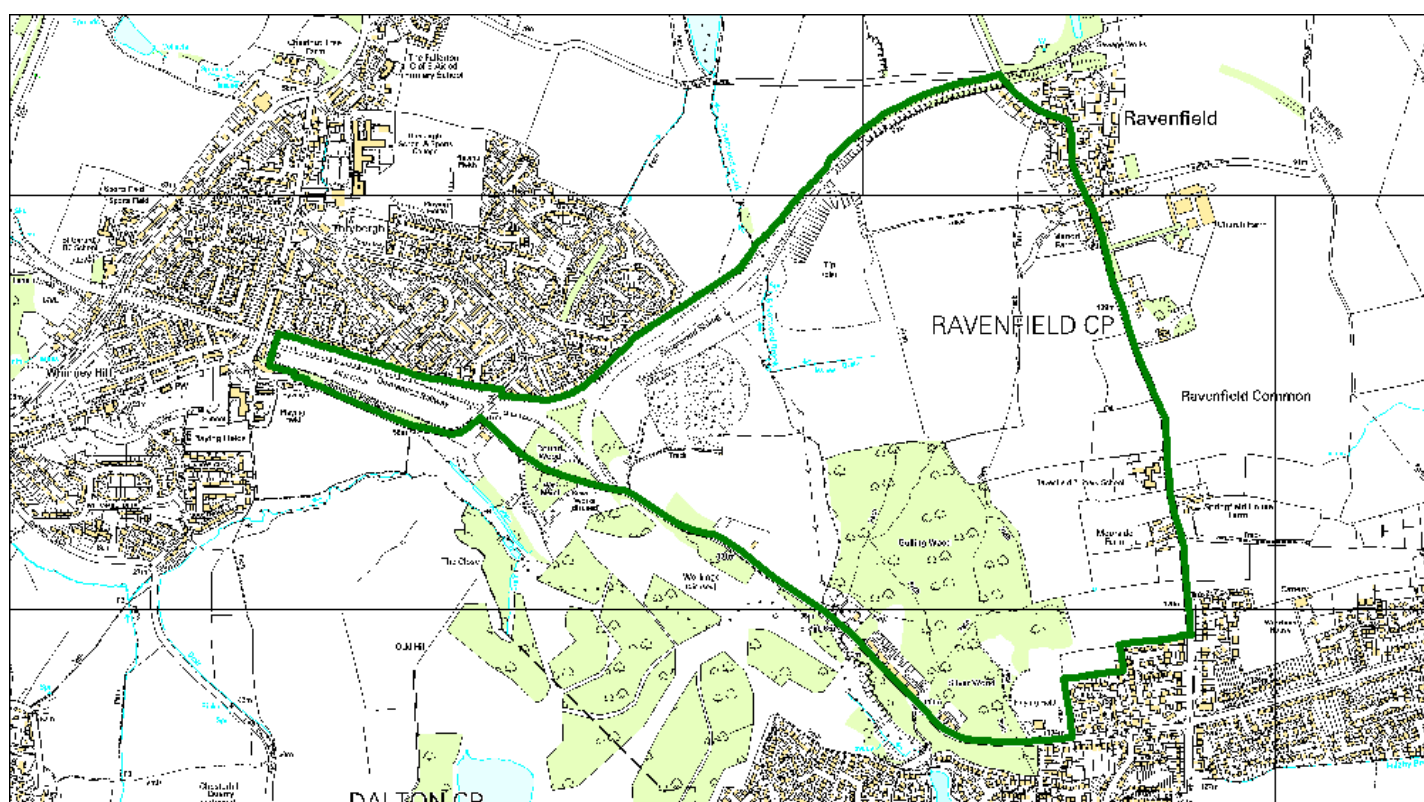
**Purposes 2 and 4 Reason:**

Forms part of wide gap between the defined town of Bramley, Wickersley and Ravenfield Common and the Doncaster settlement of Conisborough. There is potential scope to round off the southern edge of the urban area without adversely impacting upon the overall character and openness.



**Parcel Location / address** Land to the west of B6093, south of Disused Railway Lane, north of Holling's Lane and wrapping around east and south boundaries of Thrybergh

**Parcel Description** It is not possible to view all the boundaries of this parcel of land due to the size and the topography of the area. The northern boundary of the parcel follows the distinct course of a former railway line which forms a strong landscape feature. Its eastern and southern boundaries where adjoining residential properties are bounded by the B6093 and Holling's Lane. The parcel comprises a belt of protected woodland (Gullingwood and Silverwood) running in a north – south direction with the areas of land to the east and those to the west of Moor Lane North comprising of open arable fields demarked by strong vegetative boundaries. Where the residential properties and allotments / Parish Hall abut the site to the south a landscape buffer strip is provided to the field boundary. Additionally the land extends to cover 'The Ravenfield Arms' which forms the southernmost boundary. The additional land to the west of Gullingwood and Silverwood contains the former reclaimed Silverwood Colliery and has associated mineral tips and sidings which comprise of undulating land and are bounded to the south by Hollings Lane which in on the upper section when leaving Ravenfield is predominantly open to the point of its junction with Vale Road wherein the parcel containing allotments and the dismantled railway is contained by a strong boundary comprising of landscaping and walls.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Parts of the southern boundary of this parcel of land wrap around the existing settlement of Thrybergh, with further parcels adjoin the northern boundary with Ravenfield. Although the remaining boundaries are defined by roads they have strong visual links to the adjoining open fields achieved. Some potential for rounding off development on both edges of parcel.

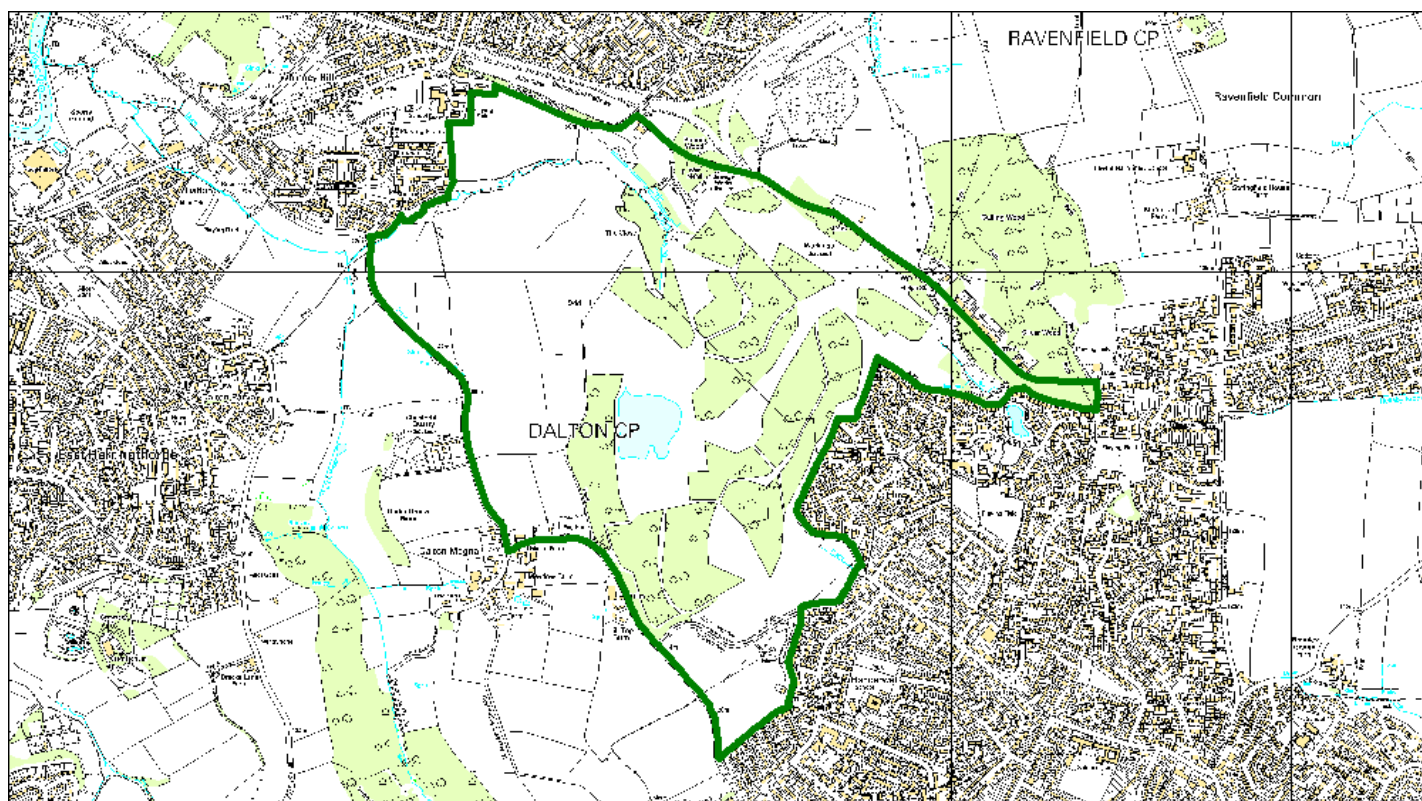
**Purposes 2 and 4 Result:** Narrow Gap (NG)

**Purposes 2 and 4 Reason:**

Parcel lies in a narrow gap between Thrybergh and Ravenfield. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap given the topography and development could be taken on edges of existing settlements.

**Parcel Location / address** Land to south of Holling's Lane (former Silverwood Colliery) west of Woodlathes residential estate, south of Flanderwell Lane and east of Hill Top Lane and Far Dalton Lane

**Parcel Description** This site is a large site being formed primarily from the former colliery and has been reclaimed and re-graded. It is bordered to north by Holling's Lane, to the east by the Woodlathes residential estate and Flanderwell Lane to the south along with the associated playing field south of Flanderwell Lane, which provides a well defined boundary with strong hedgerows. To the west of the site lies Hill Top Lane and Far Dalton Lane which join in the small hamlet of Dalton Magna, to which the boundaries of strong hedgerows continues until the lowest sections of land meets Briery Road, where the open arable fields adjoin the highway and are weak in character. Those residential areas to the north west where they adjoin the site this is defined by a mix of walls / timber fencing and natural landscaping. The school and adjacent playing field are divided from the adjacent open land by security fencing whilst on the lower sections of Hollings Lane the site is defined by strong boundary comprising of stone walls. It is not possible to view all the boundaries of this parcel of land due to the size and the topography of the area.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Parts of the eastern boundary of this land abut the existing urban area at Woodlathes and Sunnyside / Flanderwell The boundary to the north is strong being defined by Hollings Lane with weaker boundaries to south and west. Strong visual links to the adjoining open fields are afforded to the south and south west. The parcel is considered not contained being surrounded by Green Belt to south-west and north-east although some limited potential for development could occur on both the western and eastern boundaries.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

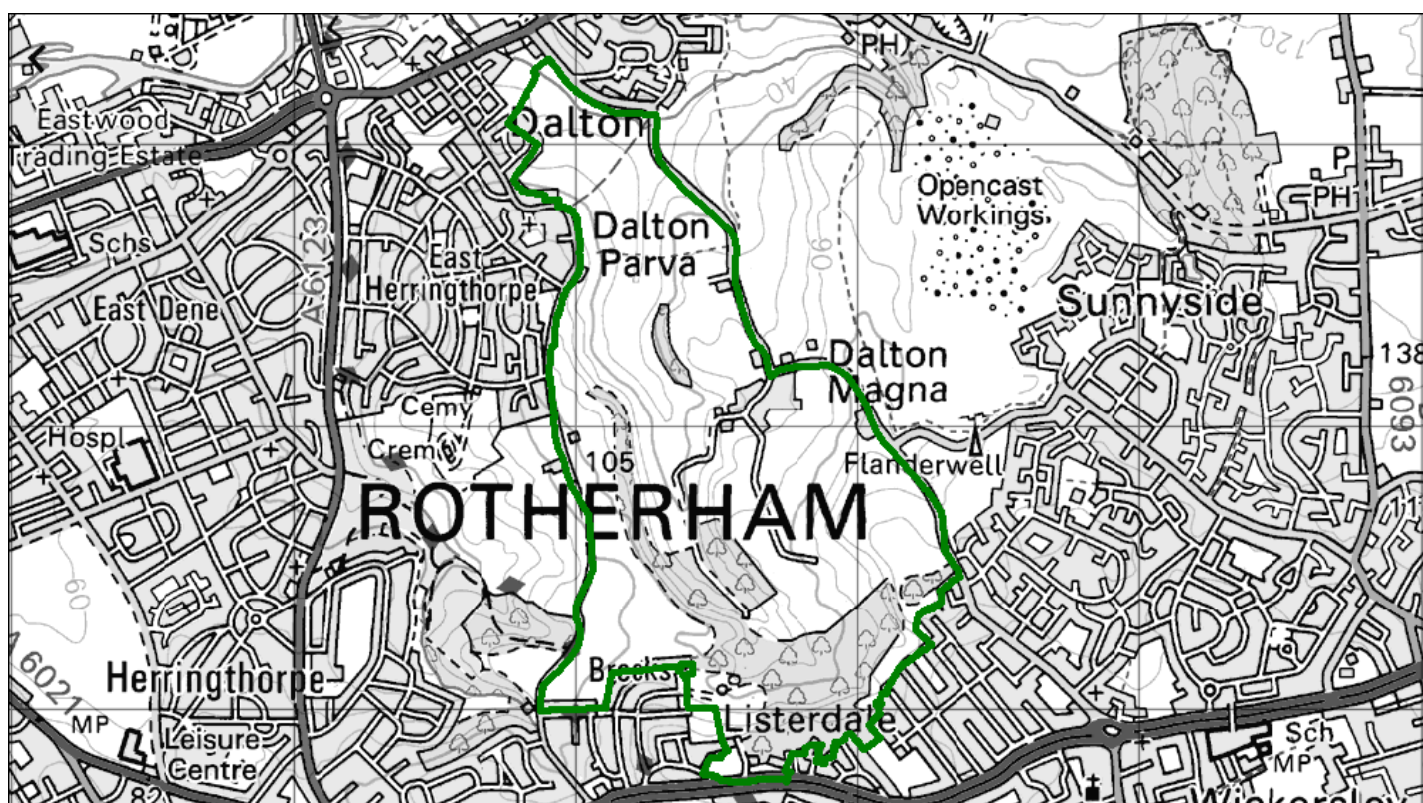
**Purposes 2 and 4 Reason:**

This parcel of land separates the eastern parts of Thrybergh (Rotherham Urban Area) from merging with the Bramley settlement and both settlements can be seen from each other. There are no views of both settlements across the gap given the topography and development could be taken on the east edge of existing settlement.



**Parcel Location / address** Land west of Hill Top Lane and Far Dalton Lane, east of Brecks Lane, north of Brecks Plantation and south of Dalton

**Parcel Description** This site is a large area of land which arguably could be split into three smaller parcels owing to the presence of the extensive Dean, Brecks & Black Carr Plantations which are located primarily to the south but extending northwards (as one parcel). However, on balance it has been chosen to retain as one parcel to help analyse contribution of Green Belt to surrounding built up areas. It is not possible to view all the boundaries of this parcel of land due to the size and the topography of the area. The second portion of the parcel of land is that located to the west of Hill Top and Far Dalton Lane(s) and is sloping arable land containing the majority of the hamlet of Dalton Magna and encompasses land sloping in a northwards direction until it reaches the allotments / playing field off Magna Lane at Dalton. It is of strong boundaries comprising a mix of natural vegetation and physical features i.e. walls, and where it adjoins residential boundaries to the western most section of those estates and properties located off Dalton Lane these are further defined by strong boundaries. The final portion of the parcel relates to approx 8 fields separated by reasonable natural vegetation to their boundaries which are primarily open to Brecks Lane with weak boundaries defined by some poor quality hedgerows with open views to adjacent land. The closest fields to properties on Brecks Crescent comprise the cricket ground which coupled with the boundaries to Belcourt Road are defined by a mix of walls / timber fencing and natural landscaping.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Site is partly contained to the southern boundary of Brecks (Rotherham Urban Area) and Wickersley settlement and Dalton / Dalton Parva to the north and west. Strong boundary exists to south with weaker boundaries to site being formed by minor roads to east, west and north. Majority of site is semi rural character.

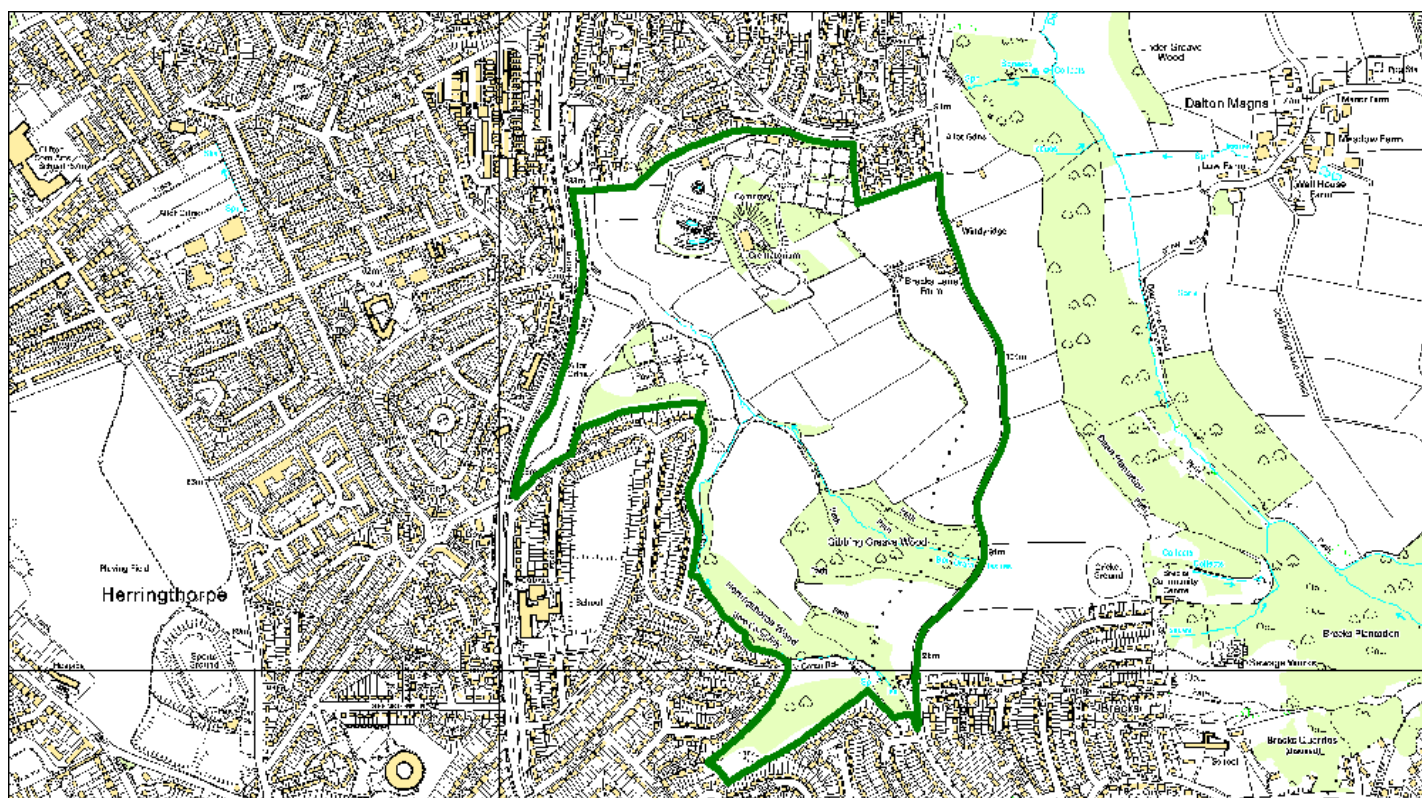
**Purposes 2 and 4 Result:** Essential Gap (EG)

**Purposes 2 and 4 Reason:**

Although the majority of the site could be considered as a narrow gap the parcel has been categorised as an essential gap as any further development in the southern part of the parcel would reduce the gap to an unacceptable width and cause coalescence between Rotherham Urban Area and the defined town of Bramley, Wickersley and Ravenfield Common.

**Parcel Location / address** Land to west of Brecks Lane and east of Herringthorpe Valley Road (A6123).

**Parcel Description** This is large area of land which could feasibly be split into two distinct parcels owing to land use but due to lack of strong boundary division the parcel has been retained as one larger area. It is not possible to view all the boundaries of this parcel of land due to the size and the topography of the area. The first immediate area to the south and west of Brecks Lane and east of Brookside is characterised by the existing Gibbing Greave and Herringthorpe Woodland areas interspersed with arable fields and the small golf course. Whilst north of Herringthorpe Lane and east of Herringthorpe Valley Road the land is further characterised in land use terms as 'leisure' comprising of open allotments, and Herringthorpe Valley parkland areas. Land further to the north comprises the cemetery and crematorium bounded by Lockwood Road. The topography of this section of the site is steep undulating hills converging to the west boundary of the site. The second area comprises of arable farmland set around Brecks Lane Farm to the west of Brecks Lane which is of weak boundary to the highway owing to poor and gappy hedgerow and post & rail fencing. The land in this locality originally forms a plateau before steeply sloping in a westerly direction towards Herringthorpe Valley Road.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Site is part contained by edges of the Rotherham Urban Area (East Herringthorpe, Herringthorpe and Brecks) to the north, south and west. It has strong boundaries to north, west and south. Whilst having a road along its east boundary this is generally a weak boundary with strong visual links to the adjoining open fields being achieved.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

**Purposes 2 and 4 Reason:**

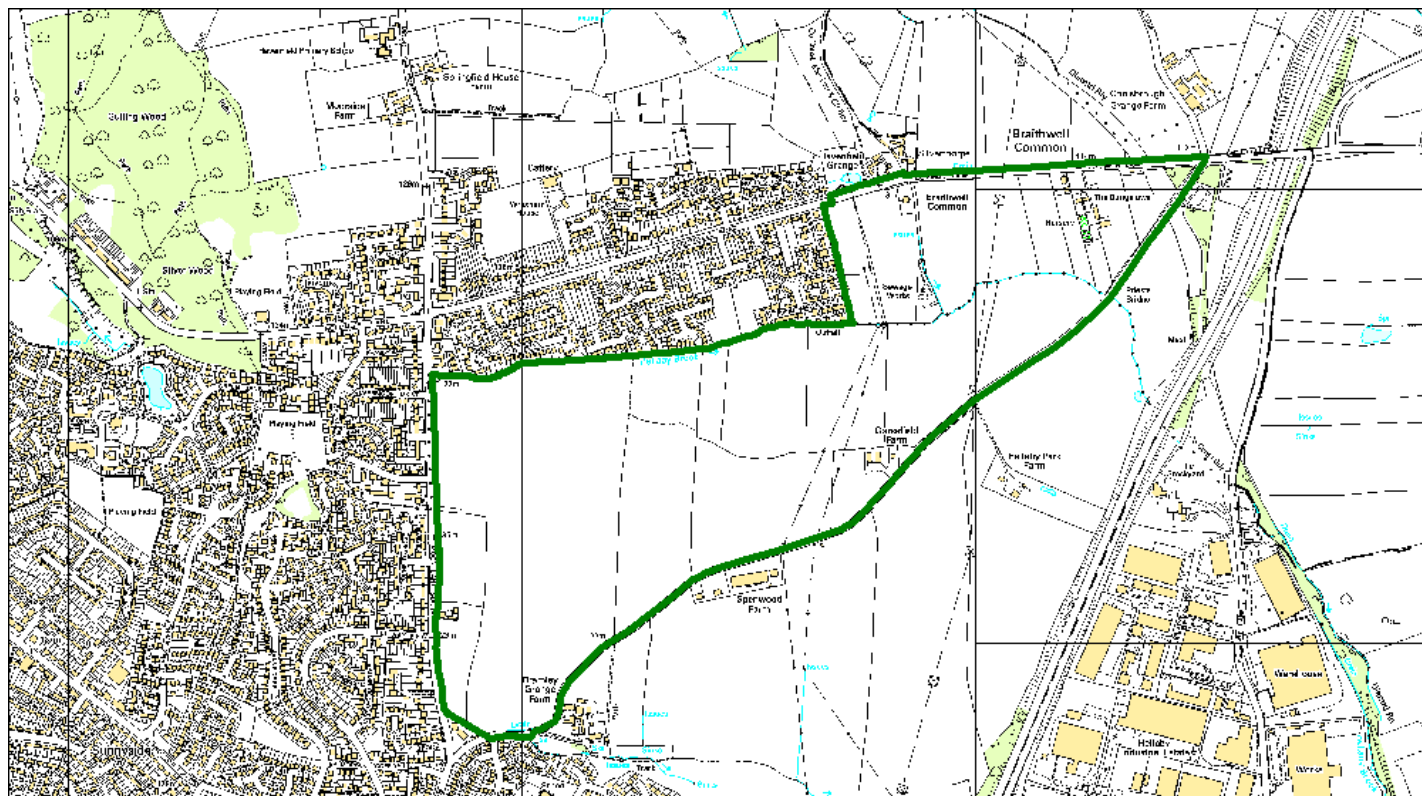
The parcel lies within a narrow gap between the Rotherham Urban Area (East Herringthorpe, Herringthorpe and Brecks) and the defined town of Bramley, Wickersley and Ravenfield Common.



**Green Belt Parcel Number** 55

**Parcel Location / address** Land north of Lidget Lane and Bramley Lane

**Parcel Description** Roughly triangular large area of land to the north of Lidget Lane and Bramley Lane comprising of agricultural fields. Land in the south west corner slopes steeply in a northwards direction before becoming a level plateau. Site has strong western boundary comprising of natural vegetation to Moor Lane North, with northern boundary adjacent to residential gardens comprising a mix of natural vegetation and domestic fencing. Strong natural vegetation exists to the west (Lidget Lane / Bramley Lane) boundary with the north east corner of the site comprising of tree cover. The east section of the site is dominated by electricity pylons running in a north - south axis and overhead cables running ne to sw axis. It is not possible to view all the boundaries of the parcel of land due to the size and the topography of the area.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Triangular parcel of land contained by urban area to west and north. Has a rural character with its southern eastern and (part) boundaries are somewhat weaker being formed by minor roads, Lidget and Common Lane(s) and Braithwell Road. Affords strong visual links to the adjoining open fields.

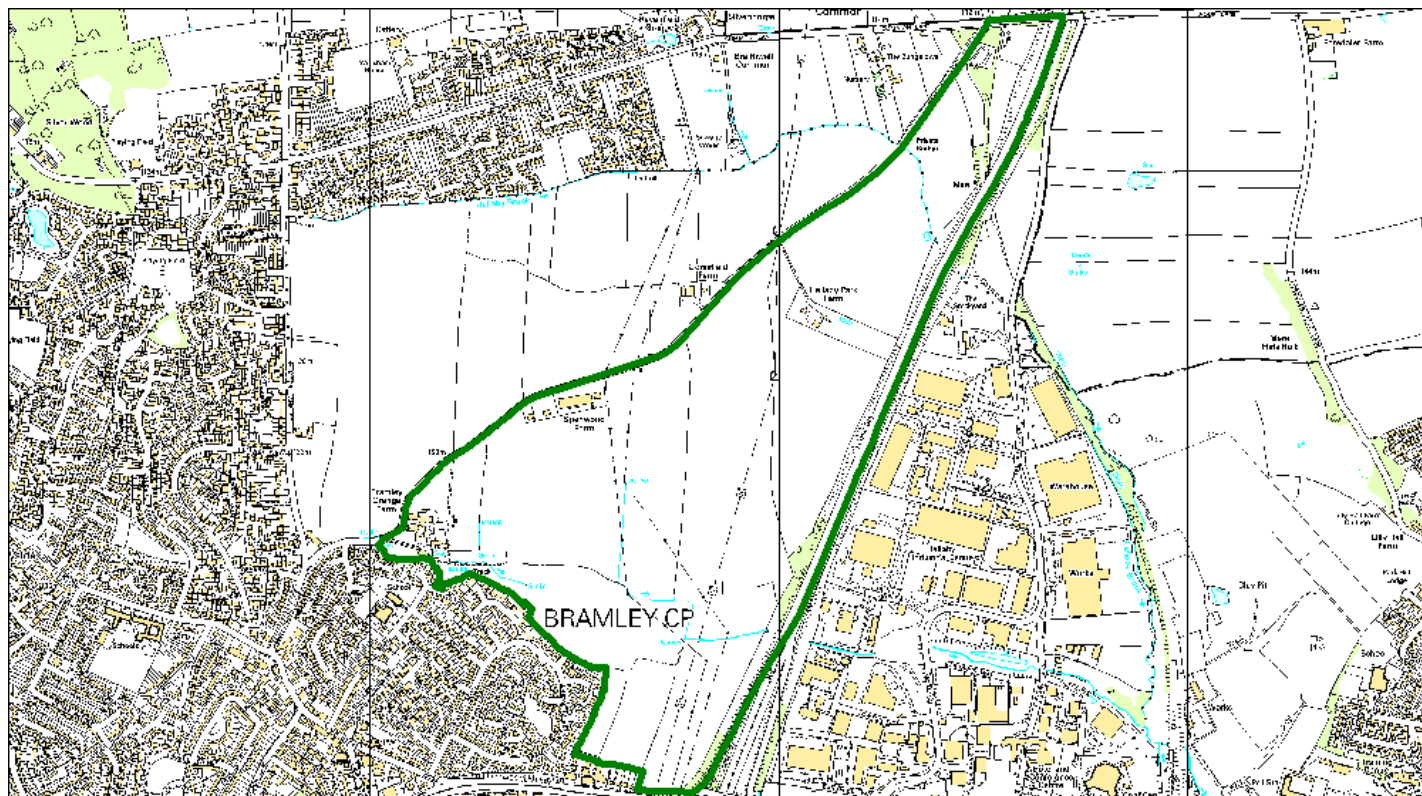
**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

**Purposes 2 and 4 Reason:**

The parcel forms a gap between Ravenfield and Bramley. However as these are defined within the Bramley, Wickersley & Ravenfield Common town potentially more development could be accommodated on the edge of these existing urban areas. The parcel forms an Essential Gap (part) between the defined town of Bramley, Wickersley & Ravenfield Common and the defined town of Maltby and Hellaby. Whilst sensitive to development some rounding-off development could be appropriate to the north-west of the parcel. Boundaries are somewhat weaker being formed by minor roads, Lidget and Common Lane(s) and Braithwell Road.

**Parcel Location / address** Land west of M18 bordered by Lidget Lane Bramley Lane and Common Lane

**Parcel Description** Roughly triangular large parcel of land to the west of the M18 comprising a mix of agricultural fields, open playing field and allotments in the south east corner. Land rises in a northerly direction culminating in a strong boundary comprising of a ridge feature running in an east west axis. The site has strong boundaries to the southern boundary being defined by residential gardens and has further defined by strong natural vegetation boundaries to the west (Lidget Lane / Bramley Lane), Common Lane (north) and east (M18 motorway) and is dominated by electricity pylons and overhead cables running in a north - south axis. It is not possible to view all the boundaries of the parcel of land due to the size and the topography of the area.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Triangular parcel of land contained by urban area to south west. Has a rural character despite its immediate proximity to the M18 motorway which forms a strong western boundary to the site. Its northern and eastern boundaries are somewhat weaker being formed by two minor roads, Lidget and Common Lane. Affords strong visual links to the adjoining open fields.

**Purposes 2 and 4 Result:** Essential Gap (EG)

**Purposes 2 and 4 Reason:**

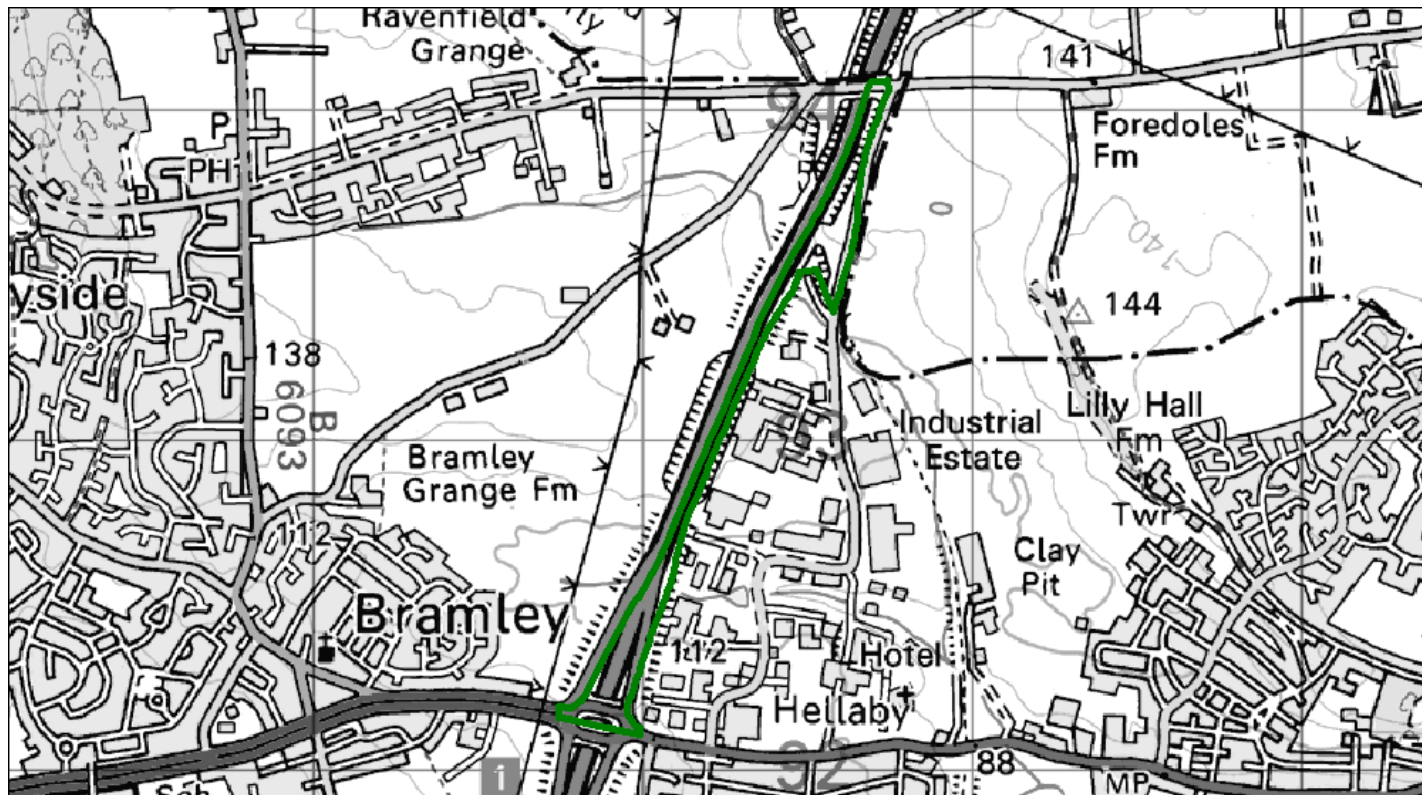
The parcel forms at its south-eastern corner an essential gap between Hellaby and Bramley There is a strong visible link between these settlements despite the proximity of the M18 along its western boundary and any development would significantly reduce the sense of openness and lead to a perception of towns merging.



**Green Belt Parcel Number** 57

**Parcel Location / address** Land between Bramley and Hellaby, east of M18 motorway, west of Hellaby Industrial estate, north of Junction 1 M18

**Parcel Description** Thin strip of land forming motorway embankment for the most part with small area of agricultural land to the northern end where it abuts the borough boundary with Doncaster. The thin strip of land is mainly covered by trees with various types of perimeter fencing separating it from the Industrial estate. The agricultural land to the northern end is relatively flat arable land enclosed by low level fencing, trees and poor quality hedgerows. The land has strong boundaries defined by the motorway and the industrial estate to the southern end with a weaker boundary to the north eastern side defined by weak hedgerows and Hellaby Lane.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Although the northern part of the parcel, north of the existing industrial estate, is physically contained by the M18, Hellaby Lane and Moor Lane, the parcel fans out somewhat to the north of Hellaby industrial estate and as such is considered not contained leading to intrusion into open countryside.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

**Purposes 2 and 4 Reason:**

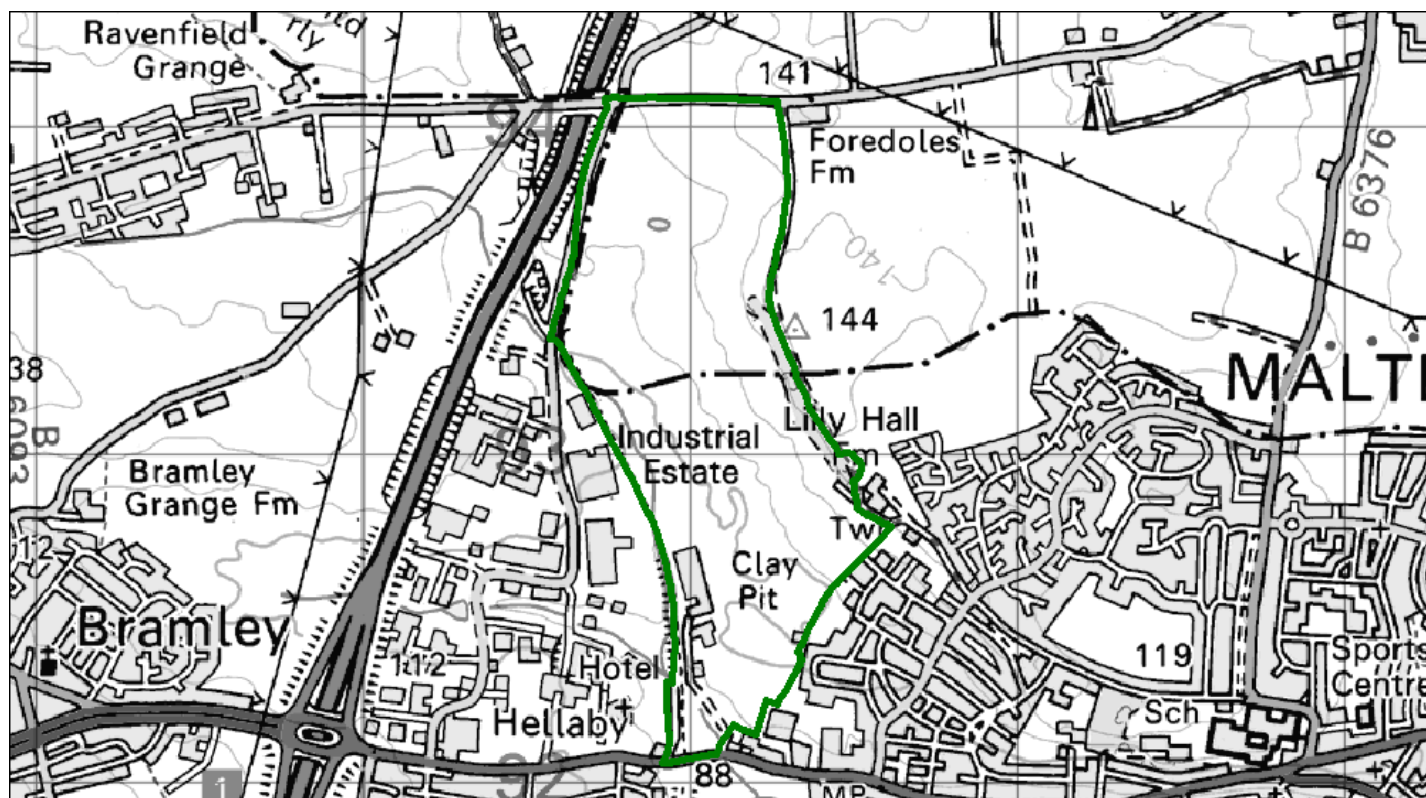
The parcel forms part of a small gap between the settlements of Bramley and Hellaby. However, because of the dominant influence of the M18, there would be potential for the development of this site without visible evidence of the neighbouring settlements of Bramley and Hellaby merging.

**Parcel Location / address**

Land between Hellaby and Maltby including land within Doncaster Borough towards Micklebring.

**Parcel Description**

Rectangular piece of land, the northern end is east of the M18 motorway and west of Fordoles Head Lane and is within the authority of Doncaster Borough. The southern half lies between the western edge of the residential area of Maltby and the eastern edge of Hellaby Industrial estate. The northern area of land is mainly arable farmland with land levels rising slightly towards the eastern boundary. The northern boundaries are defined by the highways with sporadic hedgerows and trees along the perimeter. The southern area of land has an area of arable land to the eastern side with the remainder of the southern area consisting of a mix of degraded land and sparse tree cover with several industrial buildings and roads to the south western edge. A Public Right of Way and a row of sparse bushes separate the two areas of land. The land to the south has strong boundaries defined by the built environment with weaker boundaries to the north consisting of B Class roads and trees and hedges along the boundary. Northern boundary formed by Moor Lane as no strong boundary feature is present along local authority boundary between Rotherham and Doncaster.



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**Purposes 1 and 3 Result:**

Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The southern half of this parcel is partly contained with Hellaby Industrial Estate to the west and housing and gardens of the adjoining urban settlement of Maltby forming a strong eastern boundary. However, the northern half of the site has a considerably more open rural character consisting of gently undulating agricultural land and is not contained. Some potential for rounding-off between Hellaby industrial estate and Maltby.

**Purposes 2 and 4 Result:**

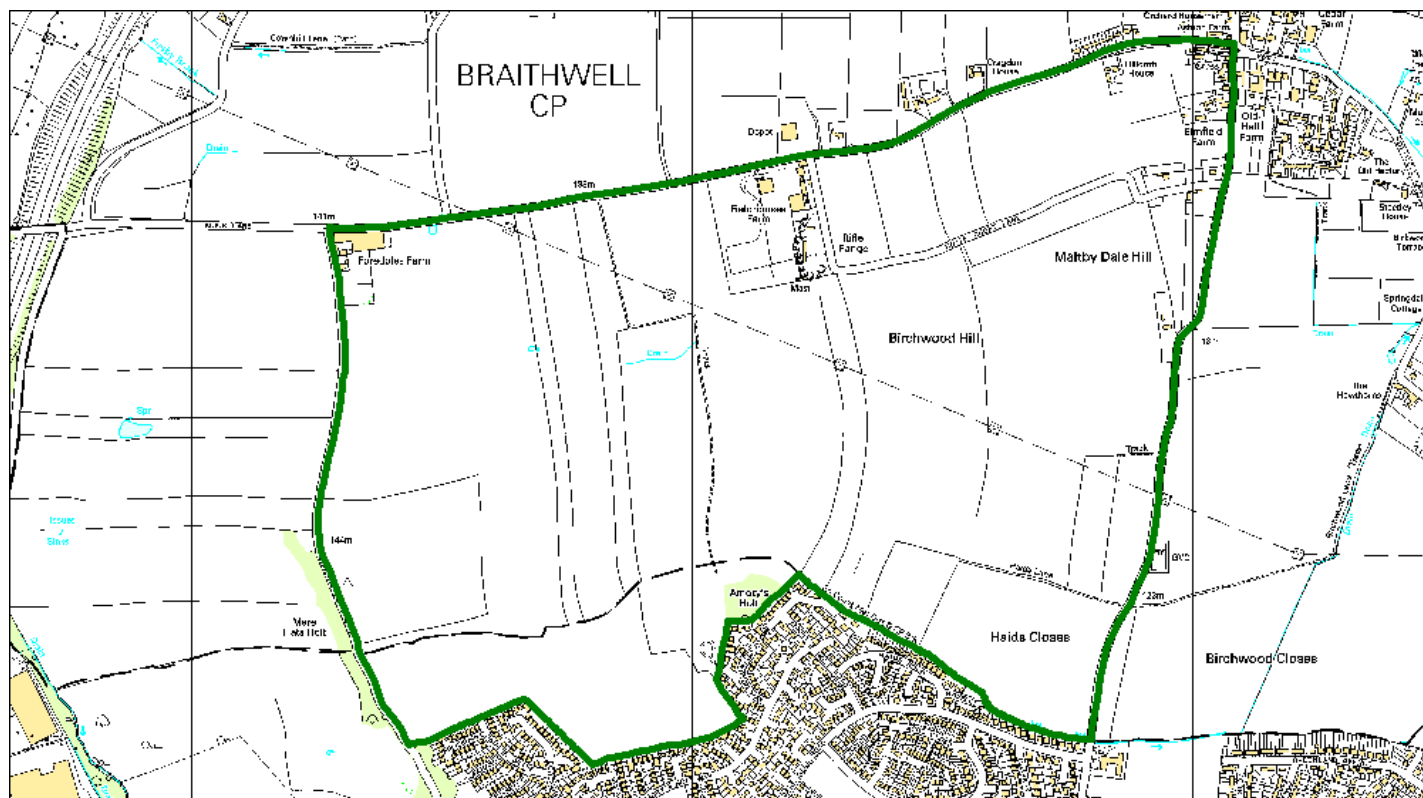
Wide Gap (WG)

**Purposes 2 and 4 Reason:**

The parcel lies on the edge of the urban area of Maltby at the southern edge of a wide gap between Maltby and the Doncaster settlement of Conisbrough. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap combined with strong physical features/boundaries preventing a perception of nearby towns.



**Parcel Description** Large area of land predominantly within Doncaster area, with the borough boundary to the south, east of Fordoles Head Lane and west of Braithwell Road. Contains smaller area within Rotherham Borough which arguably could have been defined as a separate parcel - however, due to the weak boundary along the line of the authority boundary it was decided to include within the wider parcel. The land consists of parcels of arable land separated by weak hedgerows and encompasses Fordoles farm to the north western corner and Fieldhouses Farm to the north eastern corner, both farms having defined residential curtilages marked by established hedgerows. The land rises slightly to the centre and then drops down towards Maltby and Braithwell. Weak boundaries defined by some trees and poor quality hedgerows with open views to adjacent land.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

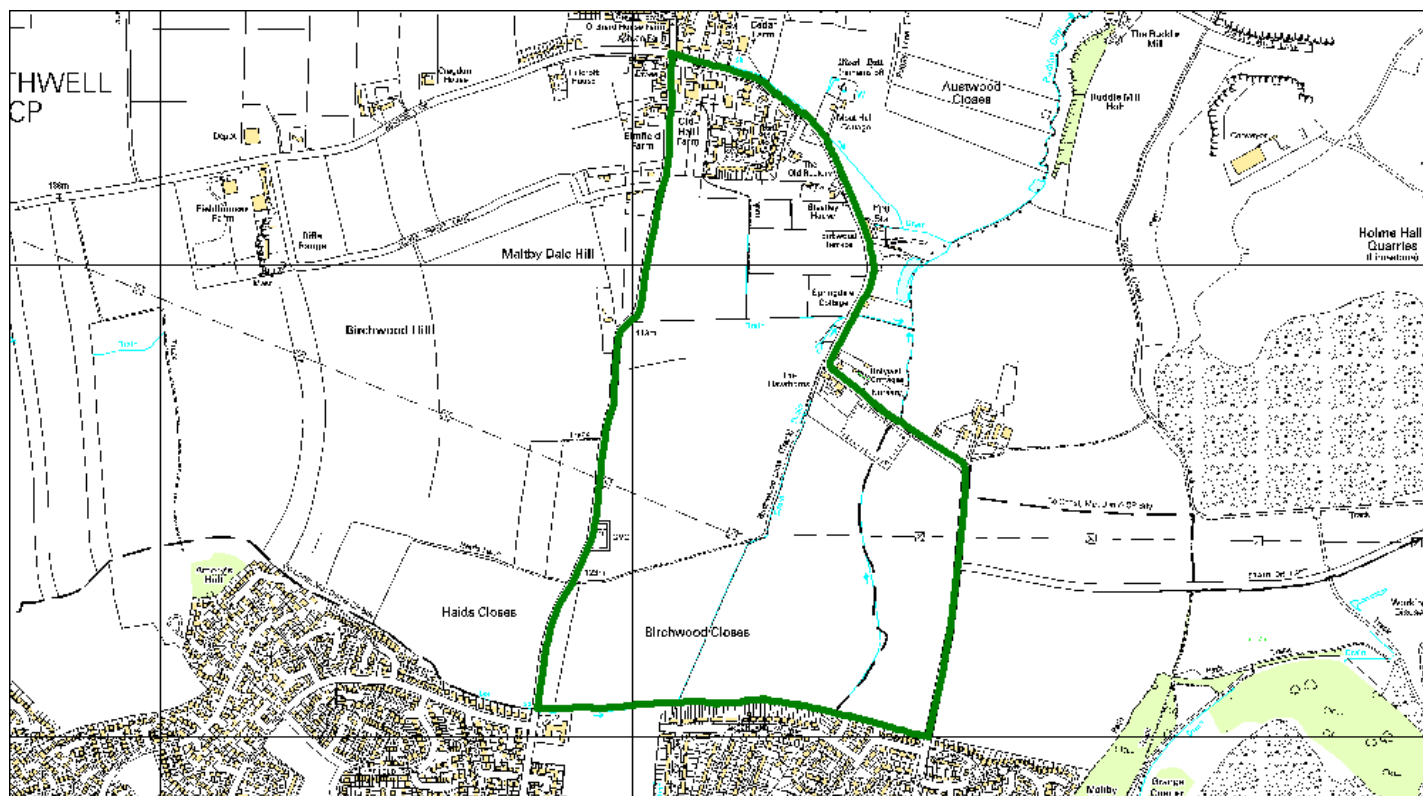
The south-western section of the parcel (involving land within Rotherham Borough) is partly contained on southern, western and eastern sides by housing and gardens of the adjoining settlement of Maltby. However, the northern boundary of the wider parcel is a weak intermittent hedgerow with visual links to the adjoining open countryside and as land extending beyond the defined northern limits of Maltby would cause intrusion into open countryside so the majority of the parcel is not contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies on the edge of the urban area of Maltby, therefore, is at the southern edge of a wide (4.7km) gap between the urban area's of Maltby and the Doncaster settlement of Conisbrough. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap combined with strong physical features/boundaries preventing a perception of nearby towns.

**Parcel Description** Parcel of land within Doncaster area. East of Braithwell Road (B6376), west of Holywell Lane and Grange Lane (B6427). Braithwell village is to the north with Maltby residential area to the south. Parcel of land includes the southern edge of Braithwell village and encompasses a small storage compound. Parcel consists of relatively flat arable land to the south and grazing land to the north with open views across the area into the adjacent parcels. The area has weak boundaries defined by poor quality hedgerows and an area of undeveloped residential land to the south.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel abuts the houses and gardens of Maltby on its southern boundary. The western boundary is formed by Braithwell Road (A6376) and the western boundary by the B6427. Visual links to the adjoining open countryside are strong particularly from western and eastern boundary. This eastern boundary also forms the Local Authority boundary between Rotherham and Doncaster. The parcel possesses a predominantly semi-rural character and as land extending beyond the defined northern limits of Maltby would cause intrusion into open countryside so is considered to be not contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

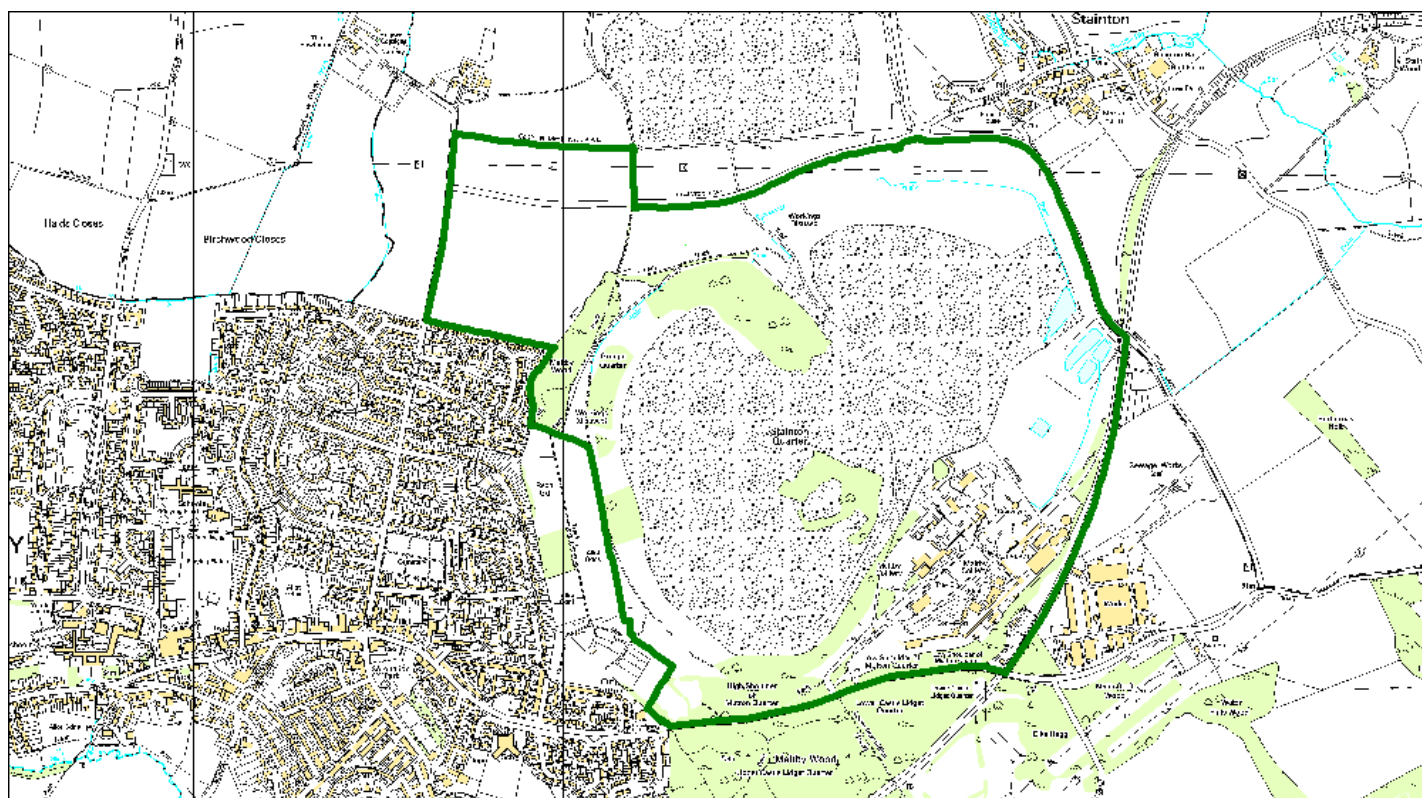
**Purposes 2 and 4 Reason:**

Parcel lies on the edge of the urban area of Maltby, therefore, is at the southern edge of a wide (4.7km) gap between the urban area's of Maltby and the Doncaster settlement of Conisbrough. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap combined with strong physical features/boundaries preventing a perception of nearby towns.



**Parcel Location / address** Land including Maltby Tip, east of Maltby, south of Stainton.

**Parcel Description** Land bounded by Stainton Lane to the North, Grange Lane (B6427) to the far north-west, Scotch Spring Lane to the East, Tickhill Road (A631) and eastern edge of Maltby to the west. Parcel dominated by Maltby colliery site and adjacent tip with Stainton Quarry to North and small area of arable land to North West corner. From Stainton Lane a deep gorge cuts into the land leading to the quarry. Large areas of degraded land. Land levels rise towards centre of site. The boundaries are marked by dense tree cover to the East, an established hedgerow to the North, dwellings to the south a low fence to the West. Strong boundaries to North, East and South provided by highways with the Western boundary less defined by an area of Urban Greenspace Space adjacent to the residential area. Small rectangular parcel of land enclosed by Grange Lane to the west, Stainton Lane to the south and Doncaster Borough boundaries to the north and east. The land comprises flat arable land with a defined hedgerow to the south and less defined boundary to the west. There are open views to the North and East with a farm and associated buildings to the North.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Parcel has some, albeit limited, abutment with the urban area of Maltby in its north west corner. Boundaries to the north, east and south are formed by Stainton Lane, Scotch Spring Lane and Tickhill Road respectively. The western boundary is much less well defined being formed by the western boundary of the Maltby Colliery Spoil Heap. Subsequently, there is a gap formed by allotments between the parcel and the houses of Maltby Urban Area. The generally weak boundary of the parcel would not provide a constraint to encroachment or contain development.

**Purposes 2 and 4 Result:** Wide Gap (WG)

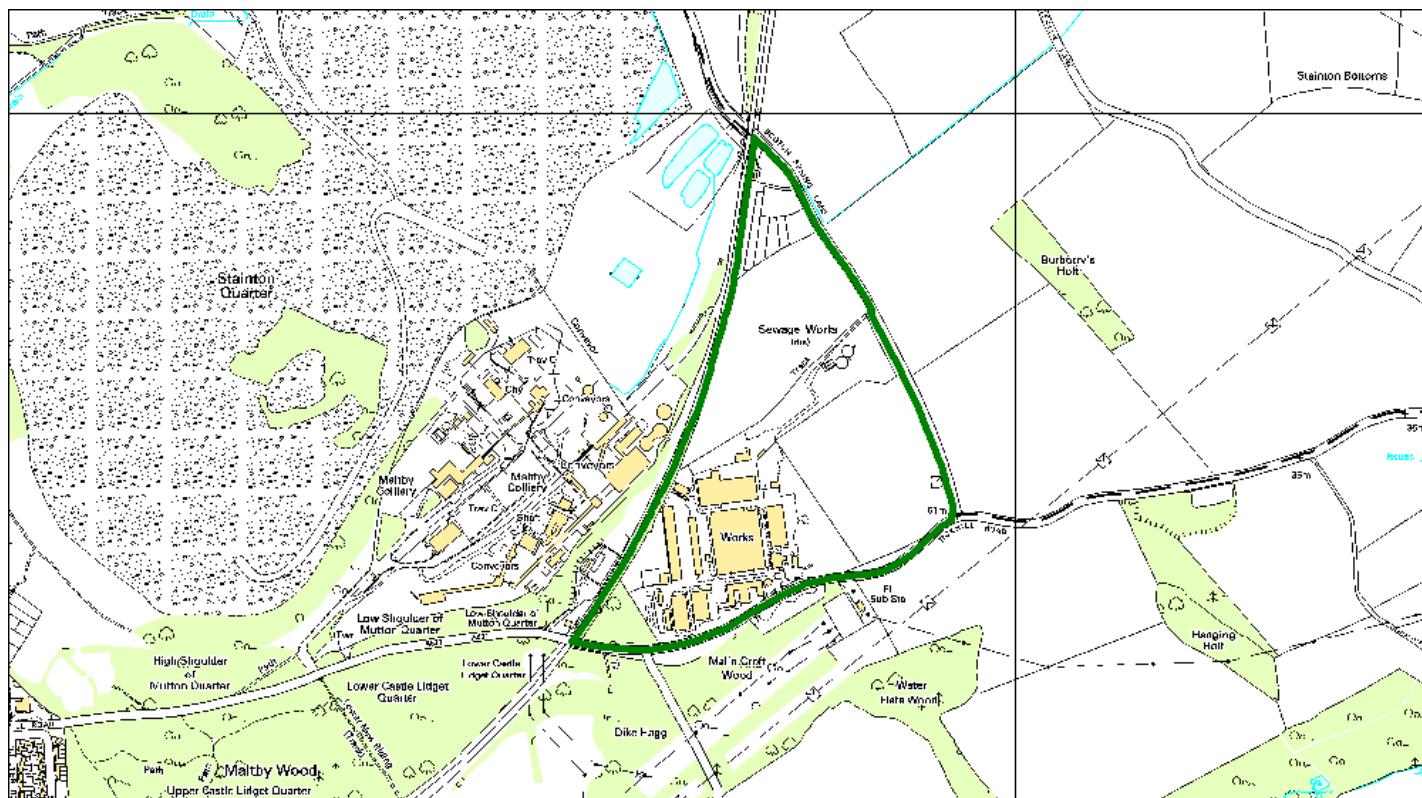
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between the urban area's of Maltby and the Doncaster settlement of Conisbrough. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap combined with strong physical features / boundaries preventing a perception of nearby towns.

**Green Belt Parcel Number** 62

**Parcel Location / address** Land east of Maltby

**Parcel Description** Triangular parcel of land dominated by industrial and business workshops with areas of farm land to the east and north of the site and a cluster of mature unprotected trees to the south western corner. The site has strong boundaries to the west (railway line) and to the south (A631 Tickhill Road) with the eastern side having a weaker boundary formed by the borough boundary and defined by poor quality hedgerows allowing views through to adjacent land.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Triangular parcel of land not adjacent to and therefore not contained by any urban area. Despite its location the site lacks a predominantly open rural character due to the presence on site of the Aven Industrial Park and the adjacent Maltby Colliery. Other than this, boundaries are generally firm with the A634 to the south, Scotch Spring Lane to the east and the Maltby Colliery Railway line to the west. Parcel is remote from the main Maltby urban area.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

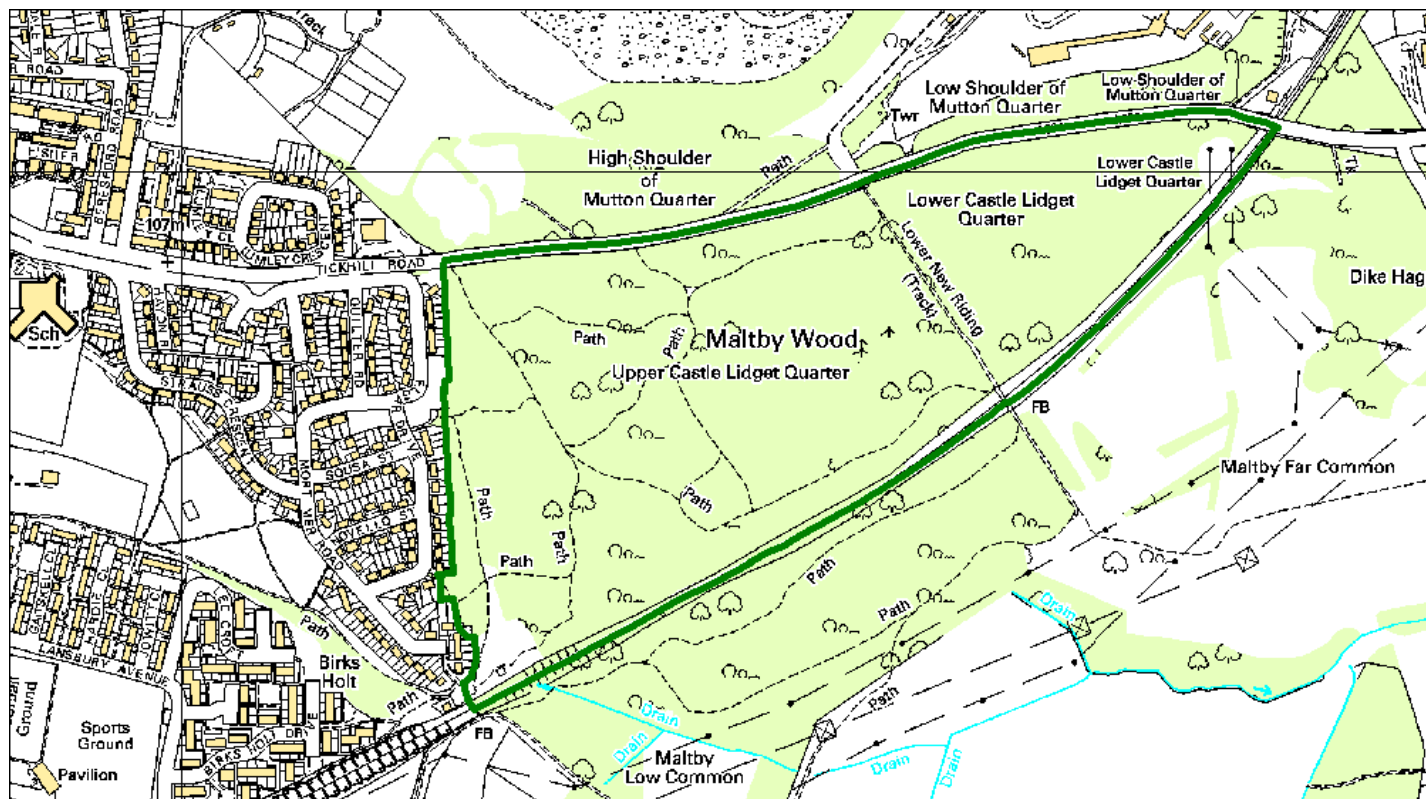
The parcel forms part of a wide gap between the towns of Maltby and Tickhill.



**Green Belt Parcel Number** 63

**Parcel Location / address** Land east of Maltby

**Parcel Description** Triangular woodland parcel of land east of Maltby residential area with A631 Tickhill Road to the north and railway line to the south. The site includes an electricity sub station and the boundary to Tickhill Road has dense tree cover and a low stone wall.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This triangular parcel of Maltby Wood is contained to the west by the adjoining houses and gardens of the urban area of Maltby. The southern boundary is strong comprising the railway line which serves Maltby Colliery. The northern boundary, again strong, is formed by the A631 Tickhill Road. However, development in this parcel would cause intrusion into countryside and would not be contained by existing development to north or south and is therefore not contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

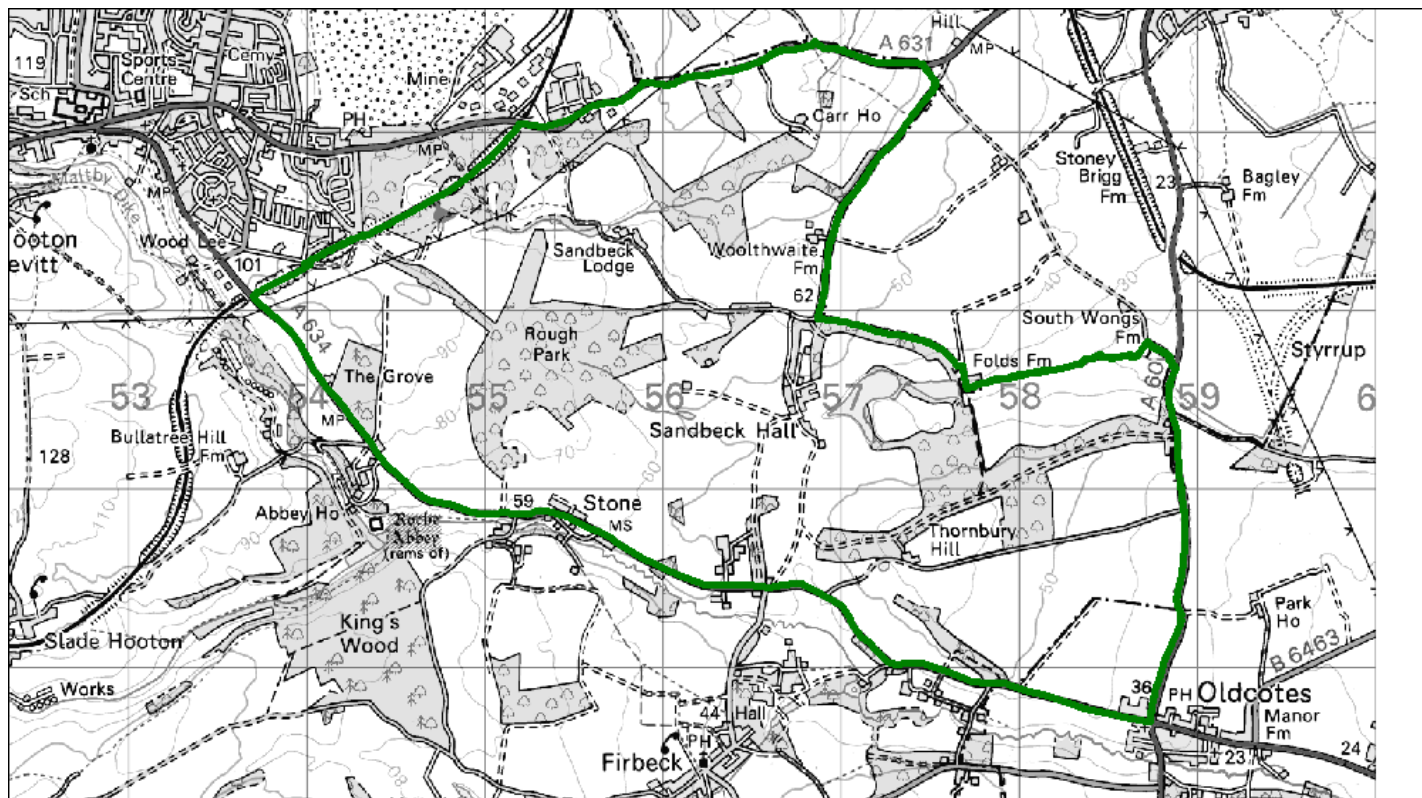
**Purposes 2 and 4 Reason:**

Parcel lies within a large gap between the urban area of Maltby and the Doncaster settlement of Tickhill. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap combined with strong physical features/boundaries preventing a perception of nearby towns.

**Green Belt Parcel Number** 64

**Parcel Location / address** Land east of Maltby, west of Oldcotes and north of Firbeck

**Parcel Description** Large parcel of land with south west corner being over boundary in Bassetlaw district. Area lies between south west corner of Maltby residential area and Oldcotes village, north of the villages of Stone and Firbeck. As the site covers a large area the boundary treatment varies considerably. The A634 Blyth Road forms the southern boundary, with the railway line and A631 Tickhill Road to the north west, the remainder of the site is bounded by the borough boundary. The area consists of a number of characteristics, with a variety of uses mainly comprising of areas of arable farmland separated by hedgerows, a number of tree plantations of varying sizes, including Maltby Wood. There are a number of residential uses in the area including Sandbeck Hall (Grade I Listed Building) and a historic park and garden (Grade II\*) and a number of small farms and cottages. The area is crossed by electricity pylons and overhead cables.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Parcel possesses a predominantly rural character with no interface with the urban area of Maltby (the site is separated from the south east corner of Maltby by the railway line serving Maltby Colliery). The western / southern boundary is formed by the A634 Maltby Road. To the east, the boundaries are relatively weak based as they are on the Local Authority boundary between Rotherham/ Doncaster and Rotherham/Bassetlaw. This boundary has strong visual links to adjoining open fields and would not provide a constraint to encroachment or contain development.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

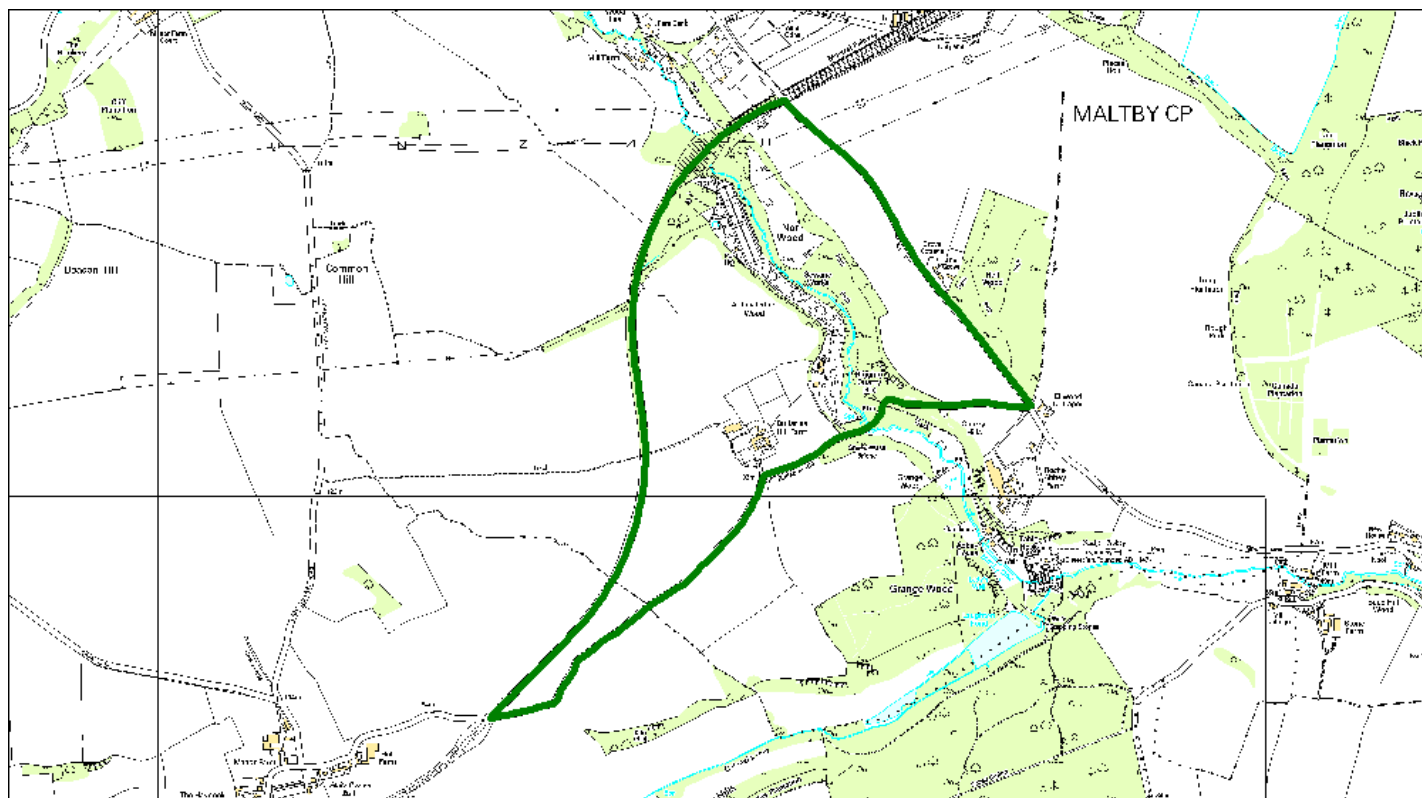
Parcel is a large expanse of countryside that forms a significant gap between the urban area of Maltby and the Doncaster settlement of Tickhill to the east and the Nottinghamshire settlement of Langold to the south east. As stated, the gap is wide but still sensitive to development. Potentially more development could be accommodated on the edge of the urban area of Maltby without leading to these neighbouring settlements merging. There are no views of both settlements across the gap. And therefore perception of nearby towns is extremely limited.



**Green Belt Parcel Number** 65

**Parcel Location / address** .Land south of Maltby

**Parcel Description** Triangular piece of land, east of railway line, west of A634 and north of Gipsy Lane and Abbey Lane. The site has an open boundary to Blyth Road with tree cover to other sides. The land slopes down to the south and is dominated by an electricity pylon in the centre with overhead cables running north to south.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

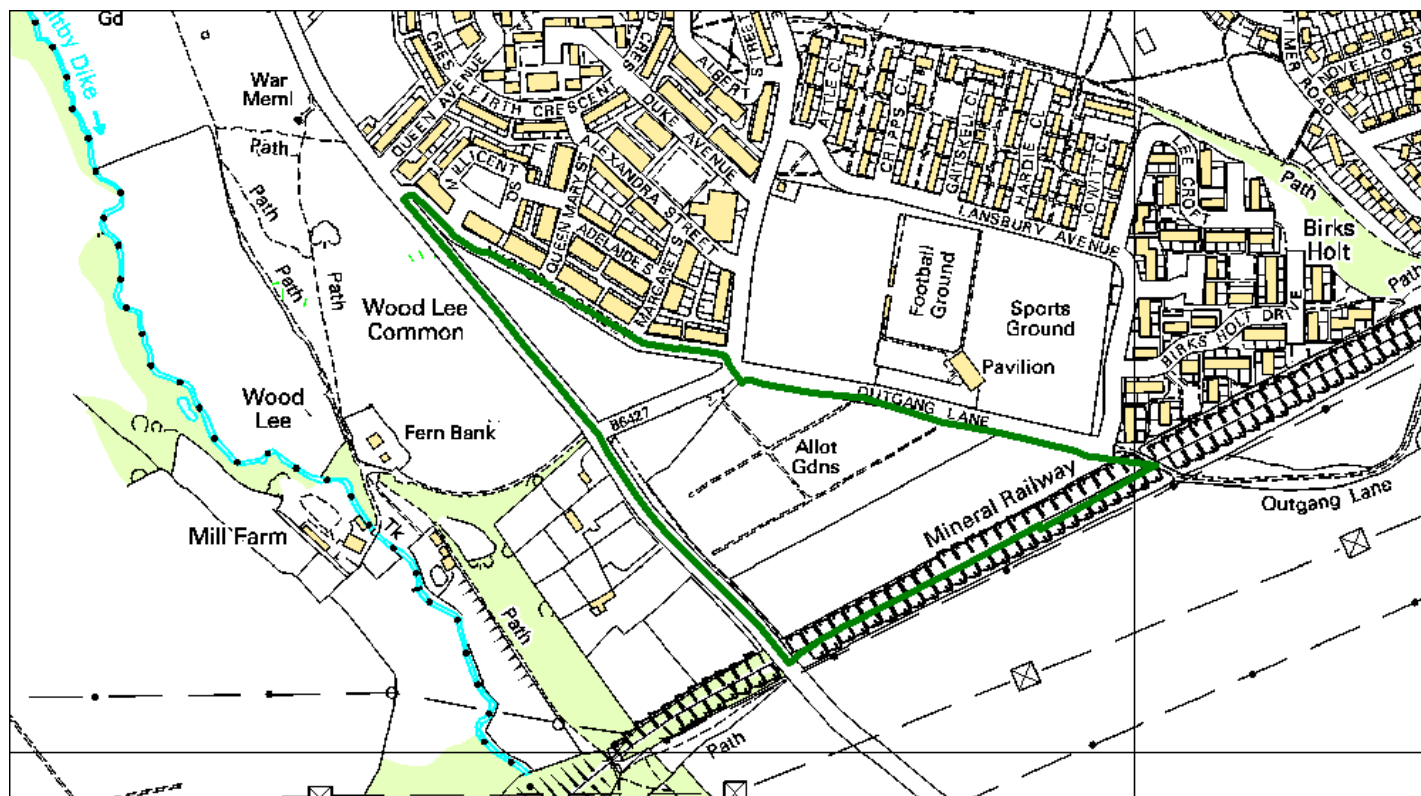
A roughly triangular piece of land to the south of Maltby. Has a predominantly rural character despite the sewage works on the floor of the valley, and has no interface with the urban area of Maltby. The western and eastern boundaries are relatively strong being formed by the A634 and the Maltby Colliery railway respectively.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Maltby urban area and the southern settlements of Laughton Common to the south and Thurcroft to the south west. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap combined with strong physical features/boundaries preventing a perception of nearby towns.

**Parcel Description** Small triangular parcel of land south of Outgang Lane and Victoria Street, east of A634 Blyth Road and west of railway line. The land is mainly used as allotment land with small areas of arable farmland and area of urban greenspace. There are strong boundaries to the south east and south west defined by the railway line and the A634 with a weaker boundary to the north formed by a weak hedgerow and B class road separating the land from the Sports ground beyond. There is tree cover to all boundaries and electricity cables running inside the northern boundary.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

A triangular parcel of land partly abutting houses and gardens of Maltby Model Village at its north west angle. The south western boundary is strong being formed by the A634 Blyth Road as is the south/eastern boundary formed by the railway line serving Maltby Colliery. The site possesses a semi-urban character due to its majority use as allotment gardens for the adjacent settlement.

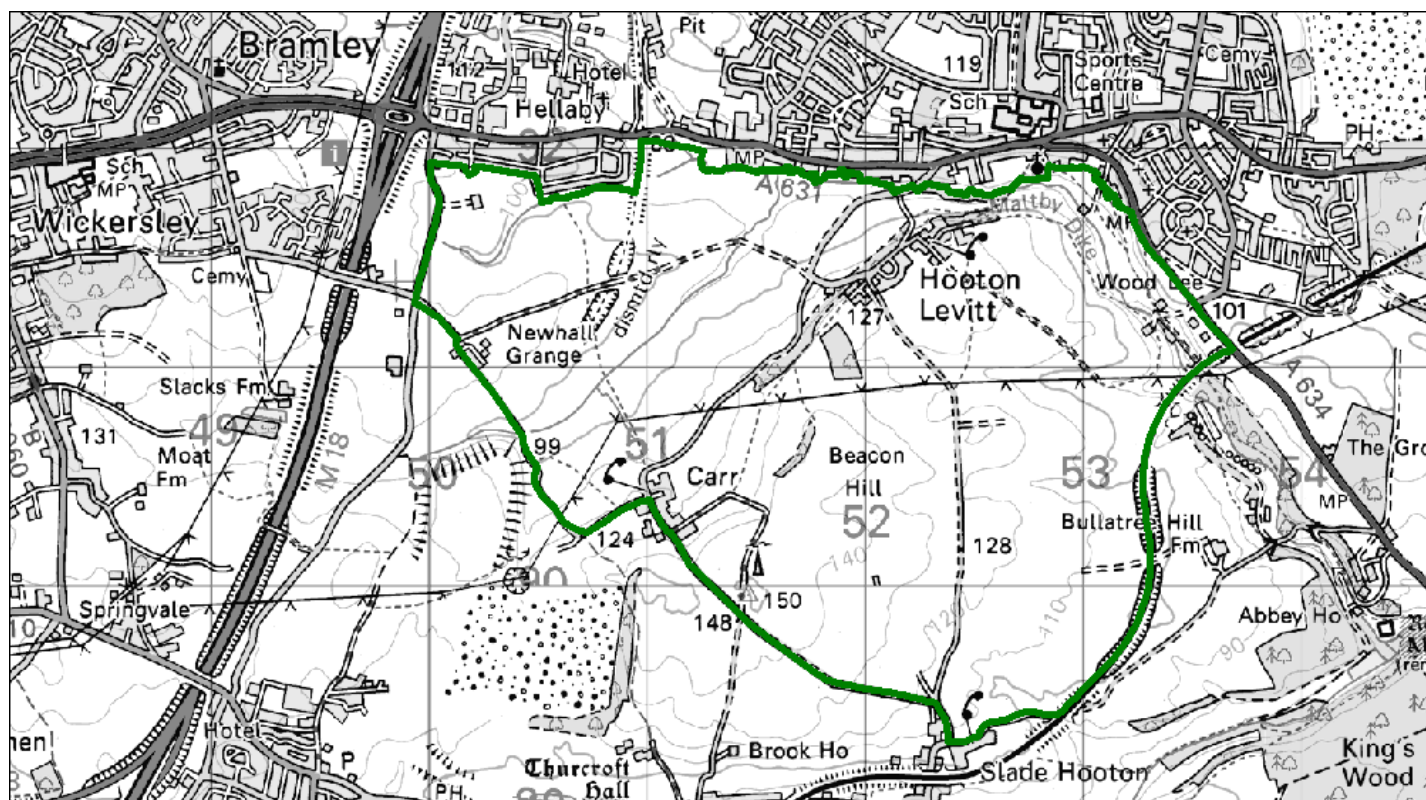
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies at the northern edge of a wide gap between the urban area of Maltby to the north and the settlements of Laughton Common to the south and Thurcroft to the south west. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap combined with strong physical features/boundaries preventing a perception of nearby towns.



**Parcel Description** Large parcel of land south of Maltby and Hellaby residential areas, east of Cumwell Lane and west of railway line, encompassing the village of Hooton Levitt. To the south of the area is a rural road linking the hamlets of Newhall, Carr and Slade Hooton. As the site covers a large area the boundary treatment varies considerably. There are electricity pylons located on the land with overhead cables crossing the land broadly north-east to south-west. The village of Hooton Levitt is located on a plateau of land which then drops down towards Maltby to the North and Thurcroft and Laughton en le Morthen to the south. There are views from various points towards areas of Maltby and Hellaby but it is not possible to view all the boundaries of the parcel of land due to the size and the topography of the area. The land consists of a variety of uses including grazing land to the north-east, arable land and areas of tree cover a large part of which are protected trees around Hooton Levitt. There are strong boundaries to the north and east which are defined by the urban areas of Maltby and Hellaby and the A634 with weaker boundaries to the south and west.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The northern boundary of the parcel abuts and is contained by housing and gardens of the adjoining urban settlement of Maltby and Hellaby. The remainder of the boundary is less well defined being composed of minor country roads to the west and south and the Maltby Colliery railway line to the east. The land possesses a semi-rural character along its northern boundary with a more open distinctly rural character as the ridge line is met and passed around Hooton Levitt. Lying beyond the defined southern built limits of Maltby and Hellaby development in the parcel would cause intrusion into open countryside and the parcel is not contained. However, some limited potential exists for some rounding off to south of Hellaby and between Hellaby and Maltby south of the A631.

**Purposes 2 and 4 Result:** Wide Gap (WG)

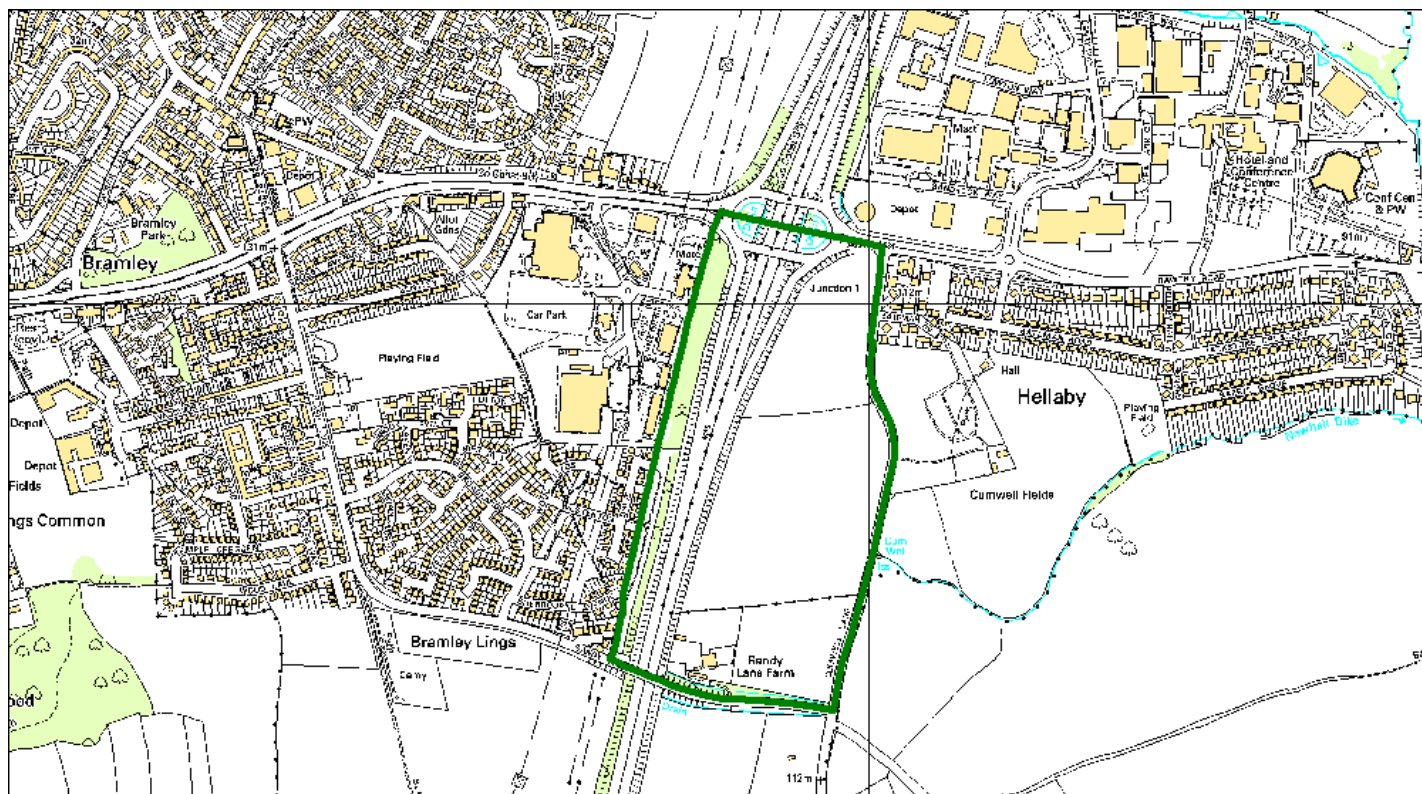
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Maltby and Hellaby urban area and the settlements of Laughton Common to the south and Thurcroft to the south west. There is no visual impression of the potential for these settlements to merge because there are no views of both settlements across the gap combined with strong physical features/boundaries preventing a perception of nearby towns.

**Green Belt Parcel Number** 68

**Parcel Location / address** Land south of Hellaby

**Parcel Description** Small parcel of land east of M18 motorway, west of Cumwell Lane. Relatively flat arable land rising slightly to the north. Low stone wall to boundary with Cumwell Lane and trees to Sandy Lane boundary. Residential properties to the west with the M18 motorway beyond. Strong boundaries particularly to north and by motorway.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Parcel abuts and is contained by the houses and gardens of Hellaby at its north eastern corner. Has a surprisingly semi-rural character despite its immediate proximity to the M18 motorway which forms a strong western boundary to the site. Its southern and eastern boundaries are somewhat weaker being formed by two minor roads, Cumwell and Sandy Lane. Affords strong visual links to the adjoining open fields.

**Purposes 2 and 4 Result:** Essential Gap (EG)

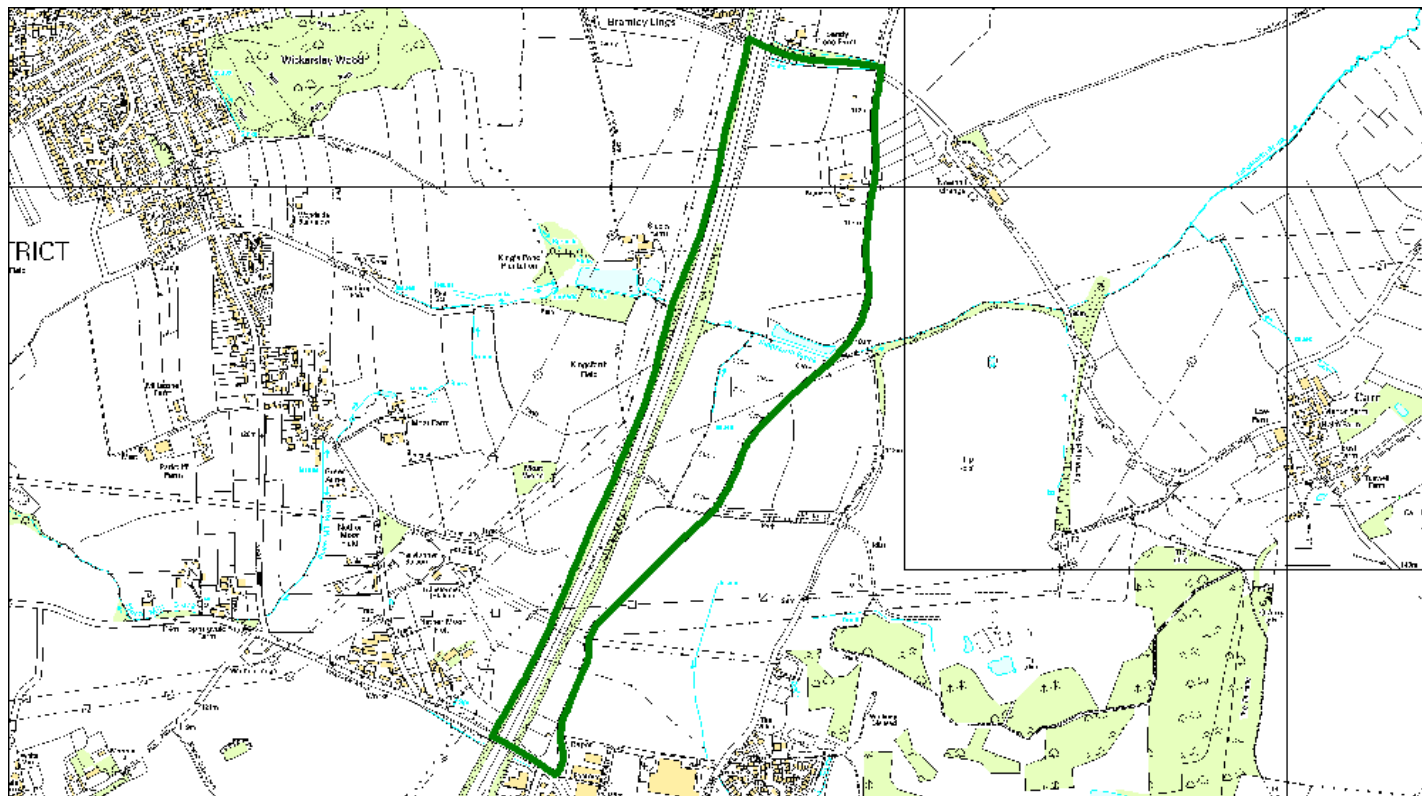
**Purposes 2 and 4 Reason:**

The parcel forms a small but essential gap between Hellaby and Maltby to the east and Bramley and Wickersley to the west. There is a strong visible link between these settlements despite the proximity of the M18 along its western boundary and any development would significantly reduce the sense of openness and lead to a perception of towns merging.

**Green Belt Parcel Number** 69

**Parcel Location / address** Land between M18 and Kingsfirth Lane

**Parcel Description** The site is broadly rectangular in area and is bounded to the west by the M18 motorway and to the east by Kingsfirth Lane. To the south lies Woodhouse Green with Sandy Lane to the north. The site is rural in character with a small area of woodland, fishing ponds and a haulage company with an isolated residential property.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel abuts Thurcroft in the extreme southern corner, where the site is contained by Thurcroft. The remainder of the site is contained by the M18 to the west and minor roads to the east and north. The site is predominately open and agricultural with an isolated commercial site and a remote dwelling in the centre of the site. Development in this parcel would have an intrusive impact upon the open countryside.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

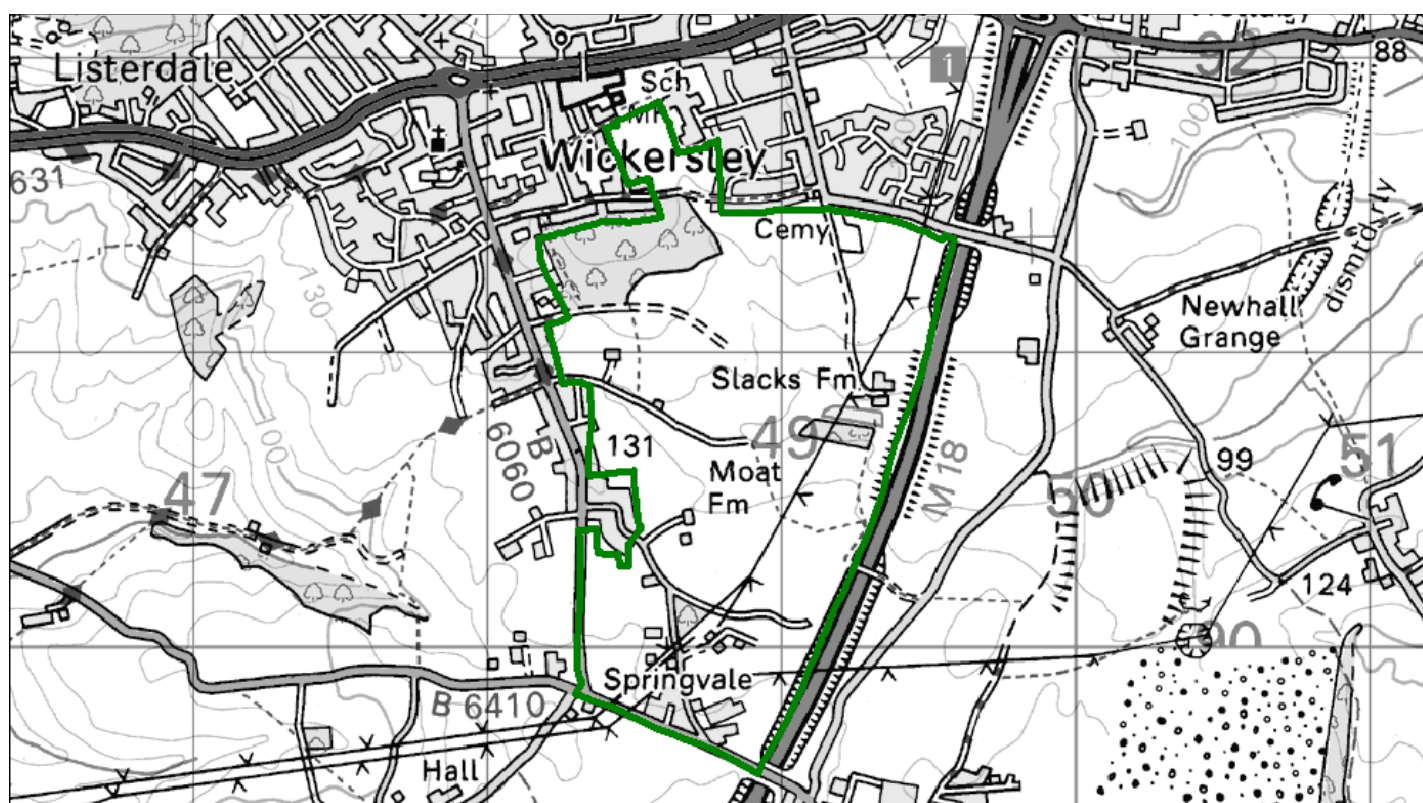
**Purposes 2 and 4 Reason:**

The parcel lies between the towns of Wickersley / Bramley to the north and west and the town of the Thurcroft to the south. The site does not lend itself to being 'rounded off' with development. Any development of the parcel would lead to a sense of the two towns merging.



**Parcel Location / address** Land to west of M18, north of Morthen Lane, east of Morthen Road and south of Sandy Lane.

**Parcel Description** This is a large area characterised by mainly larger fields of open arable land to the north and central to the site which internally contain weak boundaries comprising of gappy hedgerows, post and rail and post & wire fencing. Land to the north of Morthen Lane is a mix of commercial (Nine Trees Industrial Estate) and residential with pockets of land to the rear used as smallholdings and equestrian uses. A large electrical transformer station and associated pylons are located to the south of the site. However these pylons also extend across the site in ne – sw direction. Four areas of protected woodland exist on this site – Wickersley Woods (to the north); Kings Pond Plantation (central) and Moat Wood and Nether Moor Wood to the south. The M18 to the east of the site is partly set in a cutting to the south before becoming elevated above the site to the north and contains a strong landscaped boundary. To the north of the site off Sandy Lane the site is open with the land containing the cemetery enclosed via natural screening. Those residential properties bordering the site to the north off Wood Lane; and to the west on Newhall Avenue and Moat Lane comprise a mix of natural vegetation and physical features i.e. fences. With the former depot and Wickersley School in the north having security fencing to boundaries. Due to the size and the topography of the area, it is not possible to view all the boundaries of this parcel of land.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Parcel of land is part contained to its northern and western boundaries by existing built form and has further strong boundaries to the east by the M18 motorway although strong visual links to the adjoining open fields can be achieved. Some potential for infill and rounding-off development along north and north-western edges of parcel.

**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

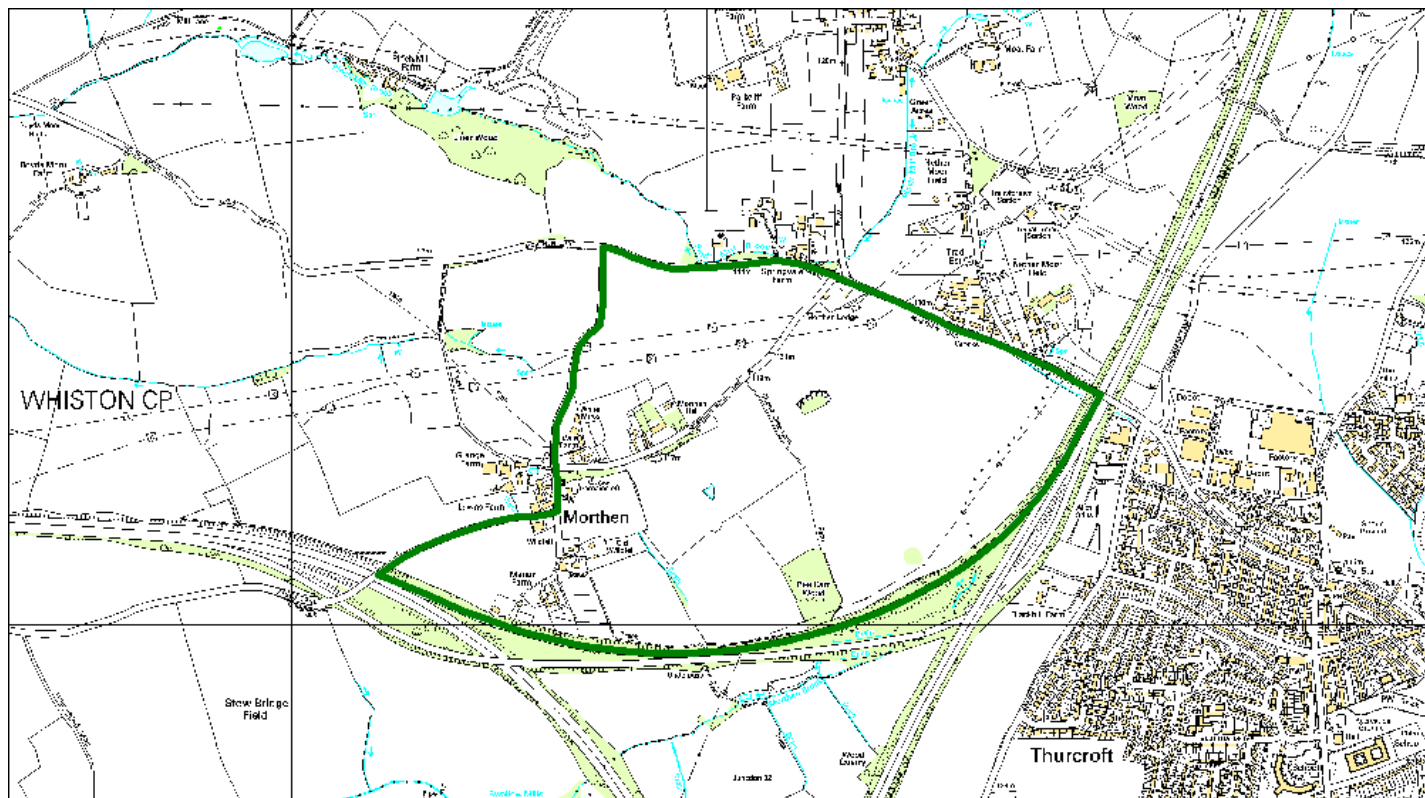
**Purposes 2 and 4 Reason:**

Parcel is situated partly within an essential gap – especially to the south east corner which is required to prevent the gap between Thurcroft & Wickersley being diminished. Elsewhere where the parcels current extend into the urban form there is the scope in these localities for rounding-off development.

**Green Belt Parcel Number** 71

**Parcel Location / address** Land to south of Morthen Lane and north of M1 - M18 slip road.

**Parcel Description** This area of land comprises open arable fields and due to the size and the topography of the area, it is not possible to view all the boundaries of this parcel of land. The site has a weak northern boundary with Morthen Road which comprises of overgrown grass verge. The top section of the site contains a dual row of pylons running east to west which continues across an adjacent parcel of land (between Morthen Hall Lane and York Lane) which along its northern boundary is strongly defined by hedgerows. Within the centre of this large area of land lies Morthen Hall (Grade II\*) along with pockets of protected woodland primarily to Morthen Hall Lane, however other protected areas include Pea Carr Wood on the south boundary with the M18 slip road. The general topography of this land runs in a north-west to south-east direction with the M18 and M1 motorways being set at a much lower level.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Site is isolated and not contained by any urban area and is predominantly open in character with no strong landscape features.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

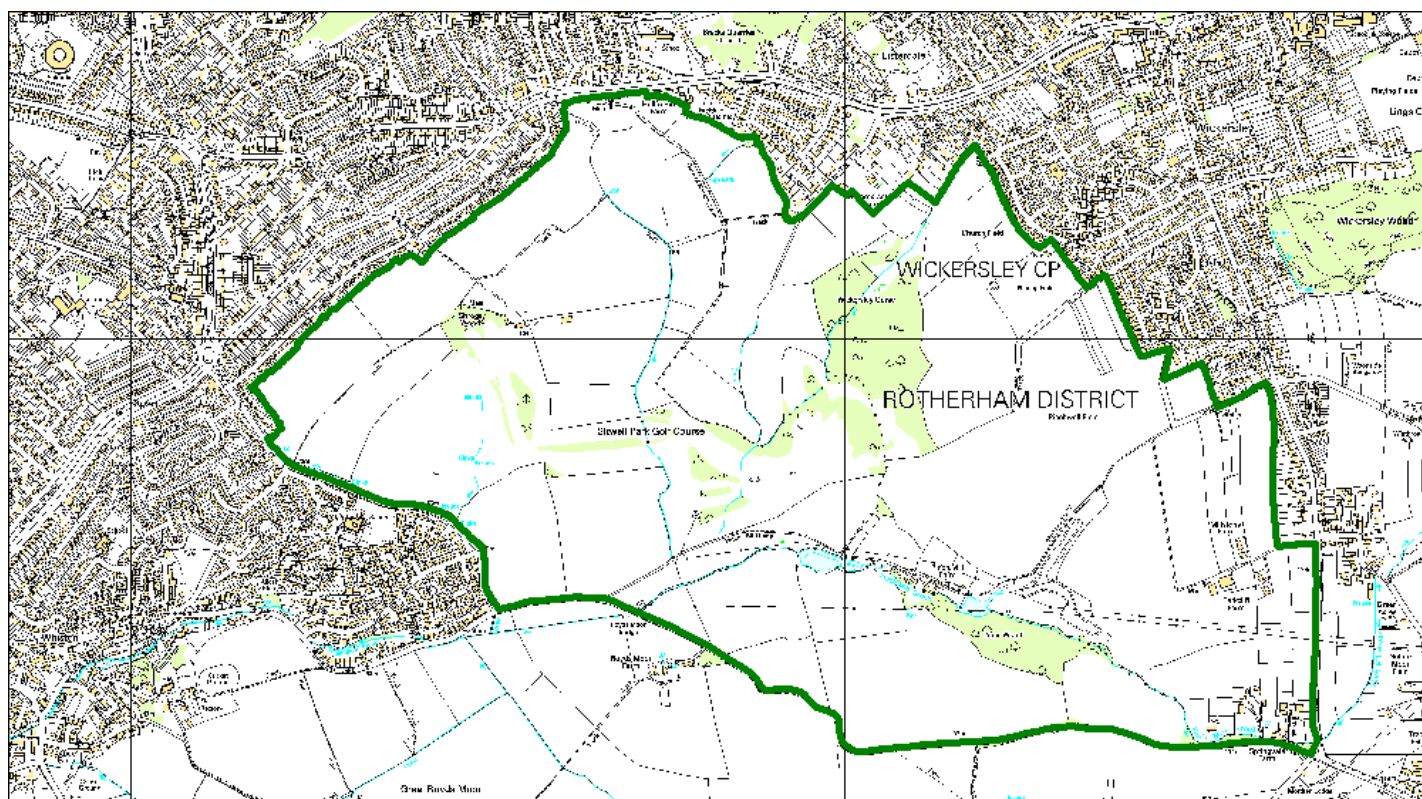
**Purposes 2 and 4 Reason:**

Parcel lies within a narrow gap where there is no visual impression of the potential for neighbouring settlements to merge because there are no views of settlements across the gap in this locality but where development would be sensitive.



**Parcel Location / address** Land to west of Morthen Road (6060), north of Morthen Lane (B6410), west of Worry Goose Lane (B6410) and south of East Bawtry Road (A631).

**Parcel Description** This is a very large area of land which due to the size and the topography of the area, it is not possible to view all the boundaries of this parcel of land. The topography slopes from both the north-east and east and from the north-west and west to a valley central to the land with the land to the south sloping southwards towards Pinch Mill Brook which bisects the site in an east – west axis. With the exception of Sitwell Golf Club the use of the land is primarily arable fields defined by a mix of both weak and strong boundaries bisected by Wickersley Gorse and Liner Wood which creates a central ‘spine’ of landscaping running north – south axis on the site. The east and north boundaries to the site are drawn tightly and defined by the residential properties bordering the site and comprise a mix of natural vegetation and physical boundaries i.e. walls and fences.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Parcel of land adjacent to Whiston (Rotherham Urban Area) and Wickersley to west, north and east boundaries. Site is open to south and south east having strong visual links to the adjoining open fields being achieved. Some rounding-off development could be possible for example south of the A631 in the Lathe Road area or along the western edges of Wickersley.

**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

**Purposes 2 and 4 Reason:**

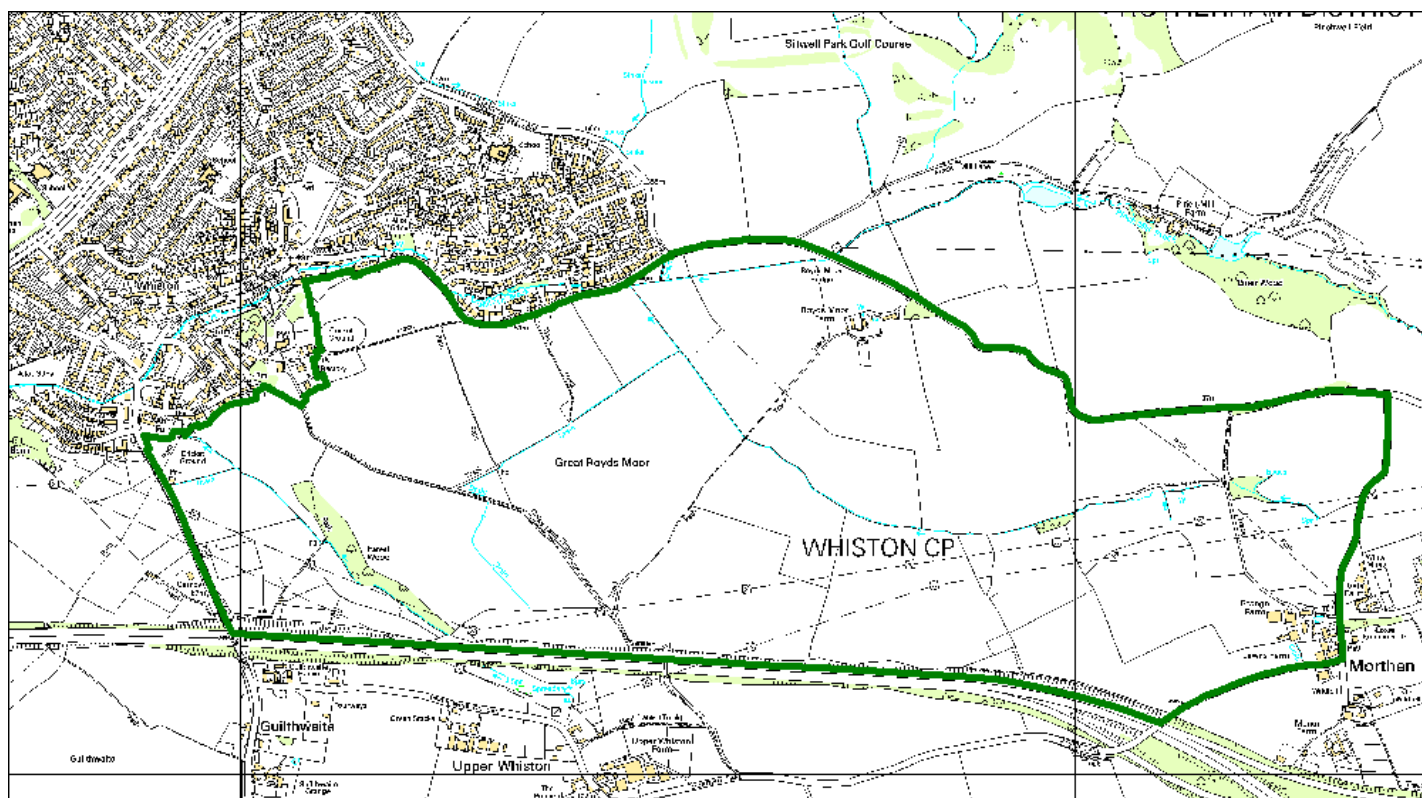
The northern section of the site is considered to be an essential gap as any further development would reduce the gap to an unacceptable width although development elsewhere in the parcel could be possible for example south of the A631 in the Lathe Road area or along the western edges of Wickersley. As such the parcel is defined as essential gap (part).



**Green Belt Parcel Number** 73

**Parcel Location / address** Land to the north of the M1 and west of Morthen.

**Parcel Description** The site contains many agricultural fields with weak agricultural boundaries and hedgerows separating the fields. The character of the parcel is predominantly agricultural with 2 cricket/sports grounds towards the north western corner of the site and a small urban area in the south eastern corner which is part of Morthen. There are a couple of farmsteads within the parcel. There are pylons on the site with overhead cables crossing the site. Adjacent to the north western corner of the site is the settlement of Whiston with residential properties forming a boundary to the site, with domestic curtilages and sparse vegetation to form a weak boundary. Further to the north eastern boundary with the residential properties, the boundary is stronger with a mixture of boundary treatments, hedges, walls and a stream. The boundary is further strengthened to the north east when the boundary follows Moorhouse Lane, which then turns into Little Common Lane, Royds Moor Hill and Morthen Lane along the remainder of the site which forms a strong boundary. The site is bound to the south by the M1, and to the west by Pleasley Road and to the east by York Lane which are also strong boundaries. The parcel of land can be viewed from the M1 which is elevated to the south of the site.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel is partly contained by houses and gardens in the settlement of Whiston on the western section of the northern boundary where some limited infill could occur. The M1, Pleasley Road and Little Common Lane / Morthen Lane form boundaries around the rest of the site, with some walls, streams and trees forming intermittent boundary treatments. To the rear of the houses in the settlement of Whiston there are cricket grounds, sports grounds, cemeteries and ponies grazing which add an urban feel compared to the remainder of the site which is agricultural in character. However, development in this parcel would cause unacceptable encroachment into the open countryside by means of a significant projection with land on most sides remaining in Green Belt. It is therefore considered to be not contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

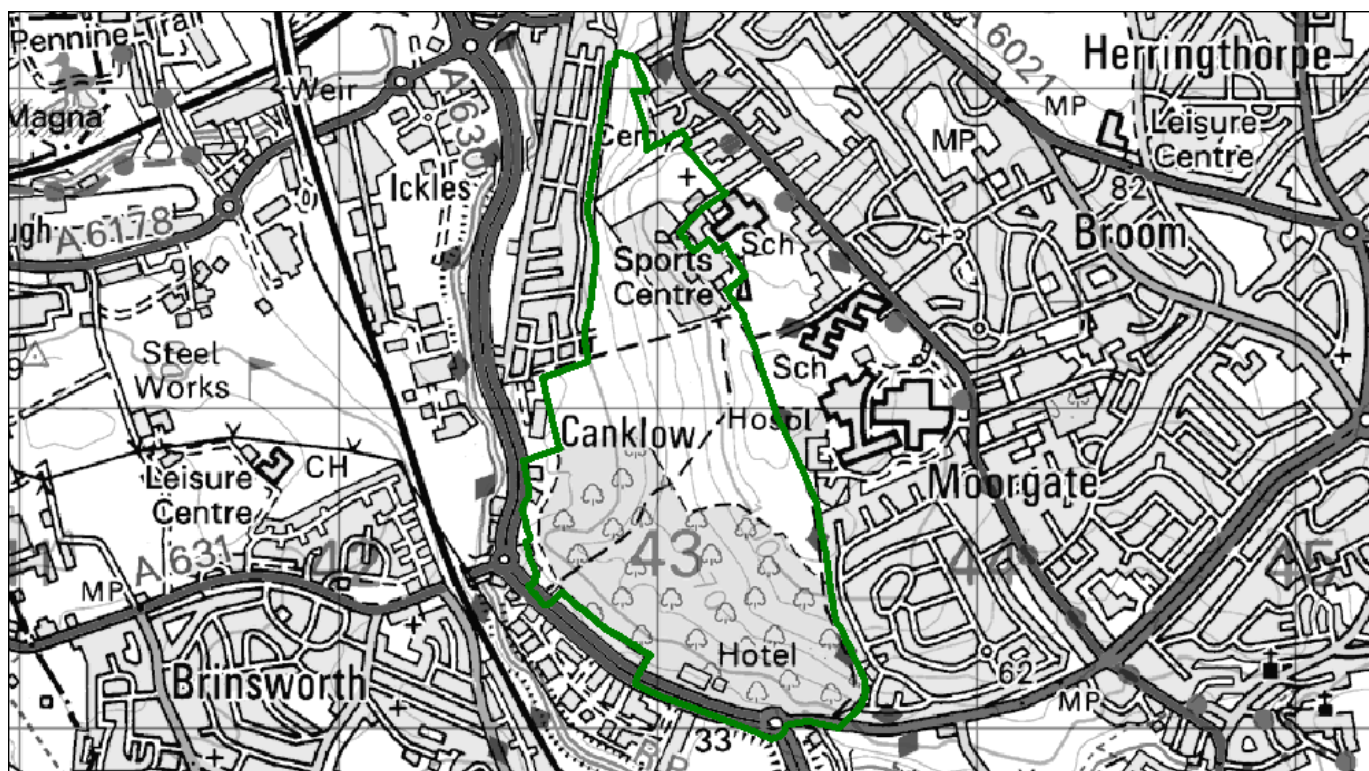
The parcel lies within a wide gap between Rotherham urban area and the town of Aston, Aughton and Swallownest and with Thurcroft





**Parcel Location / address** Land including Canklow Woods and between Rother View Road (Canklow) and residential properties to west of Moorgate Road (A618).

**Parcel Description** The site contains a large area of trees that are protected by a tree preservation order. There is a hotel development on the south of the site. Boston Castle, a Listed Building with associated Historic Parks and Gardens is towards the north of the site close to a cemetery, a pump house, reservoirs and a telecommunications mast and playing fields belonging to the college and an ancient monument. The south western boundary adjoins established residential properties that have domestic boundaries adjoining the area of woodland that is protected by a tree preservation order that forms a strong boundary. To the north west the boundary is weaker where educational playing fields within the greenbelt are not physically separated from the areas of urban development they are associated with. Further north there is a strong boundary formed by a ridgeline that slopes steeply down to the west from residential properties. To the west the boundary is strong between the site and the housing area as the site slopes upwards steeply to the east to the ridge. The southern boundary is strong being an area of protected woodland. The site can be viewed from various other areas within Rotherham urban area, due to the height of the site.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

The parcel abuts houses and gardens on much of its boundary, in Canklow and Moorgate with West Bawtry Road containing the cell to the south, with urban areas beyond this. The southern half of the site is covered by dense woodland which provides open views from Rotherway and other vantage points within the Rotherham Urban Area. The site has a ridge line on the northern section of the site that runs through the site, north to south. The site affords views from further away due to the height of the ridge and the steepness of the slope, and the land appears to be contained from all sides.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

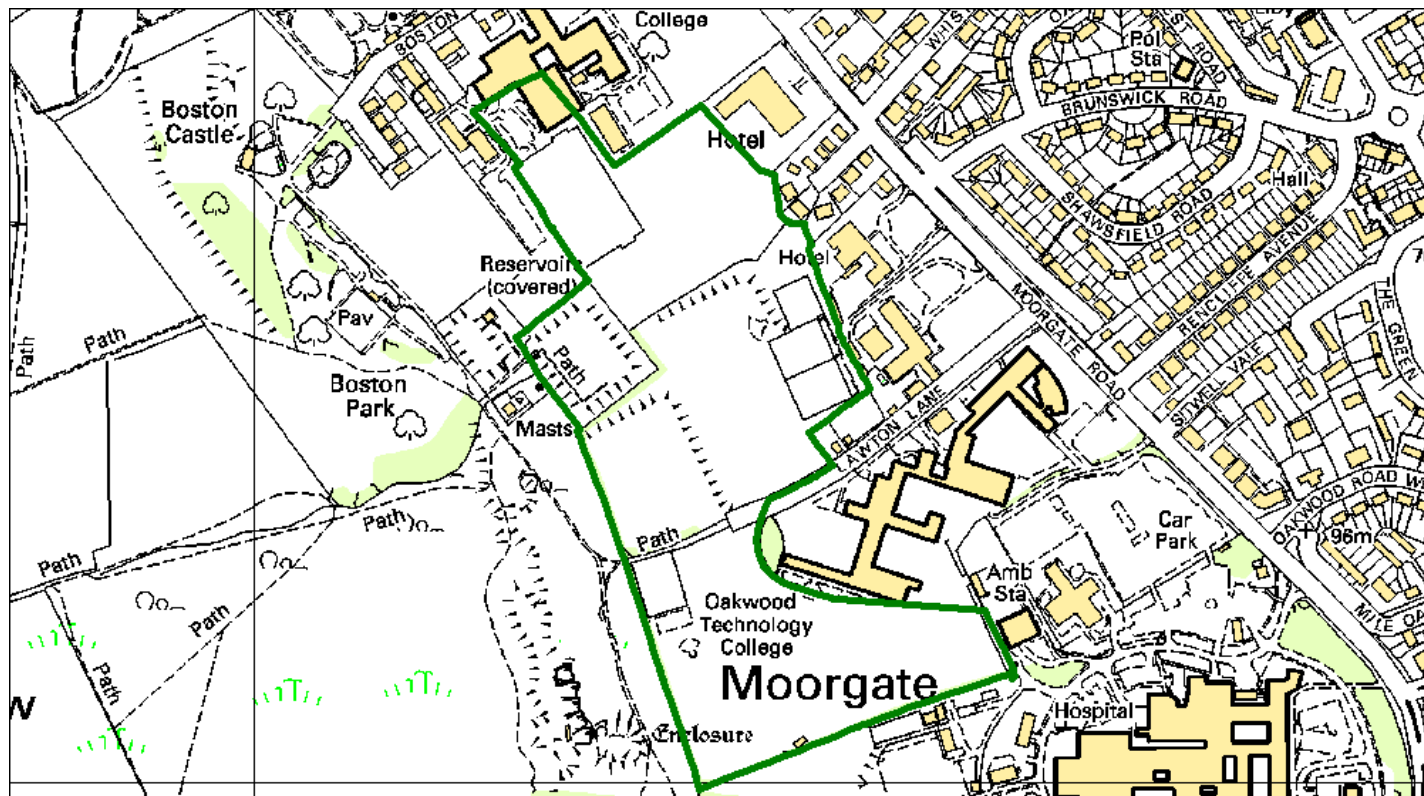
The parcel mainly separates development within the same settlement to the east and west Canklow and Moorgate which are part of the same town. To the south the parcel adjoins other parcels that form a larger expanse of greenbelt land. There is no visual connection between the parcel of land and other neighbouring towns, and so it does not contribute to the sense of openness. It provides a sense of openness between areas within the same urban area (Rotherham).



**Green Belt Parcel Number** 76

**Parcel Location / address** Land to the rear of buildings on Moorgate Road

**Parcel Description** The site contains outdoor play areas and playing fields belonging to Oakwood College, and Thomas Rotherham College. There is however one area that contains a car park and a large building and the greenbelt boundary bears no relevance to the open areas and consideration should be given to its re-alignment. The revised boundary should be amended to follow the outdoor play area as shown on the plan. The boundary between the site and the college buildings are strong planted boundaries and the boundaries between the site and the land to the west is a strong boundary consisting of mature hedgerows. Arguably this parcel could be combined with the larger parcel to its immediate west but has been separated in recognition of the different land use to be found here based on educational facilities and open space.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

The parcel abuts educational facilities as well as houses and gardens along the majority of its boundary, with one side of the site abutting an area of protected trees. The presence of large institutional type buildings on the boundary, and the use of the land as sports grounds gives the parcel an urban influence.

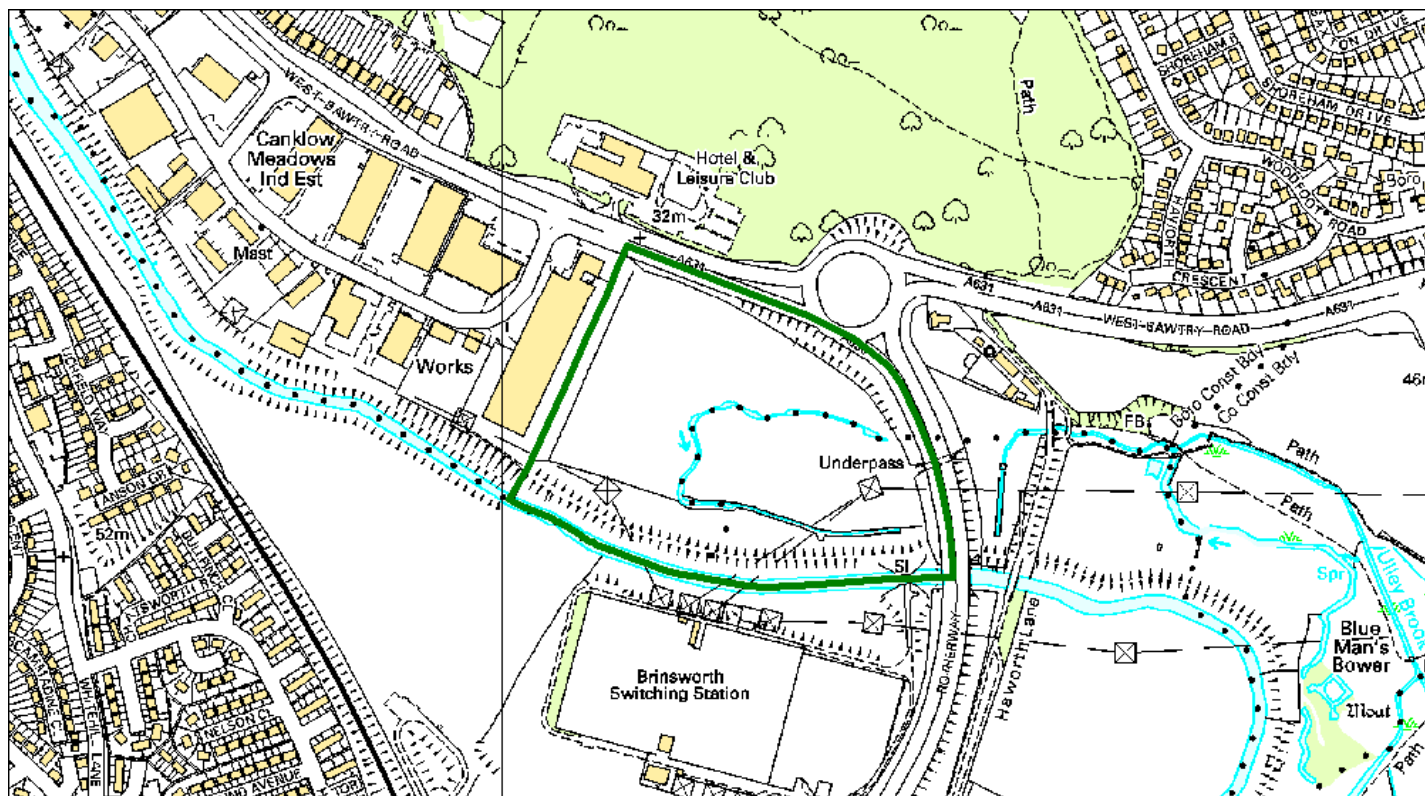
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

The parcel forms part of a wide gap between Rotherham Urban Area and Sheffield. There is a minimal visual link between this parcel and the open area beyond to the west, as the site slopes and drops away steeply. There is a strong boundary at the top of this ridge, and so development of the parcel would not significantly reduce the sense of openness, or lead to the merging of towns physically, or visually.

**Parcel Location / address** Land to the west of Rotherway (A630) and to the south of West Bawtry Road (A631)

**Parcel Description** This small parcel contains land used for the grazing of horses, however there are no associated structures erected in the parcel. There are two pylons and overhead cables crossing the parcel. The established Canklow Industrial Estate lies to the west. The parcel has strong boundaries on all sides, the River Rother to the south, Rotherway (A630) to the east and West Bawtry Road (A631) to the north. The western boundary is also a strong boundary, consisting of a mature hedgerow at a higher level than the field, on a bund that runs along the western and southern boundary.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel is contained, and adjoins an employment area to the west, Canklow Meadows Industrial Estate, which is built at a slightly higher level than the land within the parcel, and there is a mature hedgerow along the boundary. The other three boundaries are also strong with West Bawtry Road and Rotherway being raised from the site. The River Rother contains the site to the south. However, development of the parcel would harm the openness of the Green Belt in this area particularly links between Canklow Woods and the wider Green Belt and would represent a protrusion into surrounding Green Belt - as such it is considered to be not contained

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

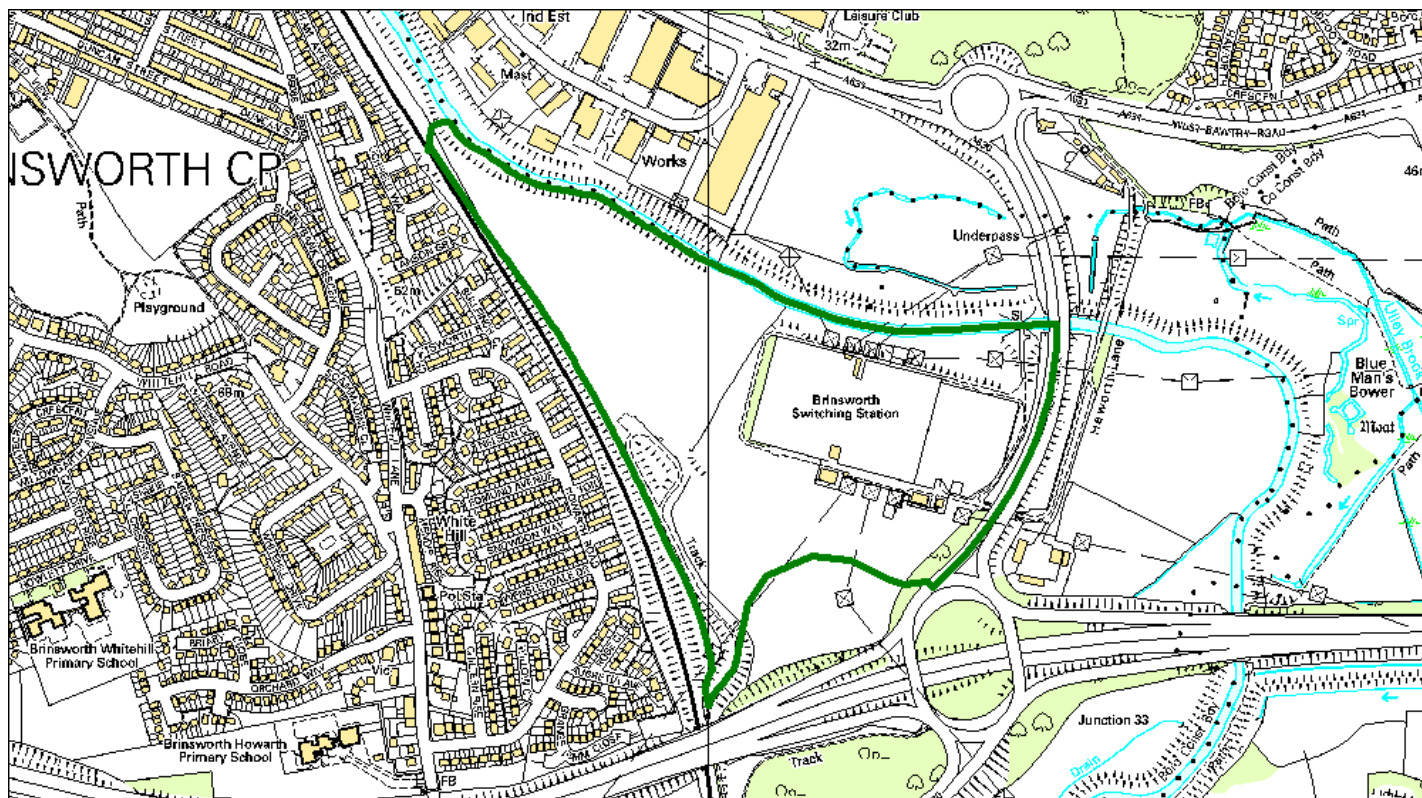
The parcel forms part of a wider gap that mainly separates development between Rotherham Urban Area and Aston, Aughton and Swallownest and Sheffield. Locally it separates areas within the same settlement within Rotherham urban area (Canklow and Moorgate, Brinsworth and Catcliffe). To the south and east the parcel adjoins other parcels that form a larger expanse of greenbelt land. There is no visual connection between the parcel of land and other neighbouring towns, and so it does not contribute to the sense of openness between towns as the nearest towns are Aston, Aughton and Swallownest and Sheffield beyond the motorway. The motorway and main roads forms a visual barrier. It provides a sense of openness between areas within the same urban area (Rotherham), and provides openness when viewed from the main road network – M1 and Rotherway.



**Green Belt Parcel Number** 78

**Parcel Location / address** Land to the north-west of the M1 Junction 33.

**Parcel Description** The site has an area of dense tree coverage, a large electricity power station and a smaller agricultural field. The site has a strong boundary on all three sides, to the west in the form of the railway line, to the north the River Rother and to the east the Rotherway (A630). The site boundary to the south is a weak boundary that consists of some earth works that have been undertaken to form an access into a new development underneath the M1 motorway.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel is bordered by strong boundaries, with the River Rother to the north, Rotherway (A630) to the east and railway line to the west. There is extensive tree planting along the boundary with the railway line, and part of the north boundary. The very large electricity power station gives the parcel an urban influence. Some potential for rounding off between the industrial area and Brinsworth residential area.

**Purposes 2 and 4 Result:** Wide Gap (WG)

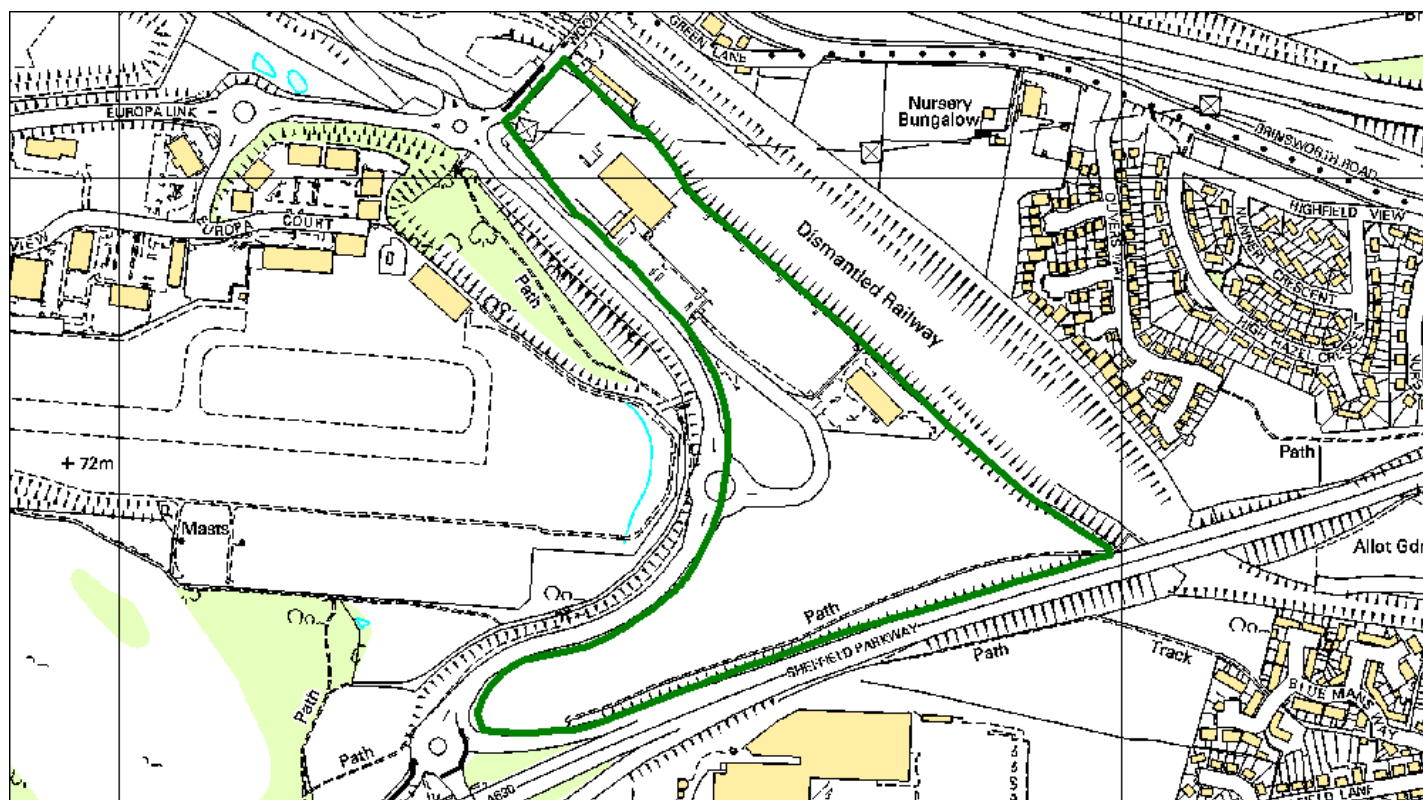
**Purposes 2 and 4 Reason:**

The parcel forms part of a wider gap that mainly separates development within the same settlement within Rotherham urban area, Brinsworth from other areas which form part of the same town. To the east the parcel adjoins other parcels that form a larger expanse of greenbelt land. There is no visual connection between the parcel of land and other neighbouring towns, and so it does not contribute to the sense of openness between towns as the nearest towns are Aston, Aughton and Swallownest and Sheffield beyond the motorway. The motorway and main roads forms a visual barrier. It provides a sense of openness between areas within the same urban area (Rotherham), and provides openness when viewed from the main road network – M1 and Rotherway (A630).

**Green Belt Parcel Number** 79

**Parcel Location / address** Land between Sheffield Parkway, the Car People and Sheffield Airport Business Park.

**Parcel Description** A triangular parcel of scrub land enclosed on all three sides by roads and development. To the South is the Sheffield Parkway with Morrisons supermarket and offices beyond. This boundary has limited screen planting that has only recently been planted. To the west is the Airport link road with the former Sheffield Airport beyond currently being transformed into a large industrial and business estate. To the north east the green belt overlaps existing development including the car parks to the Aston Hotel and The Car People. The boundary has no real definition.



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

Completely surrounded by urban development with some urban development within the parcel of land. Isolated small parcel of Green Belt with negligible contribution to the Green Belt.

**Purposes 2 and 4 Result:** Essential Gap (EG)

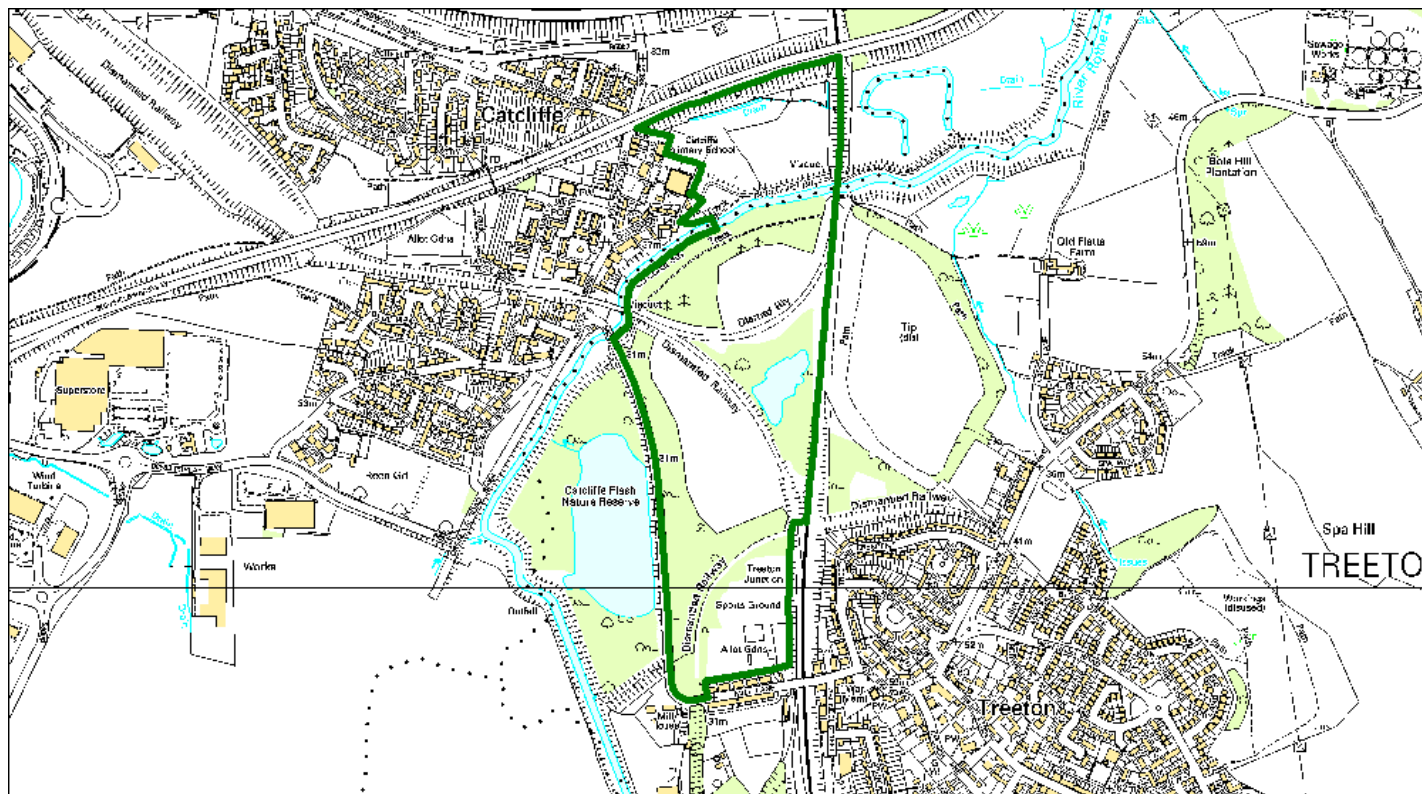
**Purposes 2 and 4 Reason:**

Although this parcel provides a gap between Sheffield and Rotherham urban area, following recent development on site and surrounding area this isolated small parcel of Green Belt has negligible contribution to the Green Belt and is ineffective.



**Parcel Location / address** Land between Catcliffe village and the Sheffield to Worksop railway line. Sheffield Parkway to the north and Treeton village to the south.

**Parcel Description** This rectangular piece of land is defined by the Worksop railway line to the east creating a boundary between the site and further green belt land. To the south are a row of terrace houses forming the access to Treeton village. To the north is the Sheffield Parkway raised up on elevated land forming a very clear boundary. To the west is Treeton Lane with a nature reserve beyond and the north of Catcliffe village also forms part of the boundary.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Parcel is part bordered by Treeton and Catcliffe with some potential for small scale rounding off but it would still be important to retain the open countryside between these two urban areas.

**Purposes 2 and 4 Result:** Wide Gap (WG)

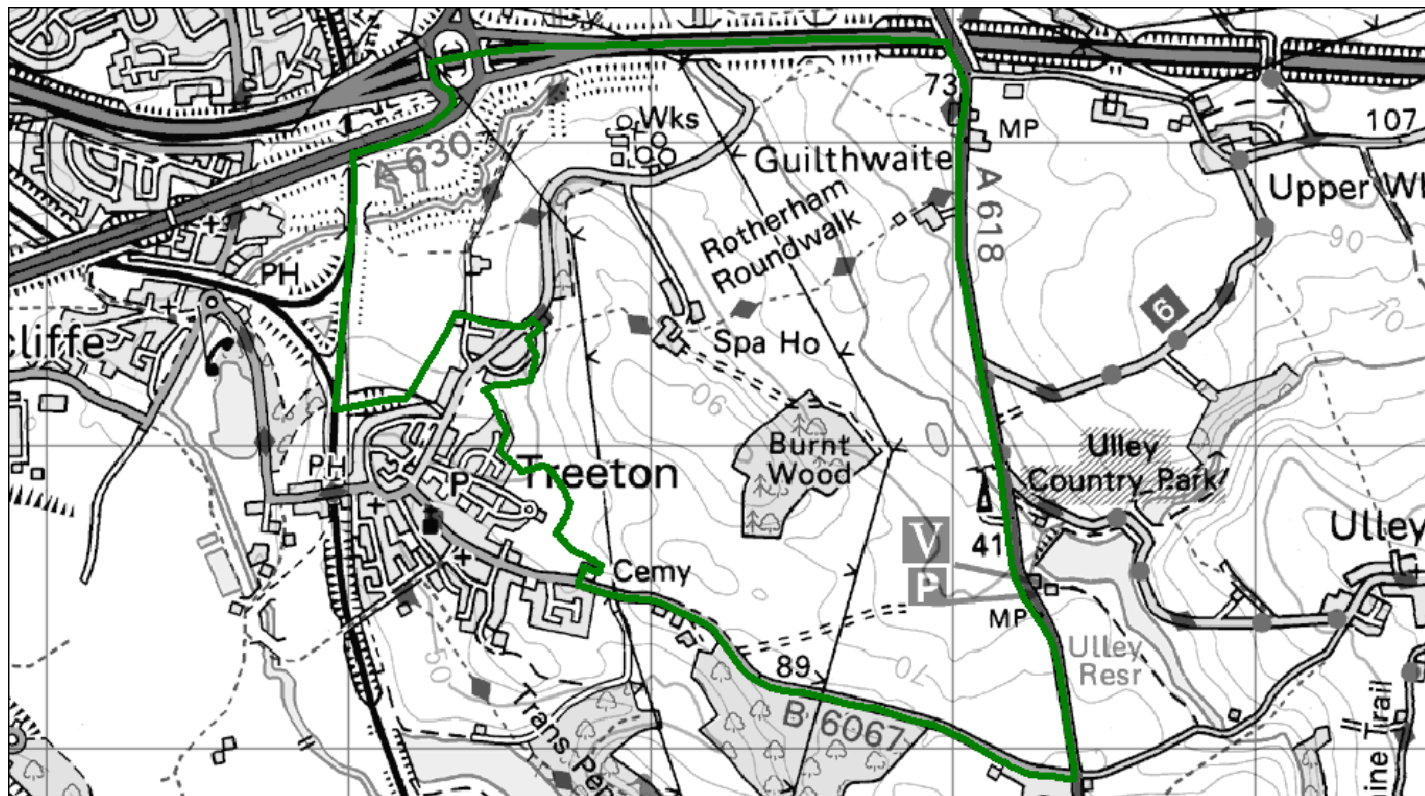
**Purposes 2 and 4 Reason:**

Parcel falls within a wide gap between Sheffield and Aughton / Swallowneast. Treeton not classed as town settlement but this Treeton prevents views and perception of coalescence between the two larger defined towns.

**Green Belt Parcel Number** 81

**Parcel Location / address** Land to the north east of Treeton, stretching to the M1 motorway and to the east with Pleasley Road (A618)

**Parcel Description** This large parcel of land contains mainly agricultural land, with a woodland and small sewage works. There is a varied boundary with Treeton Village with some screen planting. A railway forms the far north-west boundary. A strong boundary to the north is defined by the M1 motorway with open countryside beyond. To the east lies the A618 and to the south the B6067 which separate other parcels of Green Belt.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

As an area of open countryside with strong rural characteristics this parcel is not contained by development although some potential for limited rounding-off at Treeton may be appropriate.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

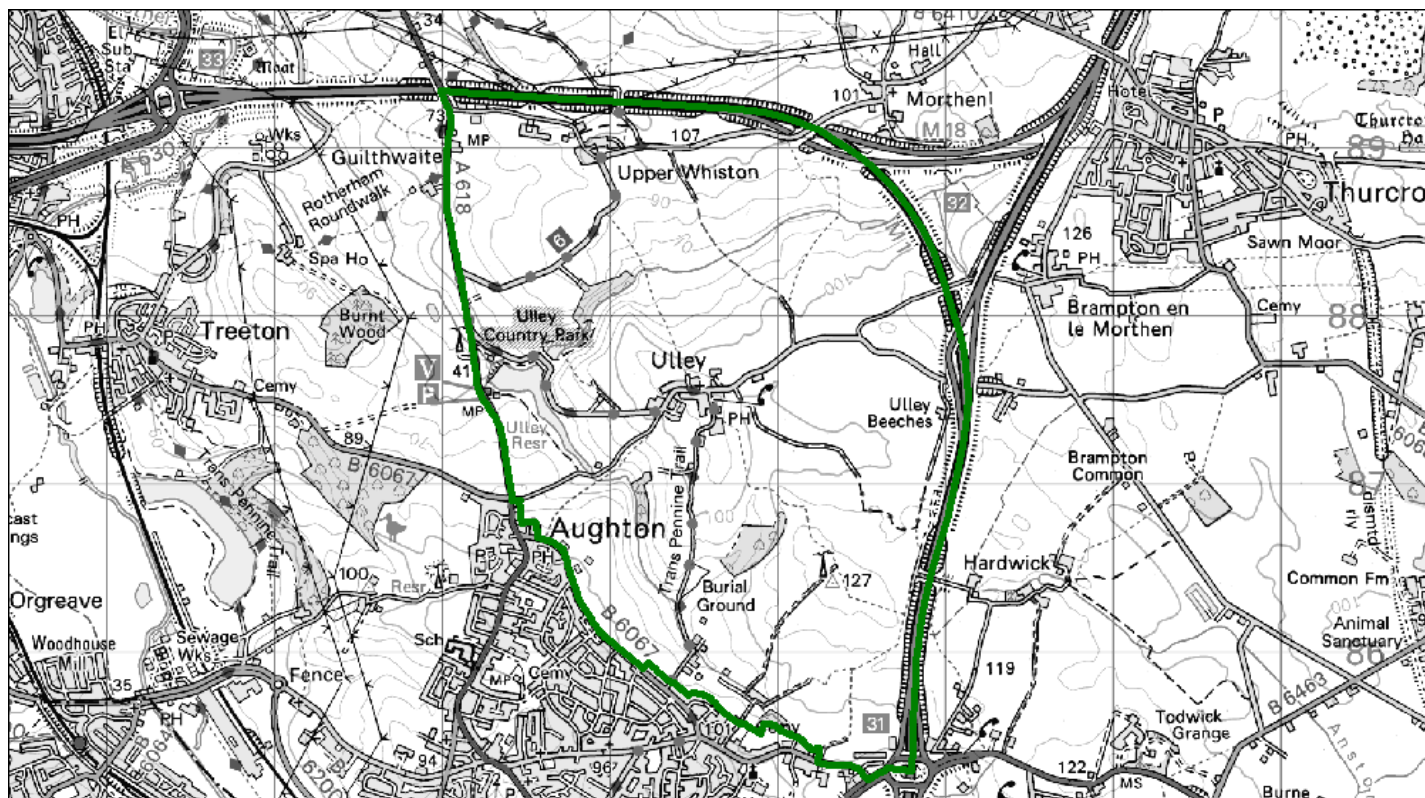
Parcel forms part of a wide gap between Rotherham Urban Area, Sheffield and Aughton/ Swallownest. Treeton is not classed as town settlement for the purposes of this study. No perception of towns merging by development on the edges of this parcel.



**Green Belt Parcel Number** 82

**Parcel Location / address** Land between Aston/Aughton and M1/M18 motorway junction.

**Parcel Description** This large parcel is made up of primarily agricultural land with the village of Ulley located within the centre of the site. To the south is a strong residential boundary along the edge of Aston cum Aughton where the land slopes attractively away initially down and then up towards Ulley. The M1 motorway to the north and east is mainly cut within the landscape allowing views from the parcel of land into other areas of open countryside. The western boundary is defined by Pleasley Road (A618).



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The urban edge of Aughton and Aston to the south is well defined and any development beyond this limit would lead to inappropriate intrusion into open countryside. This large area of countryside is not contained and has very low urban influence over the majority of its area.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Land forms part of wide gap with very sizeable distance between Aston and Rotherham Urban Area and Thurcroft. No perception of coalescence of these settlements would result from development along the urban edge of Aston / Aughton.



**Green Belt Parcel Number** 83

**Parcel Location / address** Large parcel of land separating Swallownest/Aughton and Treeton.

**Parcel Description** The majority of the land is made up of agricultural land with woodland and small hamlet of terrace properties with areas of significant woodland. The north west of the site abuts Treeton village and the northern boundary is defined by the B6097. To the east of the site is a strong defined residential boundary with Aughton with rear garden backing onto the Green Belt. The Sheffield Road forms a strong southern boundary with residential properties fronting the road. The western boundary is defined by a railway line.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Although parts of the parcel on the southern edge of Treeton and the far south-east corner of the parcel adjacent to Swallownest could be part contained and be deemed suitable for some rounding-off development, the majority of the open countryside is not contained.

**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

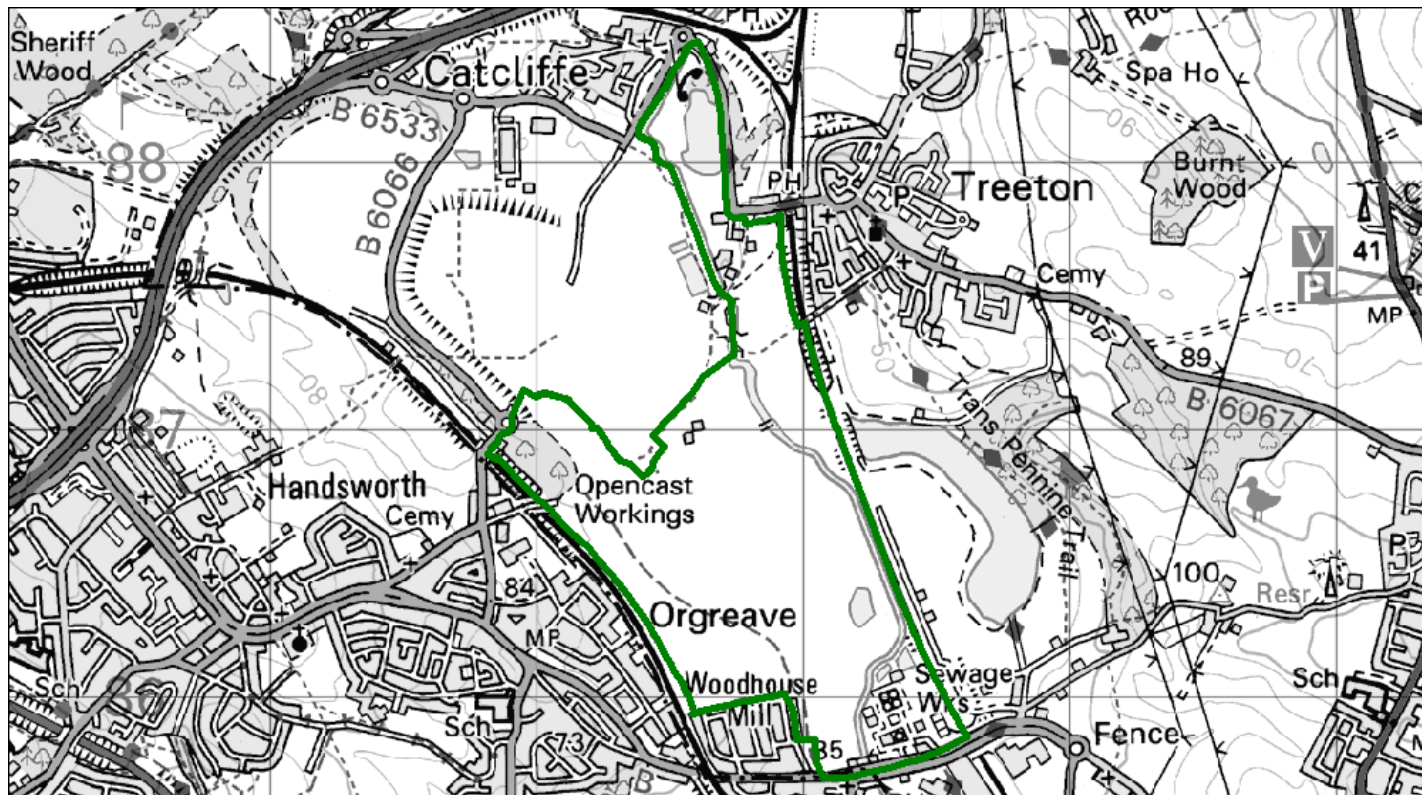
**Purposes 2 and 4 Reason:**

Parcel forms part of a wide gap between Rotherham Urban Area, Sheffield and Aughton / Swallownest. Treeton is not classed as town settlement for the purposes of this study. No perception of towns merging by development on the edges of this parcel.

**Green Belt Parcel Number** 84

**Parcel Location / address** Land between Catcliffe, Treeton, Orgreave and the new Waverley development.

**Parcel Description** The Northern section of this parcel forms a nature reserve by the River Rother and bounded by Catcliffe Village and Treeton Lane. The middle section of land forms part of the Waverley New Town development with new ponds currently being formed. The Southern parcel of land forms playing fields bounded by industrial estates and housing with the Worksop railway line to the east and also containing a large sewage works adjacent to the river Rother. Eastern boundary formed by railway lone and western boundary by railway running along the edge of Sheffield.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Development in this parcel would extend beyond the strong boundaries formed by railway lines to the west and east and cause inappropriate intrusion into open countryside. The site is part of a wider reclamation project which is leading to the development of Waverley new community to the north of the parcel but despite this past degradation the site is considered to have only limited urban influence. Partially contained by Handsworth urban area to far south-east.

**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

**Purposes 2 and 4 Reason:**

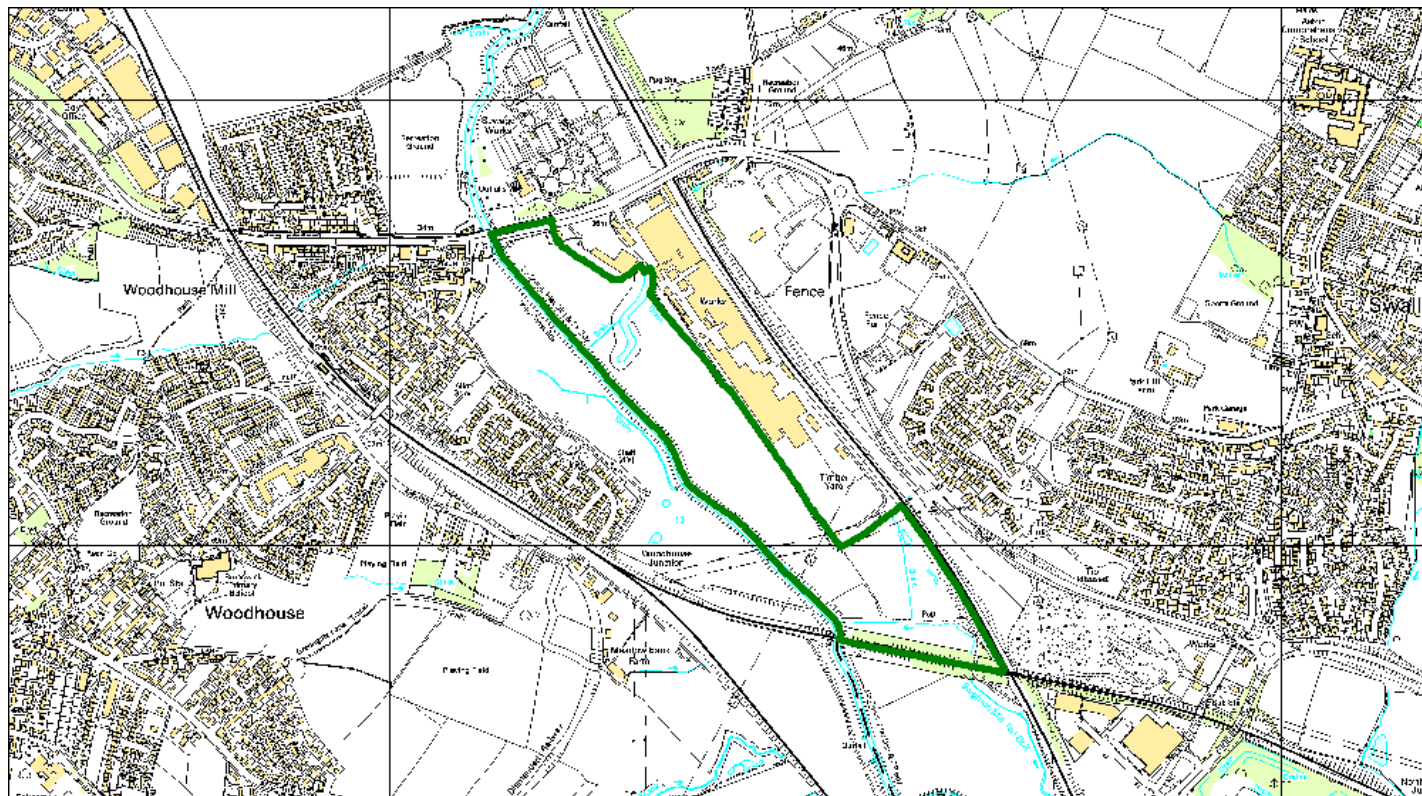
Provides part of an essential gap to stop Sheffield urban area merging into Swallownest especially to south-east of the parcel. Possibility for some form of rounding off development without unduly affecting the essential gap.



**Green Belt Parcel Number** 85

**Parcel Location / address** Small narrow gap of land separating Sheffield and Industrial development in Fence.

**Parcel Description** Narrow flood plain along Sheffield boundary along the River Rother. To the south is the Worksop railway line and to the north is the Retford Road (B6200). Strong straight boundary with the industrial land to the east.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The surrounding urban areas serve to part contain development of this parcel but the existence of open land across the border to the west in Sheffield prevents categorisation of the parcel as well contained.

**Purposes 2 and 4 Result:** Essential Gap (EG)

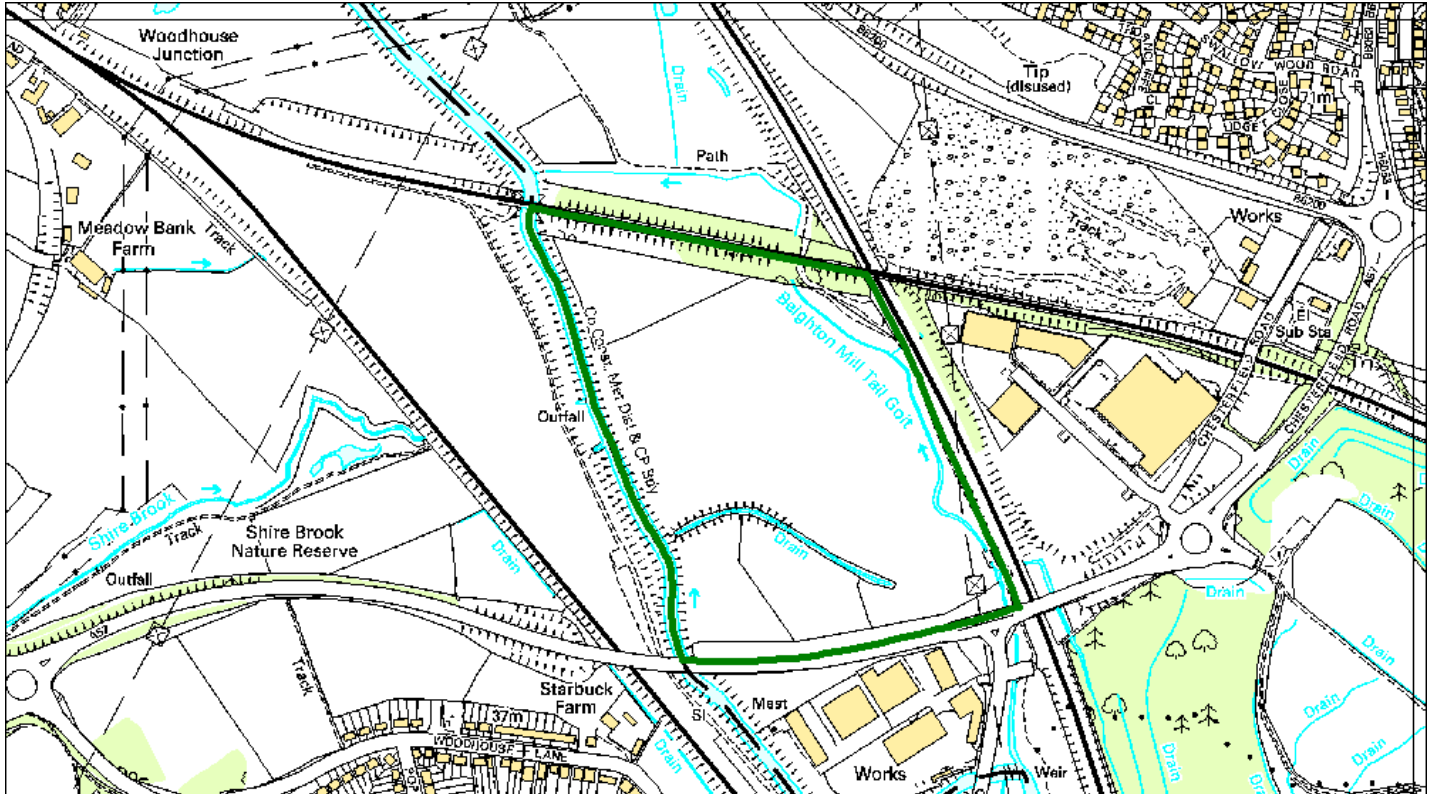
**Purposes 2 and 4 Reason:**

Parcel constitutes an essential gap between Sheffield and Aston/Aughton/Swallowneast where any development would be harmful to the gap separating these two urban areas.

**Green Belt Parcel Number** 86

**Parcel Location / address** Land between the Sheffield settlement of Beighton and Swallownest.

**Parcel Description** The small agricultural field forms part of a flood plain with the A57 to the south of the parcel raised on stilts forming a strong boundary. The site bounds the River Rother to the west with Sheffield Green Belt land beyond forming part of the flood plain. The northern boundary is defined by a railway line.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Although the parcel has strong boundaries on all sides the land is physically separated from neighbouring urban areas and development here would lead to intrusion into the countryside and so is considered only part contained by the limited urban uses to the south and east of the parcel.

**Purposes 2 and 4 Result:** Essential Gap (EG)

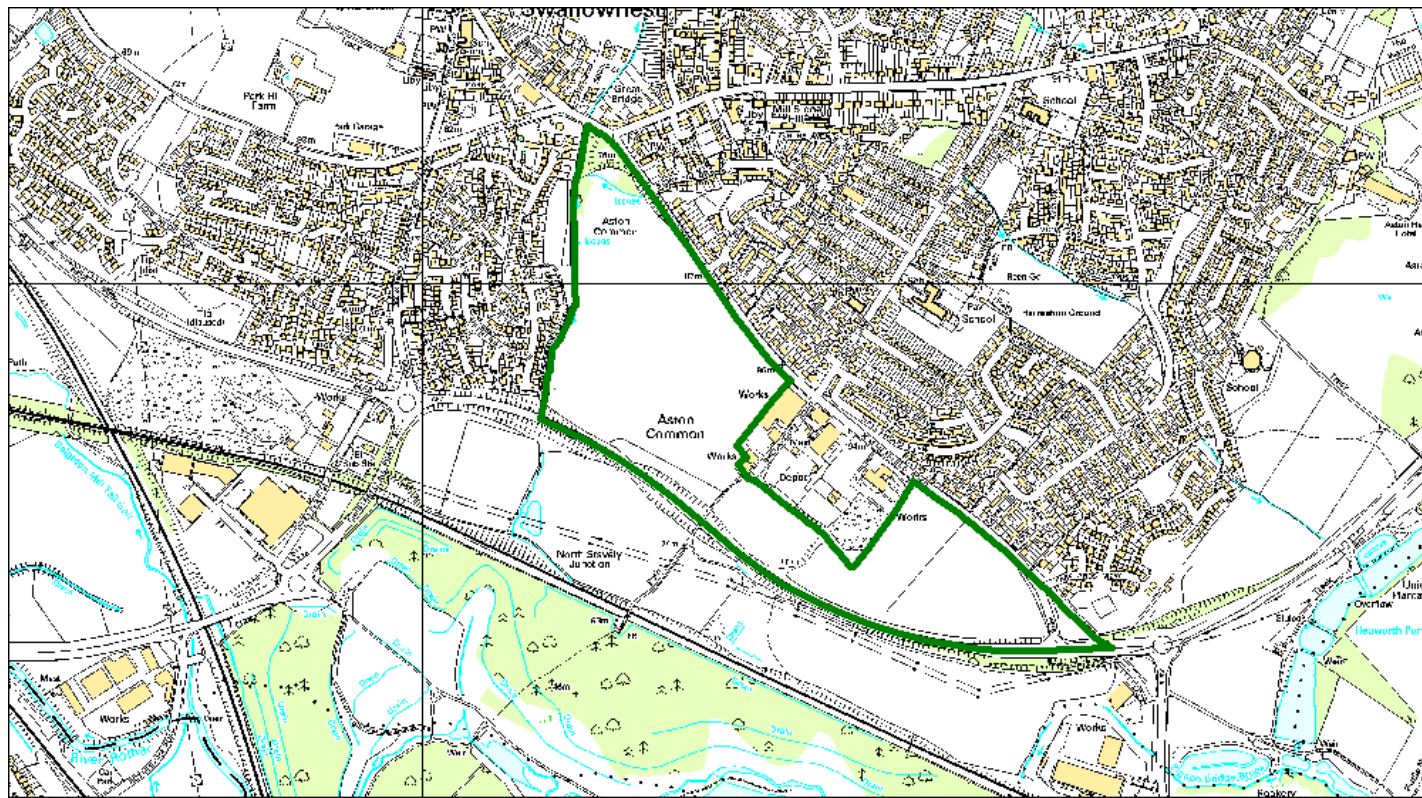
**Purposes 2 and 4 Reason:**

Parcel constitutes an essential gap between Sheffield and Aston/Aughton/Swallownest where any development would be harmful to the gap separating these two urban areas.



**Parcel Location / address** Land between Swallownest and the A57 in an irregular shape skirting around an industrial estate on the site of the former Aston Colliery

**Parcel Description** This parcel is used primarily for agriculture with some areas of scrub land. The A57 to the South forms a strong boundary to Green Belt land beyond. The presence of a large industrial estate at the centre of the site reduces the openness and creates an enclosed and strong urban influence. The northern boundary is for the majority defined by the Mansfield Road (A618).



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**Purposes 1 and 3 Result:** Well contained (WC) / High Urban Influence (HUI)

**Purposes 1 and 3 Reason:**

This parcel is well contained by the A57 to the south and existing built development to west, north and east. Urban influence enhanced by presence of industrial estate.

**Purposes 2 and 4 Result:** Wide Gap (WG)

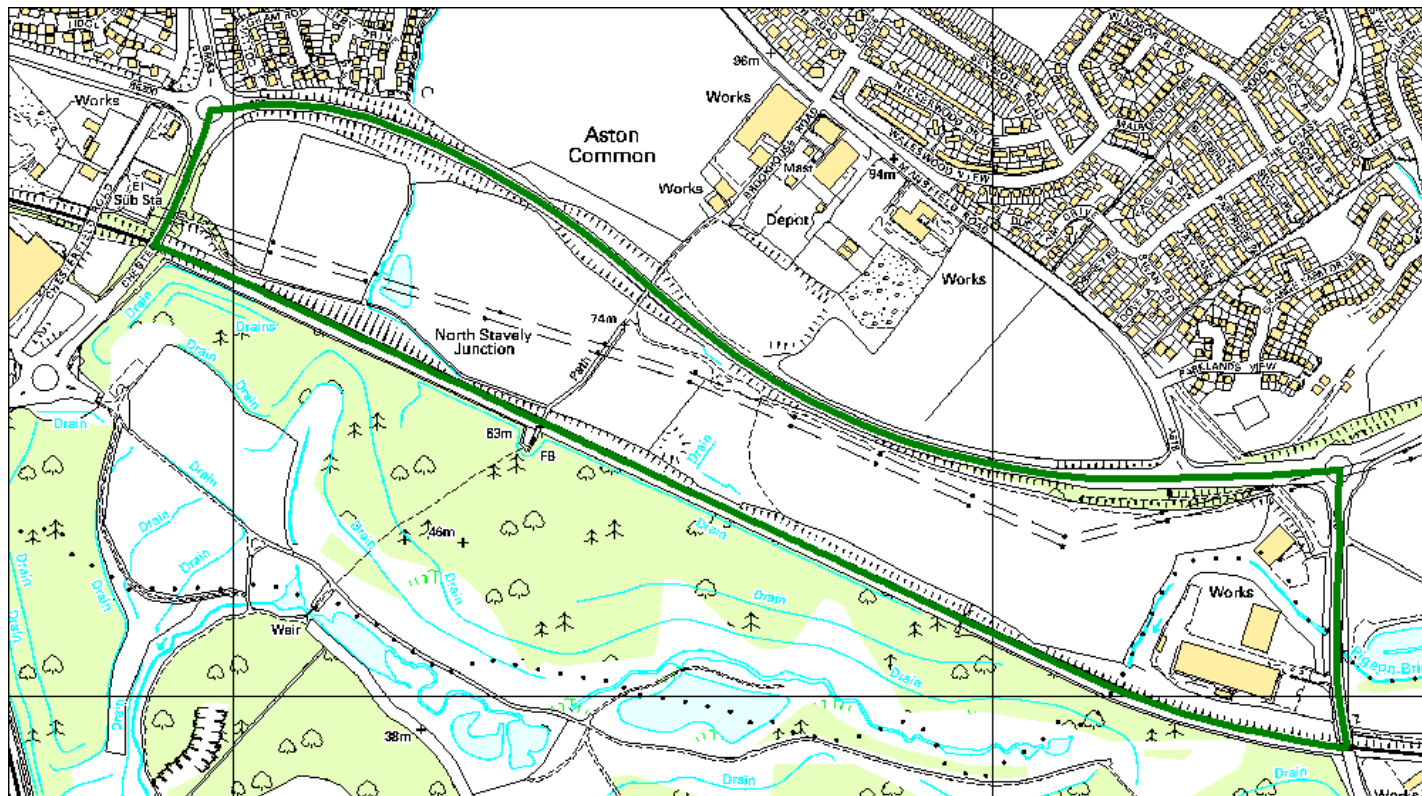
**Purposes 2 and 4 Reason:**

Part of a wide gap between Aston urban area and Sheffield to the south-west and to Wales to the south-east.

**Green Belt Parcel Number** 88

**Parcel Location / address** Land close to Swallownest sandwiched between the A57 and Worksop railway line.

**Parcel Description** The site is largely agricultural land with some industrial units to the east of the site. Both the railway line to the south and the A57 to the north form strong boundaries with urban development overlooking the western end of the site. The western boundary is defined by the A57 and the eastern boundary by Mansfield Road (A618).



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Although some urbanisation is evident to the far west and east of the parcel, the majority is within agricultural use with strong rural feel. Separated from the Aston, the site is in open countryside and is not contained.

**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

**Purposes 2 and 4 Reason:**

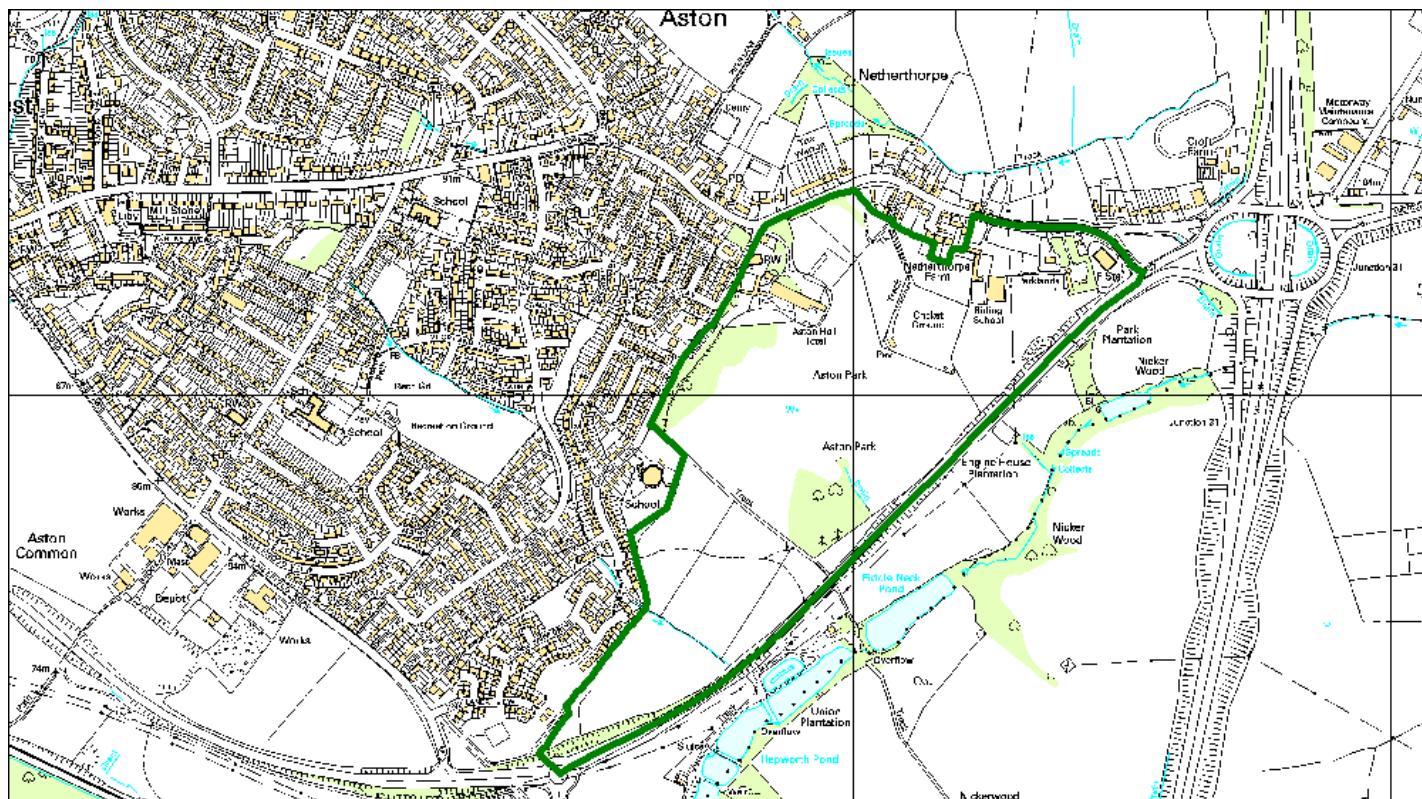
Forms part of an essential gap in part between Aston, Aughton, Swallownest and Sheffield and Wales - the latter particularly to the east of the parcel.



**Green Belt Parcel Number** 89

**Parcel Location / address** Land between Aston and the A57.

**Parcel Description** This parcel forms part of the Aston Hall parkland and setting for the Listed Building. There is a strong residential boundary to the Aston boundary with mature planting. To the South of the site is the A57 bypass with the Redmiles housing estate. The Worksop Road (B6067) forms the north-eastern boundary.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel is part contained by the residential urban edge of the parcel to the west and north. Although a string feature the A57 would not contain all development in this parcel particularly to the northern area where development along Worksop Road (B6067) is patchy.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

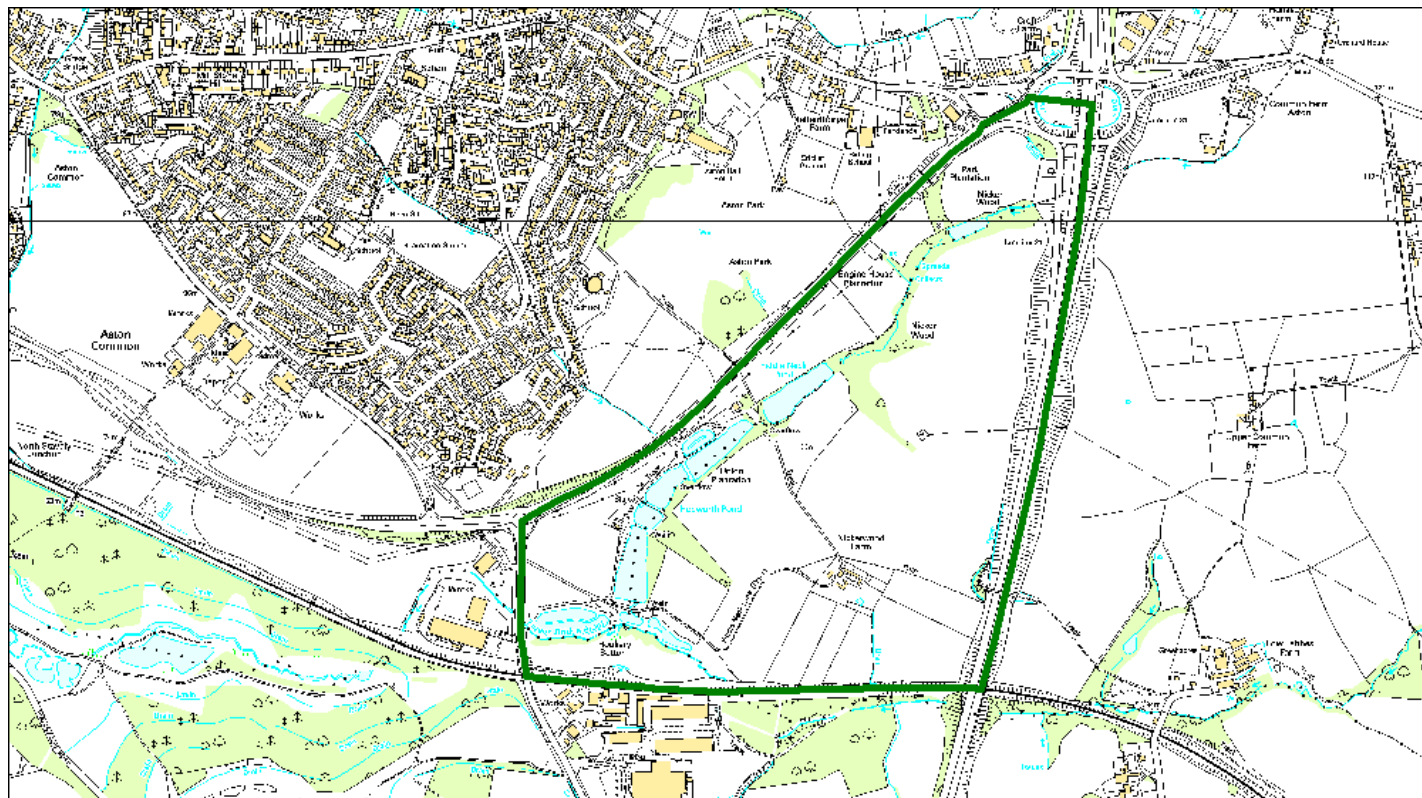
**Purposes 2 and 4 Reason:**

Forms part of the narrow gap between Aston and Wales. Although views between the two settlements are limited development here would still be sensitive.

**Green Belt Parcel Number** 90

**Parcel Location / address** Land between the A57, the M1 and the Worksop railway line.

**Parcel Description** This parcel is mainly agricultural land with some farm buildings. Small fishing ponds are located in north-west of the parcel. The eastern boundary is formed by the M1 motorway within a cutting which creates a boundary with adjoining Green Belt land. The railway line to the south is raised up forming a strong boundary with an industrial estate beyond in Wales. The A57 to the north splits the site from the grounds of Aston Hall hotel and forms a strong boundary.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This parcel is physically separated from nearby urban areas and only has very limited urban influence to the west

**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

**Purposes 2 and 4 Reason:**

Land form an essential gap between Aston and Wales Bar where development would lead to perception of coalescence between these two settlements.

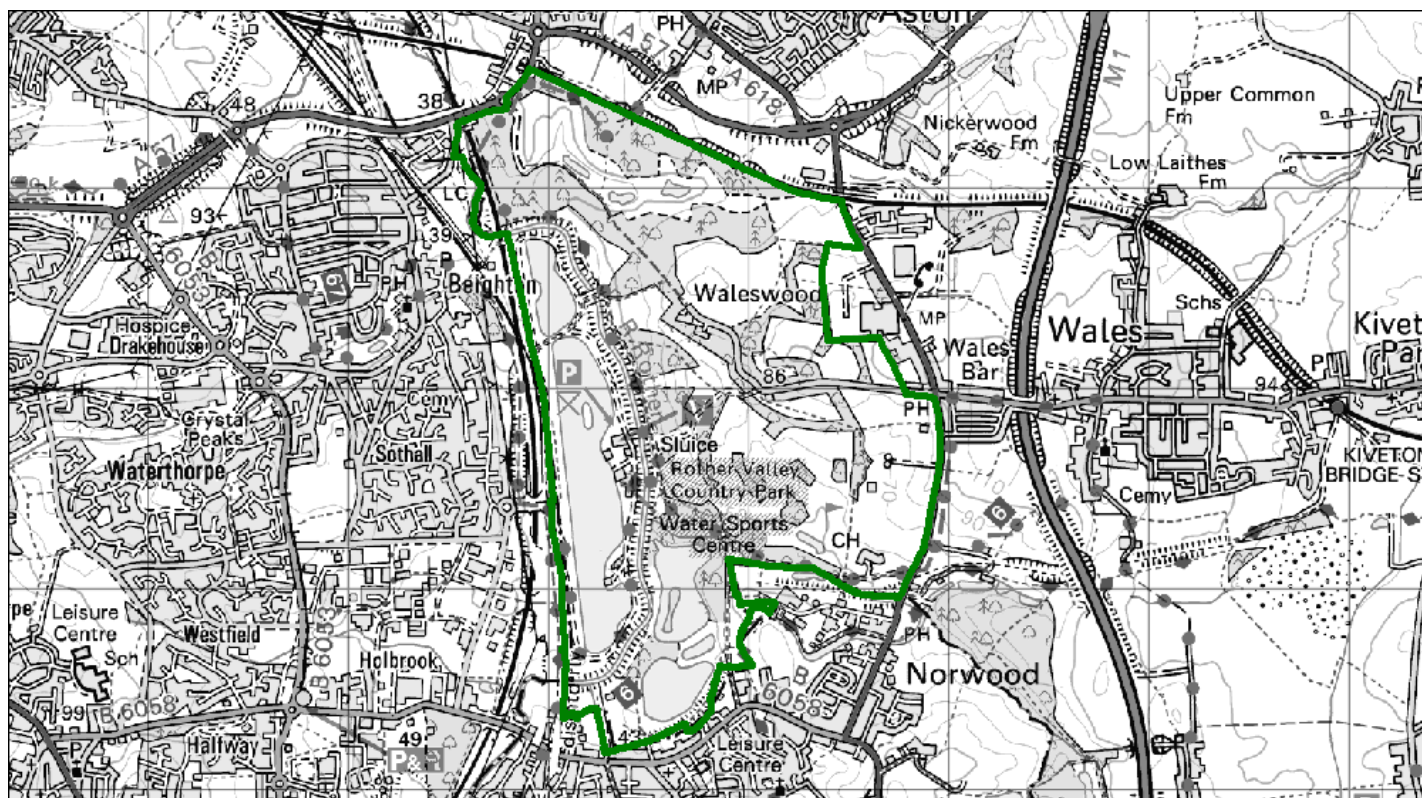




**Green Belt Parcel Number** 92

**Parcel Location / address** Large parcel of land between Beighton (River Rother), A57 to north, Norwood locks to the south and the Mansfield Road (A618)

**Parcel Description** The parcel is primarily in use as Rother Valley Country Park, with a Golf course and water sport lake, scrub land and agricultural land. The site has a strong urban boundary to the west with Sheffield Urban area along the line of a railway line. To the south the site boundary meets Killamarsh with a range of residential and industrial development. To the east the site meets Wales Bar industrial estate and the Mansfield Road, with some views across to open countryside. To the north is the Worksop railway line with views across to open countryside.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Some strong urban influences to west, less urban influence to south and east. Although in use as a country park, this parcel has retained its countryside nature and cannot be contained by surrounding urban edges.

**Purposes 2 and 4 Result:** Essential Gap (EG)

**Purposes 2 and 4 Reason:**

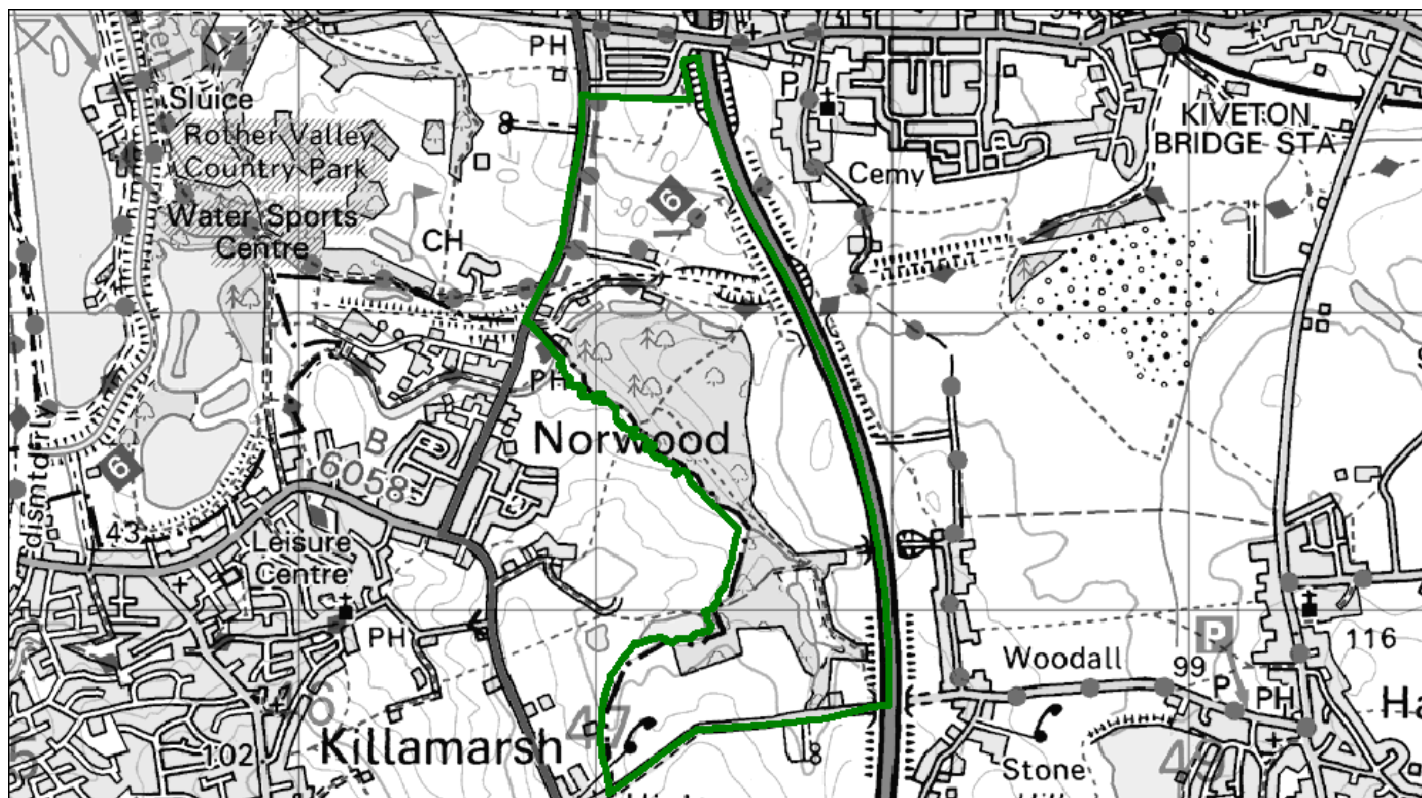
Parcel acts as an essential gap to prevent Wales, Aston and Sheffield urban areas from merging.



**Green Belt Parcel Number** 93

**Parcel Location / address** Land between M1 motorway and Norwood.

**Parcel Description** This parcel is primarily agricultural land with a large ancient woodland to the south of the site forming the boundary with North East Derbyshire. The M1 forms a solid boundary to the east, although the sunken nature of the road allows views across to the open countryside. The Mansfield Road to the west forms a weaker boundary with views across to Rother Valley Country Park.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This parcel is for the most part very rural in nature and being open countryside uncontained by neighbouring urban areas is considered to be not contained

**Purposes 2 and 4 Result:** Narrow Gap (NG)

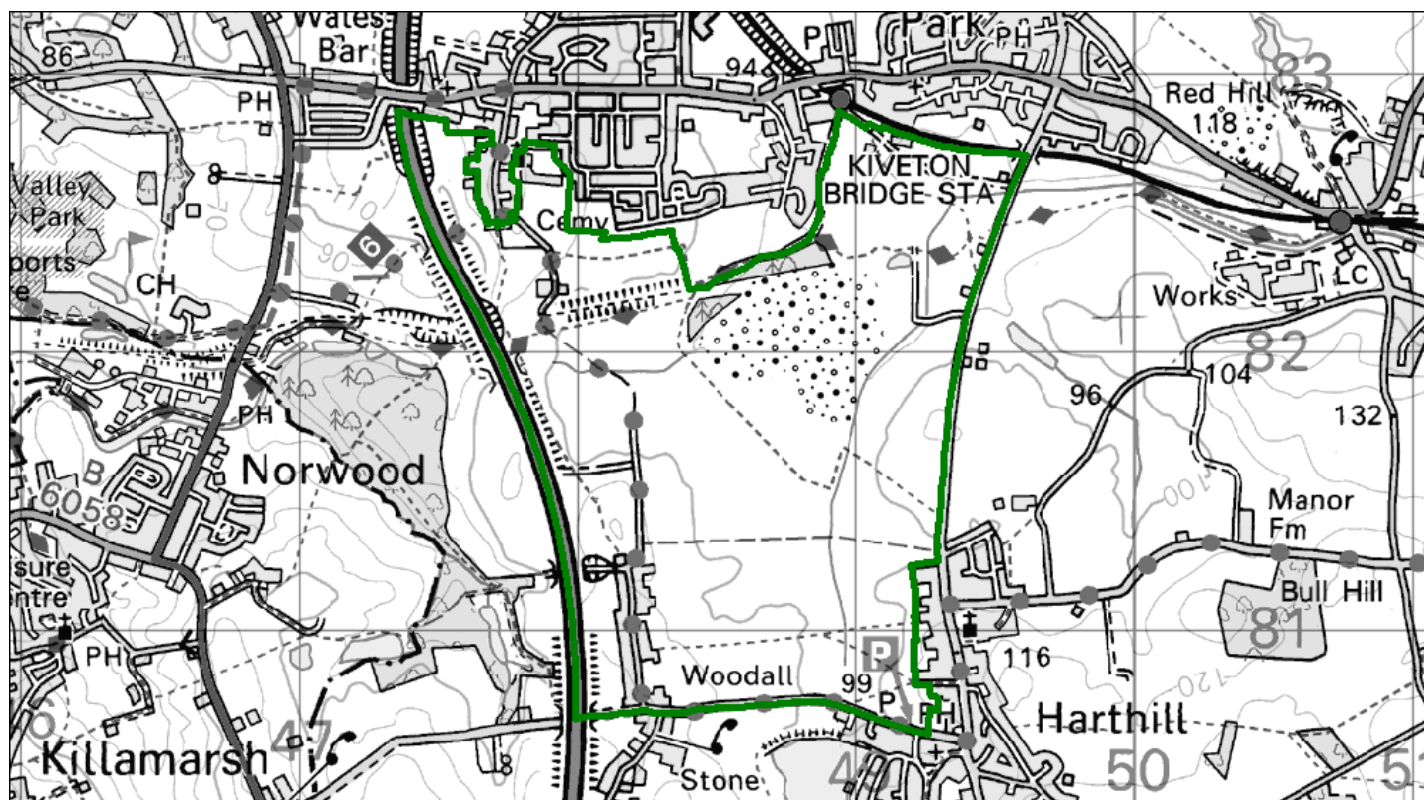
**Purposes 2 and 4 Reason:**

As sole parcel between Wales Bar and Killamarsh this parcel has some characteristics of an essential gap but the presence of Norwood Wood, varying topography and the M1 Motorway prevent undue perception of coalescence between the two settlements arising from any development to the north of the parcel. So on balance it is considered this parcel should be classified as a narrow gap where development would still be seen as sensitive.

**Green Belt Parcel Number** 94

**Parcel Location / address** Land to the south of Wales/Kiveton Park and north-west of Harthill.

**Parcel Description** Large area of land to the south of the Wales/ Kiveton Park urban area, strongly defined by this settlement on the northern boundary. Defined by village of Harthill in the south eastern corner. The remainder of the southern boundary comprising a highway (Woodall Lane) between Harthill and the M1 Motorway. Defined to the east by road (Hard Lane) between Kiveton Park Station and Harthill, and to the west by M1 Motorway. Area generally rural with rolling farmland, and a country park. Urban encroachment in the form of Woodall settlement in the south west corner near the motorway. Landscape categorised as having a low sensitivity to change.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The northern boundary of this parcel is strongly defined by the urban edge of Wales/ Kiveton Park and the due to the indentations in the built edge there is considered some potential for development. In this part of the parcel, and to some extent at the far south-eastern corner of the parcel adjacent to Harthill, the parcel could be categorised as part contained. However, the majority of the parcel remains open countryside, albeit for a large part falling within a country park and development in the majority of the area would be intrusive and impact upon openness. For this reason the parcel is defined as not contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

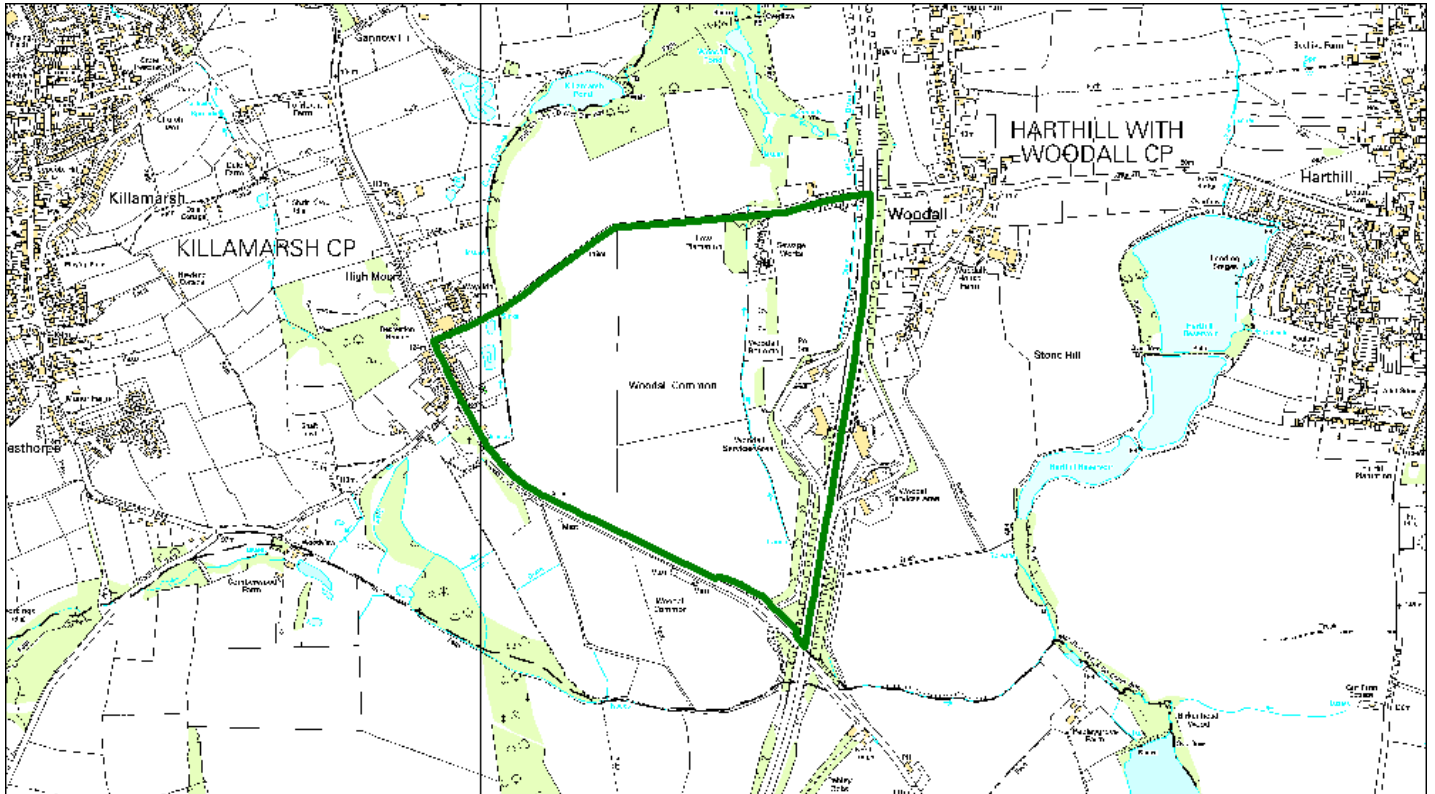
Due to topography and the intervening land beyond the M1 Motorway to the west there are no views between the settlements of Wales/ Kiveton Park and Killamarsh and this land is therefore defined as a wide gap between these two settlements. (Harthill is not defined as a town for the purposes of this Study). Parcel defines setting of Wales Conservation Area in north-western corner of parcel.



**Green Belt Parcel Number** 95

**Parcel Location / address** Small parcel of land to west of M1 motorway and Woodall Services and east of High Moor village.

**Parcel Description** This small section of land is made up of agricultural fields with the M1 motorway forming a strong boundary to the east with a motorway service station. To the north and south are two roads (Killamarsh Lane and Rotherham Road (A618) respectively) which form weaker boundaries and offer views across to the open countryside. To the west is the small hamlet of High Moor within North East Derbyshire.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:** Surrounded by rural fields, this isolated parcel of open countryside is not contained.

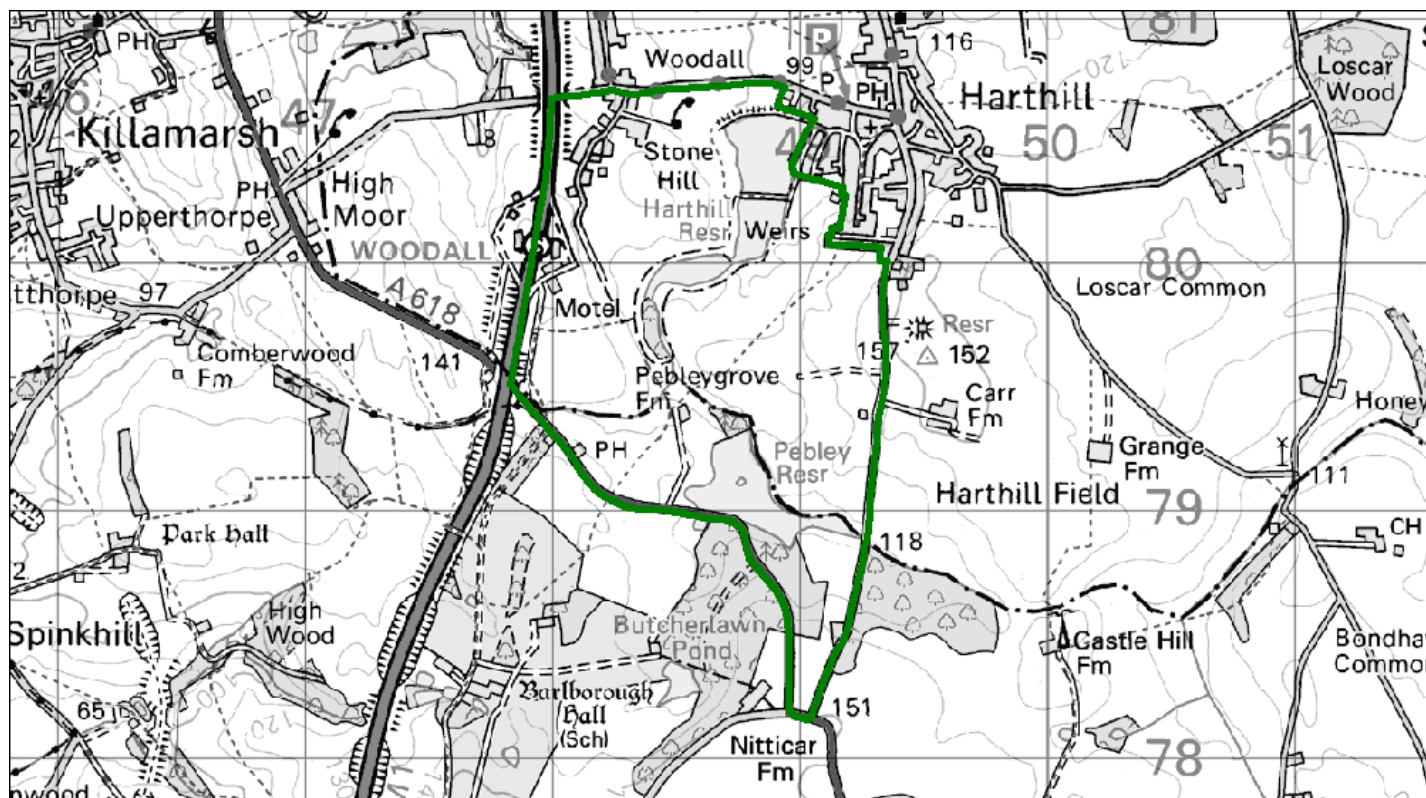
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:** Parcel forms part of a wide gap between Wales/ Kiveton Park and the Derbyshire town of Killamarsh. The long distance between these urban settlements affords no perception of coalescence.

**Green Belt Parcel Number** 96

**Parcel Location / address** Land between M1 Motorway in the west and Harthill to the east.

**Parcel Description** Rural in nature but influenced along the northern boundary by Harthill and Woodall urban areas linked by highway. Predominantly rural in the south containing farmland and a reservoir. Southern boundary delineated by Rotherham Road (A618) some of which extends beyond the Borough boundary. To the east is a country road (Winney Lane) and to the west the boundary is the M1 Motorway. Landscape is categorised as having Moderate to low sensitivity to change. Woodall M1 Motorway services lies along the western boundary.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Although abutting Harthill at the north-eastern corner (where some rounding off development may be appropriate), the majority of this parcel is not contained being open countryside with overall limited urban influence.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Part of wide gap between Wales / Kiveton Park and Killamarsh. Due to topography and the intervening land beyond the M1 Motorway to the west there are no views between the settlements of Wales / Kiveton Park and Killamarsh

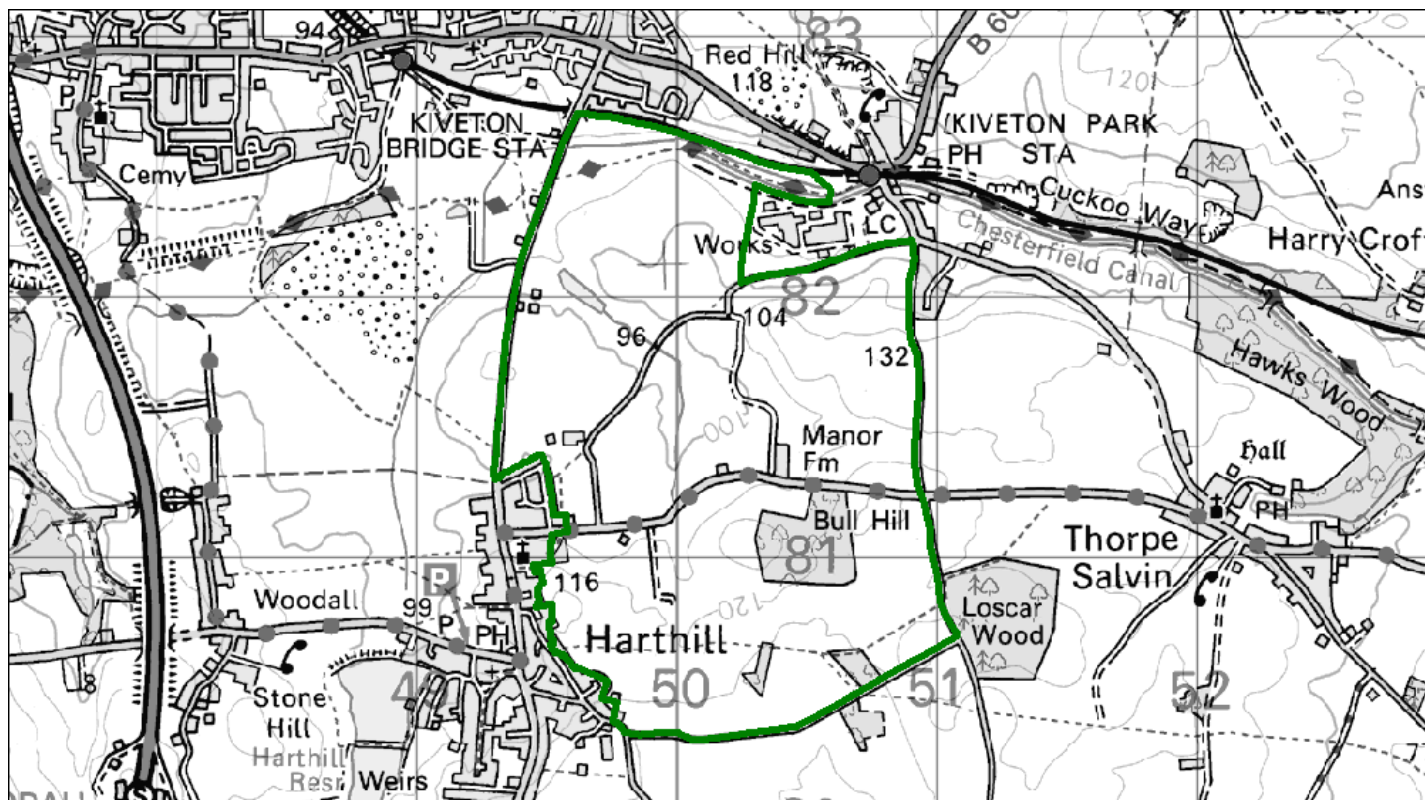




**Green Belt Parcel Number** 98

**Parcel Location / address** Land between Harthill and Kiveton Park and Station.

**Parcel Description** This parcel is a large area of land located between Harthill and Kiveton Park Station. The land is defined to the east by Packman Lane and to the south by Thorpe Road both rural highways and to the west in part by the rural highway known as Hard Lane and Harthill Village. The land falls from north to south from Kiveton Park Station then rises towards Harthill. The land is arable farmland and rural in nature with little urban influence other than the two areas referred to. The landscape is designated as moderate sensitivity to change. The former UNSCO steel works lies in the north-eastern area of the parcel physically separated from Kiveton Park station by canal and railway.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Mainly rural with little urban influence except around Kiveton Park Station (Former UNSCO Steel Works) and to an extent Harthill to far south-west. The majority of the site is open rural countryside and is not contained

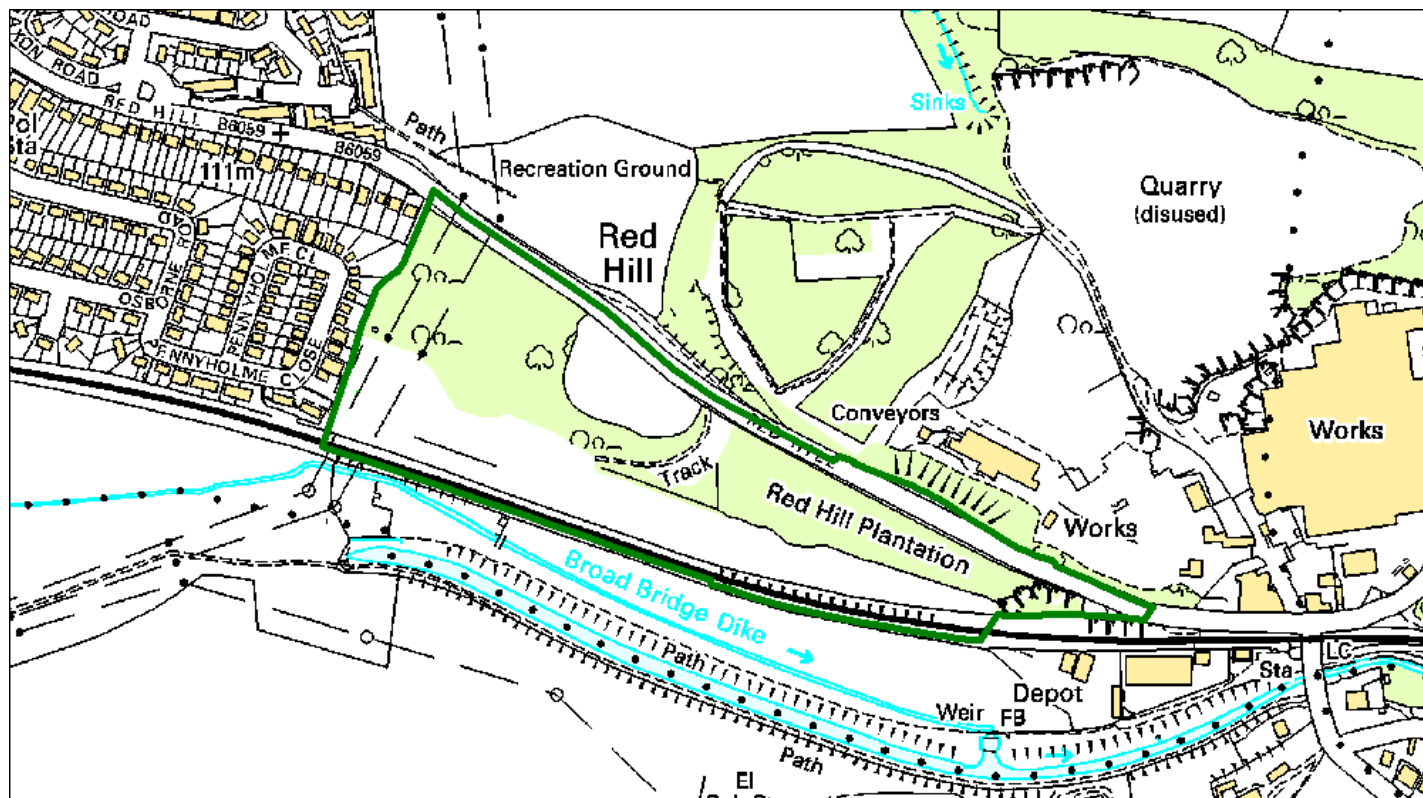
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Part of wide gap between Kiveton Park Station, Killamarsh and Shireoaks. There are no views across the parcel between these named towns and the perception of coalescence is non-existent.



**Parcel Description** Small area of land lying between Kiveton Park and Kiveton Park Station defined by Red Hill highway (B6059) to the north and by the Sheffield-Lincoln railway line to the south. The land is semi-rural and although containing woodland has been affected by surrounding urban land uses. The landscape character is designated moderate to low sensitivity to change.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Although defined by areas of urban development to east and west and strong boundaries to the north and south development in this area is still considered to be not contained as only limited rounding off would be appropriate at the eastern end of the parcel.

**Purposes 2 and 4 Result:** Wide Gap (WG)

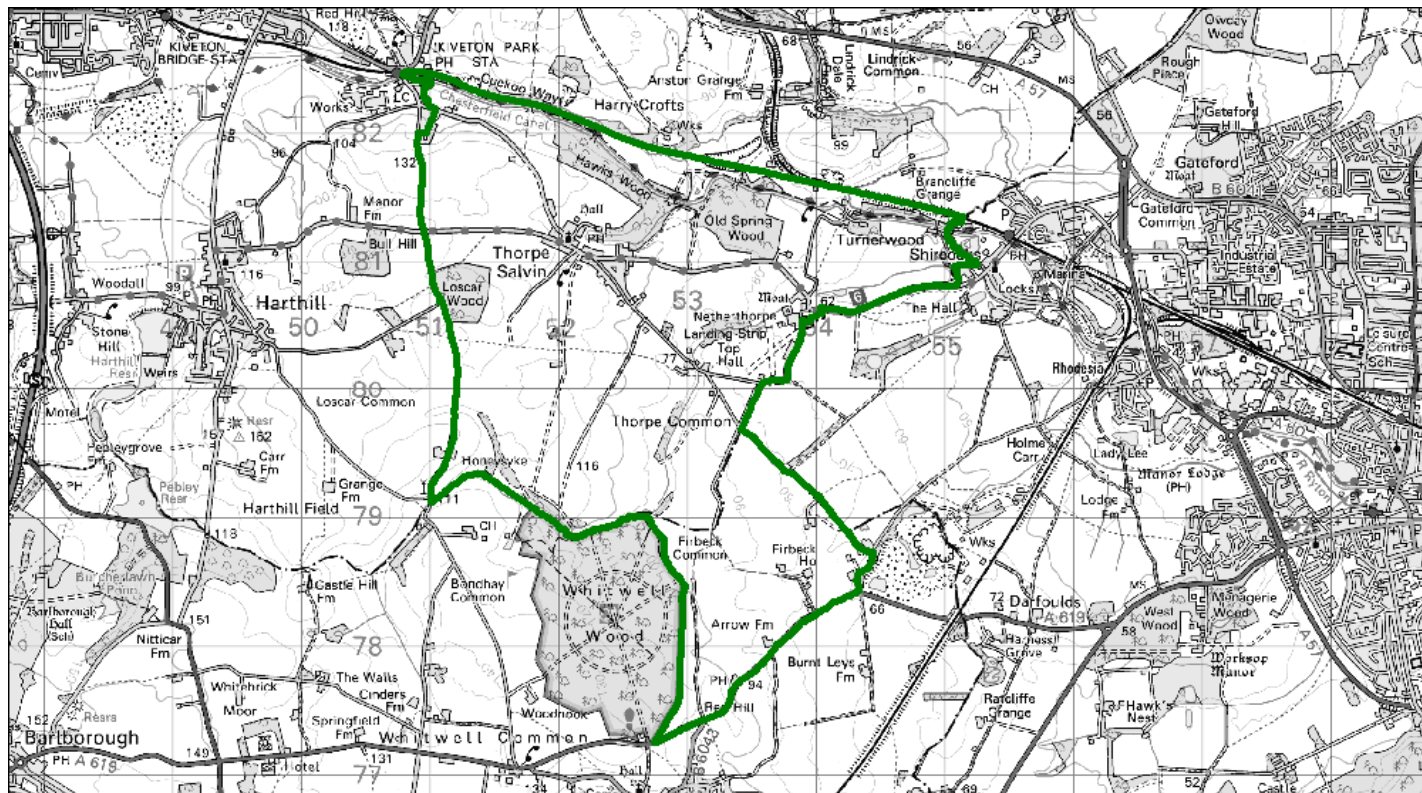
**Purposes 2 and 4 Reason:**

Gap within settlement of Wales, Kiveton Park and Kiveton Park Station which forms part of the wide gap between Kiveton Park / Wales and Dinnington. There are no views of the latter defined town from the parcel.

**Green Belt Parcel Number** 100

**Parcel Location / address** Land to the east of Harthill and west of Shireoaks.

**Parcel Description** The parcel is a large area of land defined by the line of the Sheffield to Lincoln railway line along the northern boundary, Packman Lane and the local authority boundary to the south and east which is partly defined by rural highways and elsewhere poorly defined by hedgerows and areas of woodland. The parcel is mainly open countryside but does contain the village of Thorpe Salvin, a small airfield and the Chesterfield Canal. The land is relatively flat, very rural in nature, with little urban influence or degradation. The landscape is designated as moderate sensitivity to change.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Flat rural area with strong agricultural influence. Little urban influence. Development in this parcel would lead to intrusion into open countryside and is not contained.

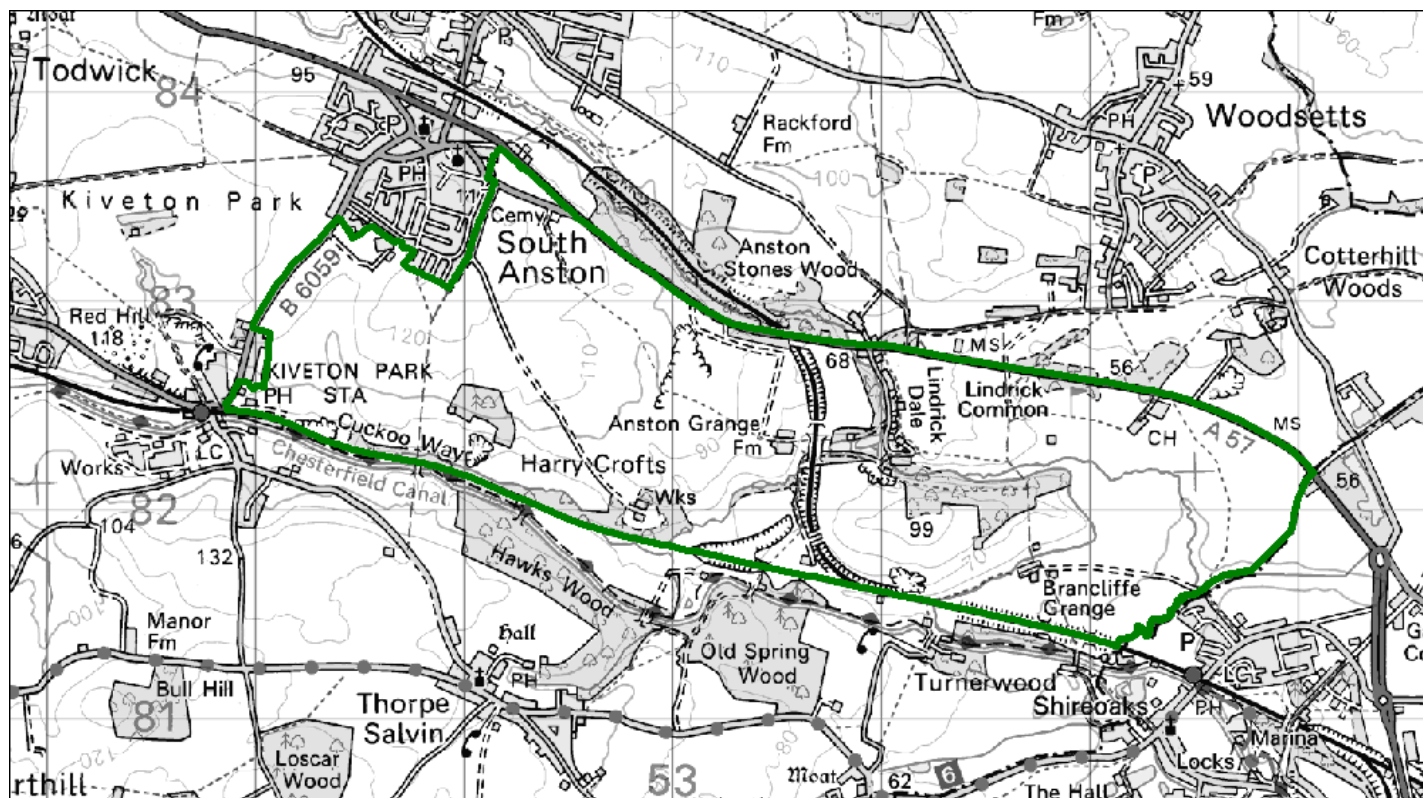
**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Dinnington and Shireoaks. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.



**Parcel Description** This parcel is a large area of land bounded by the A57 to the north and south Anston and Kiveton Park Station linked by the B6059 along the western boundary. The southern boundary is defined by the Sheffield-Lincoln railway line and the eastern boundary is the Borough boundary with urban development of Shireoaks beyond. The land contains an existing quarry, the rural hamlet of Lindrick Dale, and golf course. The character is mainly rural with minimal small areas of urban encroachment. The landscape is designated as moderate sensitivity to change.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Character is mainly rural with little urban influence and any development, apart from limited potential for rounding off at South Anston and Kiveton Park Station, would not be contained and constitute intrusion into open countryside.

**Purposes 2 and 4 Result:** Wide Gap (WG)

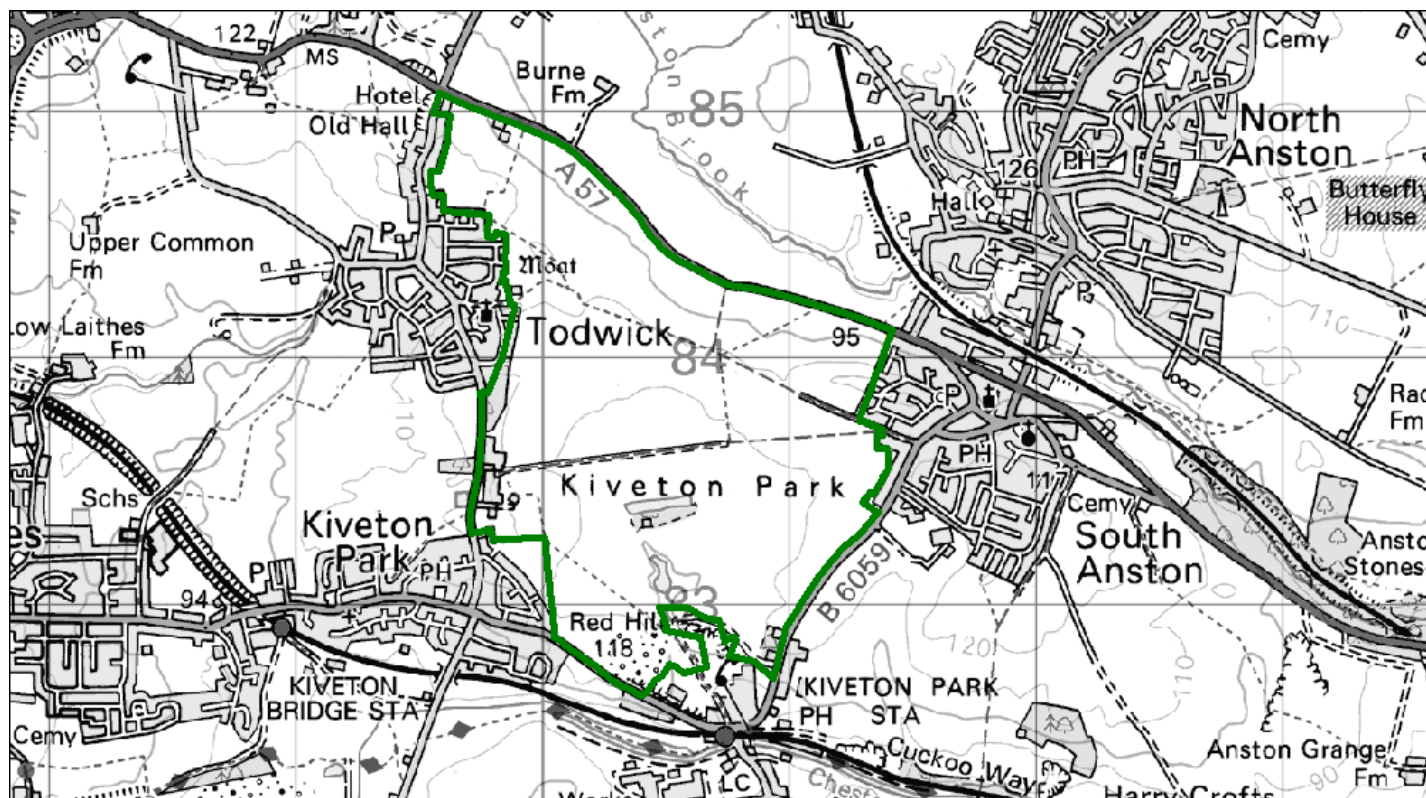
**Purposes 2 and 4 Reason:**

Large gap between Kiveton Park Station, South Anston and Shireoaks. Views across the gap are not possible due to the parcels size and undulating topography.

**Green Belt Parcel Number** 102

**Parcel Location / address** Land between Todwick, South Anston and Kiveton Park.

**Parcel Description** Large area defined partly along the eastern boundary by Todwick and Kiveton Park and an intervening highway (Kiveton Lane) and other urban development. Along the northern boundary is the A57, whilst to the south is Red Hill urban area. To the south is the B6059 and Dog Kennels Lane lies to the east with the parcel bordering South Anston to the far north-east. The land is open arable farmland which is undulating and rises from the A57 in a southerly direction then falls to the south towards Kiveton Park Station. The landscape is designated of moderate to low sensitivity to change.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The majority of this parcel is open rural countryside with limited landscape features and is not contained although there may be potential for limited rounding-off development at Kiveton Park and Todwick.

**Purposes 2 and 4 Result:** Essential Gap Part (EG (part))

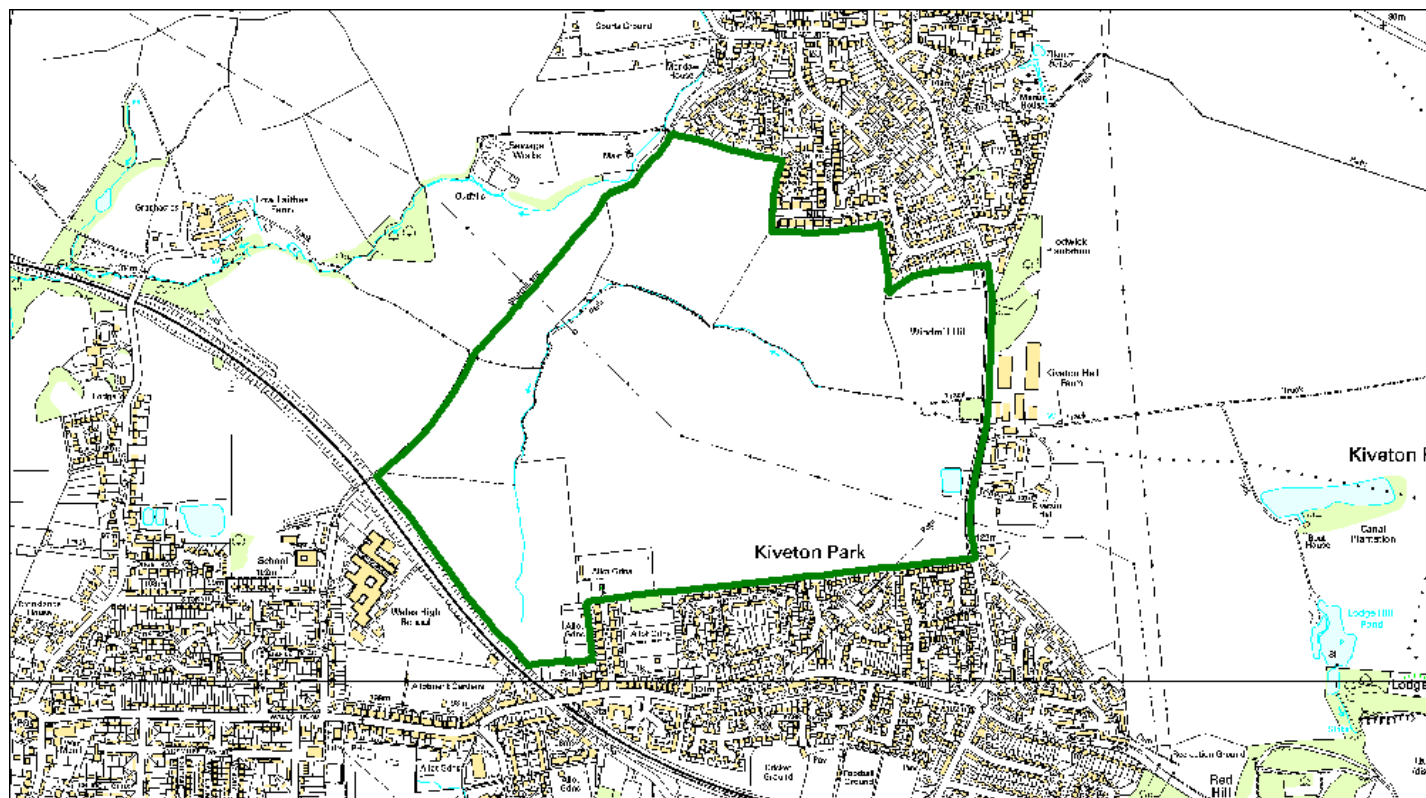
**Purposes 2 and 4 Reason:**

Part of wide gap between Kiveton Park Station and Dinnington. The physical distance between Kiveton Park Station and Anston is relatively short but due to the intervening changes in topography there are no views across the gap between these two defined towns and the perception of coalescence between the two is negligible.

**Green Belt Parcel Number** 103

**Parcel Location / address** Land between Todwick and Kiveton Park.

**Parcel Description** Large area well defined along the north and southern boundaries by Todwick and Kiveton Park respectively. To the east is Kiveton Lane linking the two referred settlements with some urban development. To the west the parcel is bounded by Storth Lane. Rural open landscape, arable farmland with large fields. Falls gently from north to south. Landscape character is moderate to low sensitivity to change.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Strongly defined by urban development on north and southern boundaries but only to a lesser degree on eastern boundary and none on western boundary. Development here would not be contained and would involve intrusion into open countryside.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

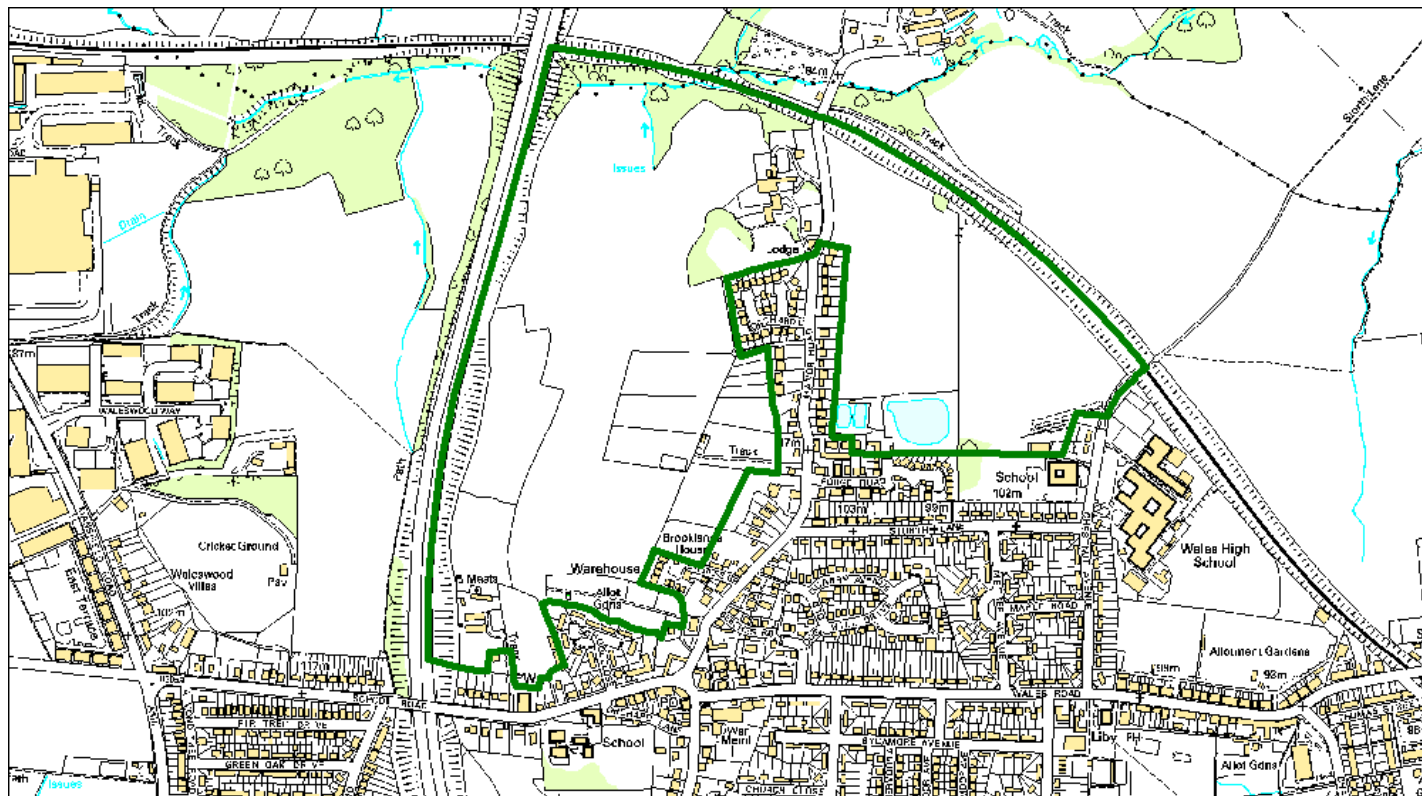
Part of wide gap between Kiveton Park and Dinnington. Views across the parcel to both settlements are not possible due to change in topography and presence of Todwick villages (which is not defined as a town for the purposes of this Study) and there would be no perception of the gap between the two of coalescence.



**Green Belt Parcel Number** 104

**Parcel Location / address** Land between Wales, M1 Motorway, and railway line, to the west and east of Manor Road, Wales.

**Parcel Description** Small parcel of land rural in nature, but split by strip of urban development which runs north to south, between the railway line and north urban edge of Wales village. Other two boundaries well defined by M1 Motorway to west and railway line to north. Largely in agricultural use but some playing fields associated with Wales High School to the east.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

Defined by urban area of Wales on southern boundary this parcel is part contained where there is some potential for rounding off development.

**Purposes 2 and 4 Result:** Wide Gap (WG)

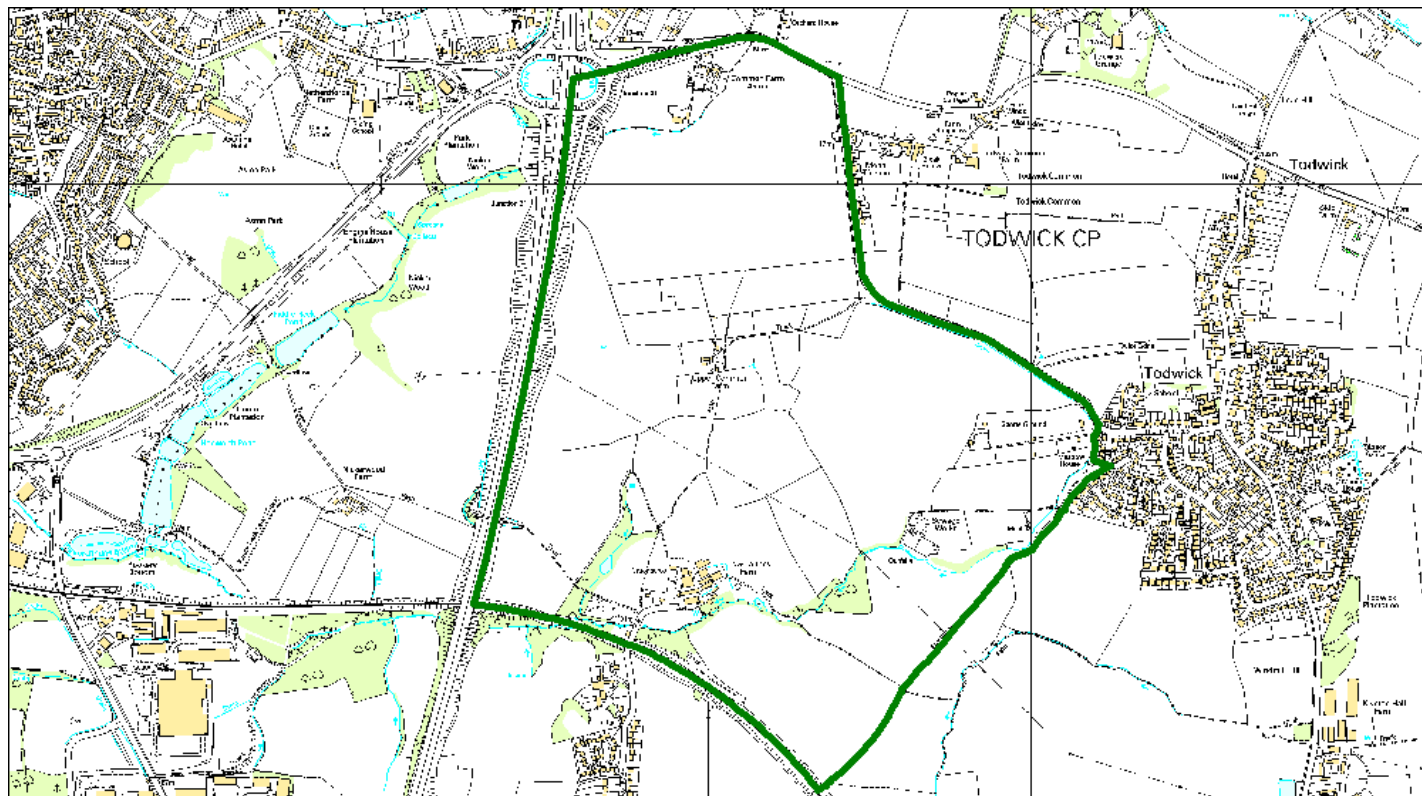
**Purposes 2 and 4 Reason:**

Parcel forms part of wide gap between Wales and Aston where development here would not lead to perception of coalescence between these two defined towns.

**Green Belt Parcel Number** 105

**Parcel Location / address** Land between Todwick and M1 Motorway.

**Parcel Description** Parcel is mainly rural in nature with open farmland, large fields. Large area of land bounded in small part by urban development of Todwick. Other boundaries identified by M1 Motorway to the west, Storth Lane to the east, and railway line to the south with the A57 and Goosecarr Lane forming the northern and north-eastern boundaries.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Rural in nature with only minimal urban influence by very limited contact with Thurcroft to the east, development in this parcel would intrude into open countryside. The parcel is not contained

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcels forms part of wide gap between Wales, Thurcroft, Dinnington and Aston. No perception of coalescence between these settlements from development.

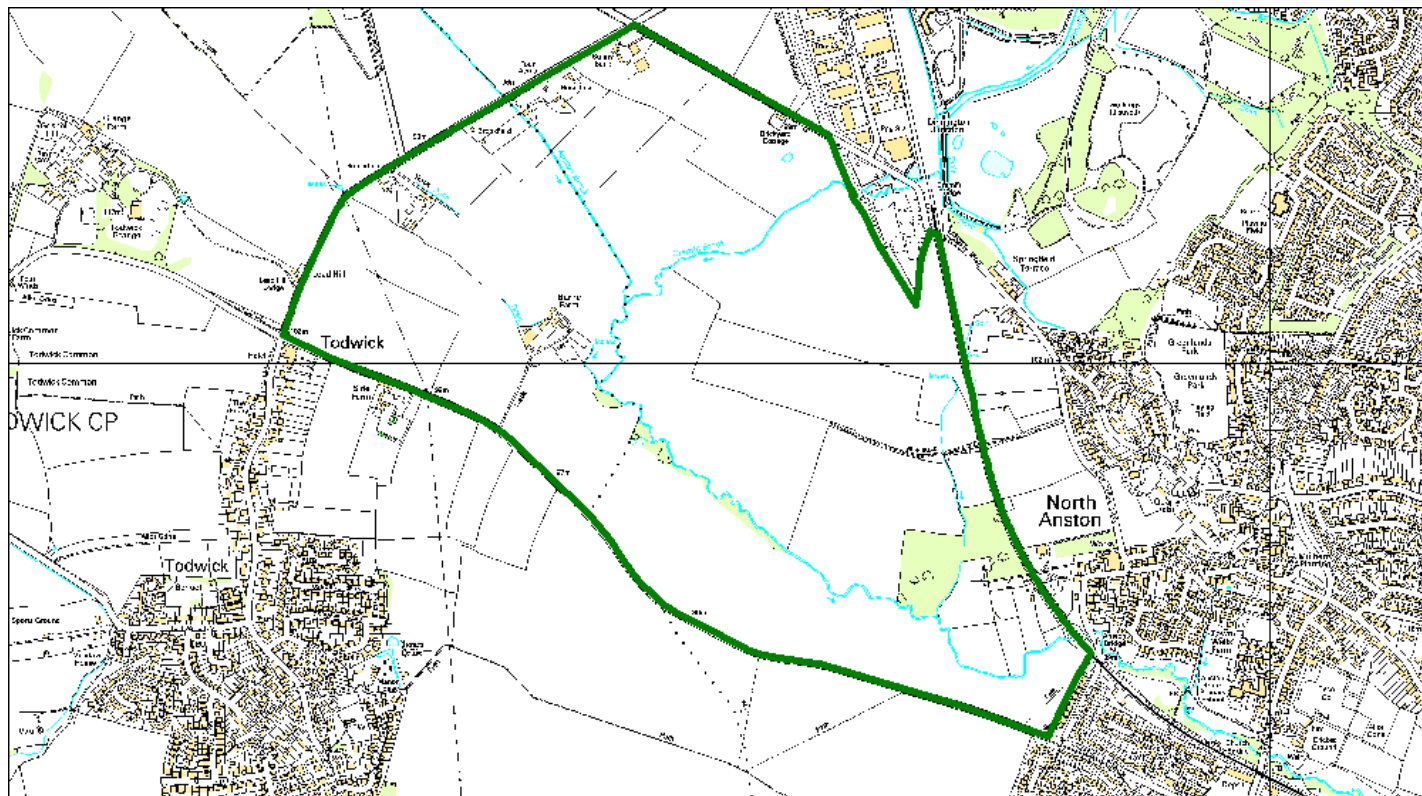




**Green Belt Parcel Number** 107

**Parcel Location / address** Land to north of A57 (Sheffield Road) and south west of the town of North Anston

**Parcel Description** This is a large parcel of land with the B6463 (Dinnington/Todwick Road) to the north west and Common Road to the north east boundaries. A tree lined former railway embankment lies to the east with an existing railway line to the eastern boundary. In the south eastern corner of the site are the rear gardens of residential properties located within the town of South Anston. Anston Brook runs through the southern part of the parcel from east to west and along the north western and north eastern boundaries. Within the parcel there are a small number of residential properties along the B6463 (Todwick Road), with a farm located to the south of the site. The A57 forms the southern boundary of the parcel. The site is predominantly agricultural in nature.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The north eastern section of the parcel is bordered by the edge of the urban settlement of Dinnington and the south eastern corner of the parcel is contained by the edge of the urban settlement of South Anston. However, the existing built up area and railway line form a strong boundary physically separating the parcel from the built up areas of Dinnington and North Anston. The site has a predominantly open rural character. Boundaries are contained by minor roads and the A57 to the south with predominantly hedging and trees on boundaries.

**Purposes 2 and 4 Result:** Wide Gap (WG)

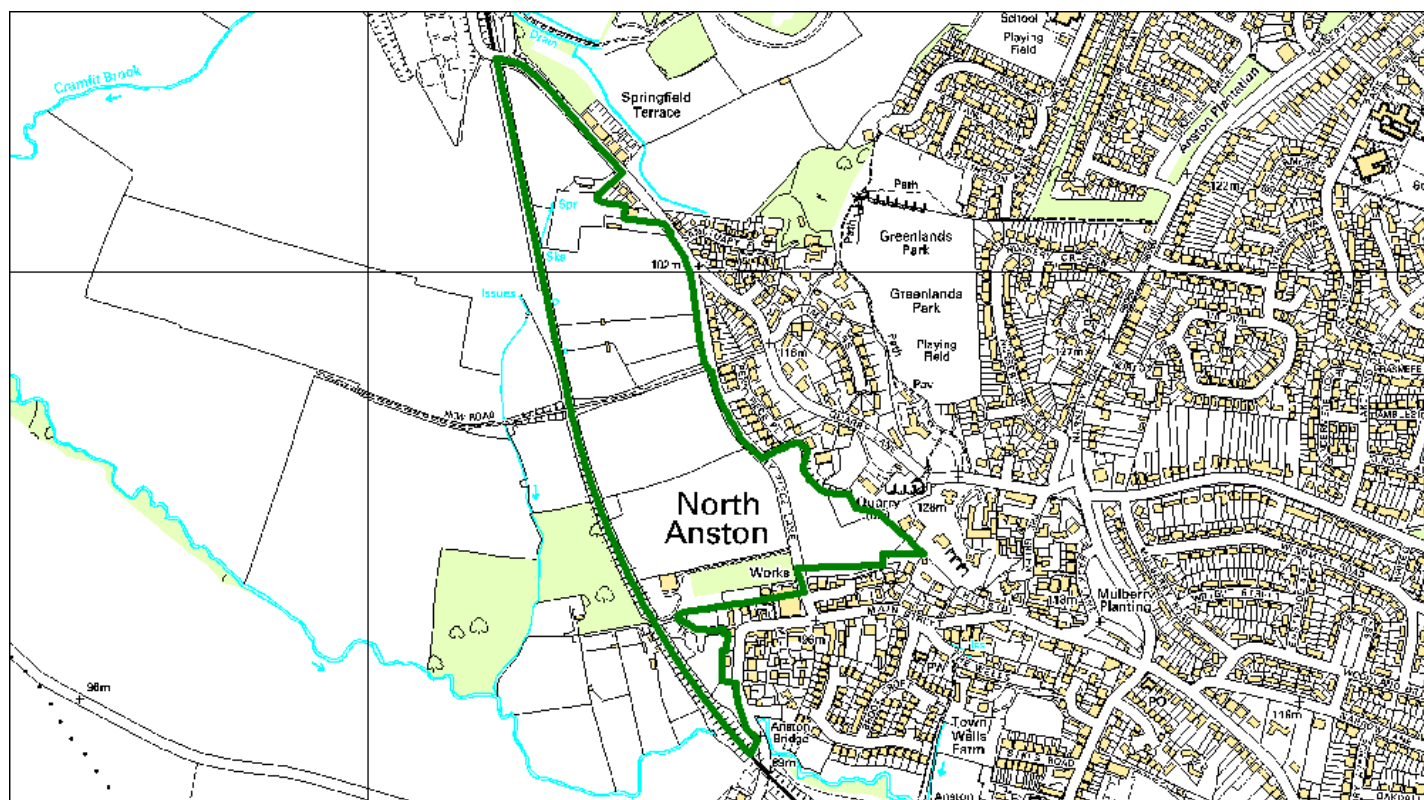
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Dinnington / South Anston defined town and Aughton / Aston. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.

**Green Belt Parcel Number** 108

**Parcel Location / address** Land immediately to west of North Anston

**Parcel Description** This small parcel has a western boundary formed by an existing railway line with the boundary to the north and west formed by Cramfit Road and Penny Piece Lane. Roughly halfway down the site the land returns around a number of dwellings fronting Penny Piece Lane and curves around the residential boundaries of properties fronting Quarry Lane, North Anston. The boundary to the south of the site is forming by residential properties forming part of North Anston. The site is adjacent at the site to the North Anston Conservation Area. The site is predominantly open fields with some small agricultural buildings with a small number of residential properties to the north west fronting Cramfit Road.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel is part contained on the northern, eastern and south eastern boundaries by the urban area of Dinnington and Anston. The boundary to the west is contained by the existing railway line. However there are views over the railway line to the open countryside beyond and as such it is considered that the site has an open rural feel.

**Purposes 2 and 4 Result:** Wide Gap (WG)

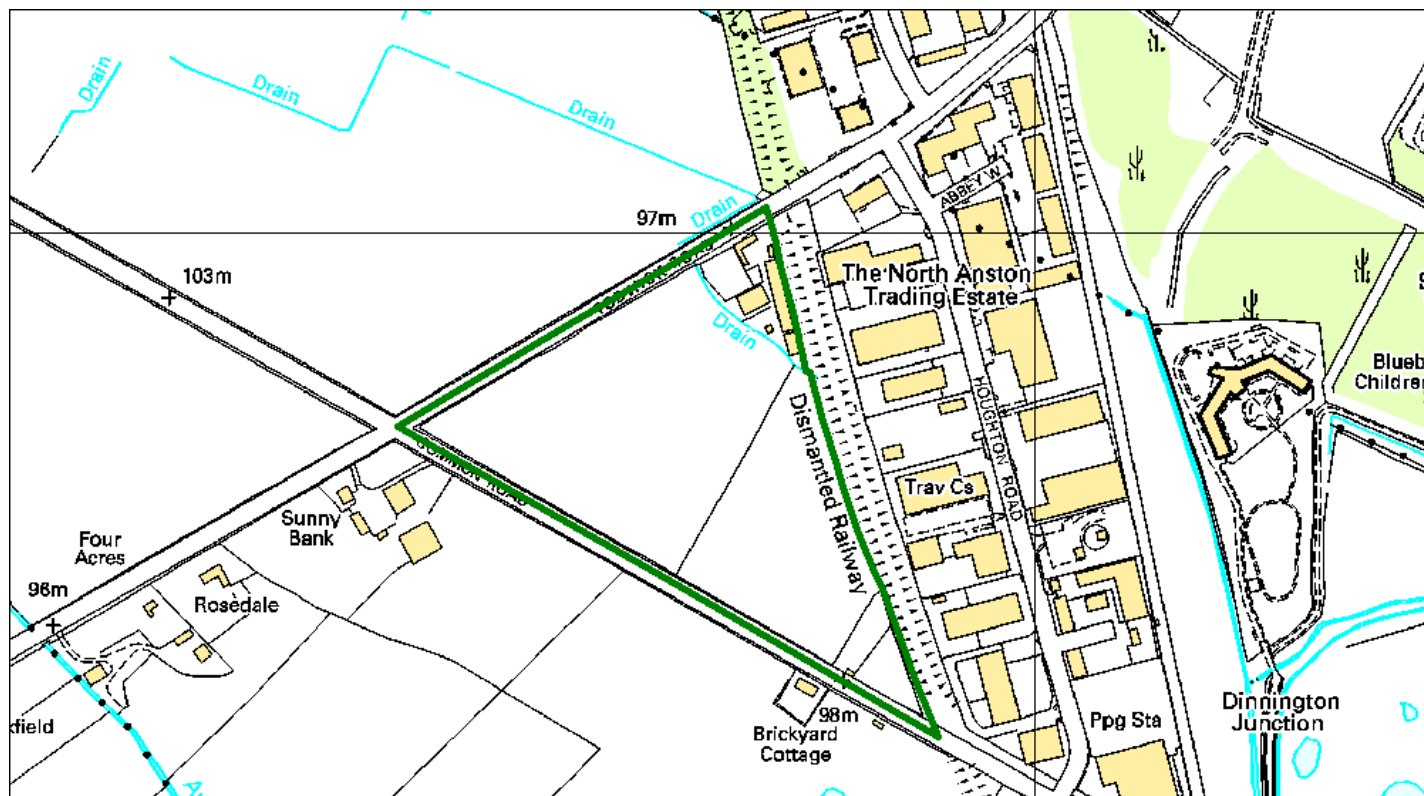
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Dinnington / Anston and Aughton / Aston. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.

**Green Belt Parcel Number** 109

**Parcel Location / address** Land to west of North Anston Trading Estate

**Parcel Description** The parcel is a very small triangular area with a tree lined railway embankment to the east, Todwick Road to the north / north west and Common Road forming the south/south west boundary. The parcel is predominantly open fields with the building and land of Thornberry Animal Sanctuary to the north east corner. To the south east corner is a small commercial site. A small hedgerow runs through the centre of the site.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The eastern section of the parcel borders the edge of the urban settlement of Dinnington but is physically separated from the urban area of Dinnington by a strong railway line boundary. The site has a predominantly open rural character. Boundaries contained by a minor road and the B6463 to the north west with predominantly hedging and trees on boundaries.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

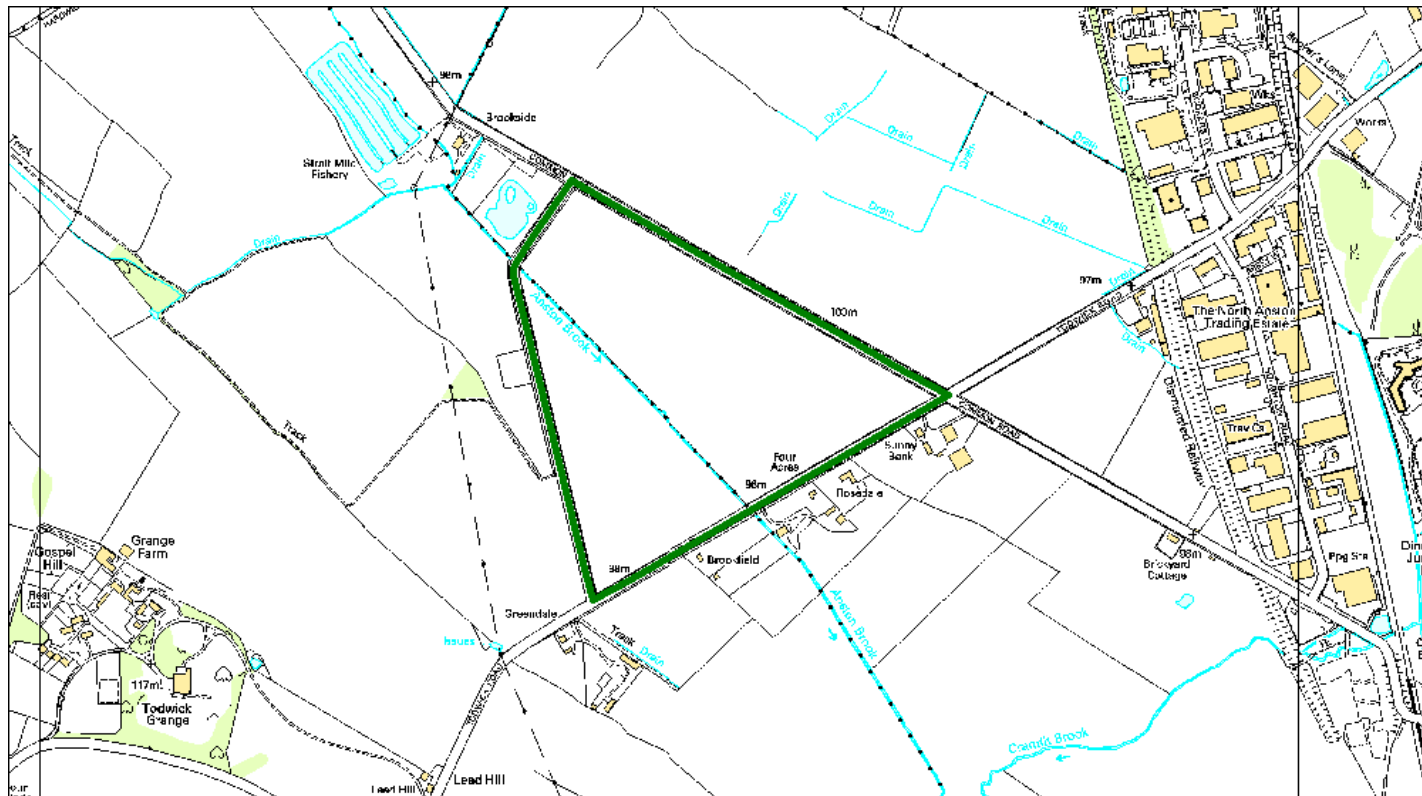
Parcel lies within a wide gap between Dinnington town and Aughton / Aston. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.



**Green Belt Parcel Number** 110

**Parcel Location / address** Land to north of B6463 (Todwick Road, Dinnington)

**Parcel Description** This small parcel is triangular in area and lies between the roads of the B6463 (Todwick Road) to the south, Common Road to the north east and to the west and north lies Pocket Handkerchief Lane. The parcel is agricultural in nature with Anston Brook running through the middle of the site.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Parcel not adjacent to any urban area and therefore not contained by an urban area. Predominantly open rural character, consisting of large flat, rural land. Boundaries bordered by minor roads and the B6463 to the south east with predominantly hedging and trees on boundaries.

**Purposes 2 and 4 Result:** Wide Gap (WG)

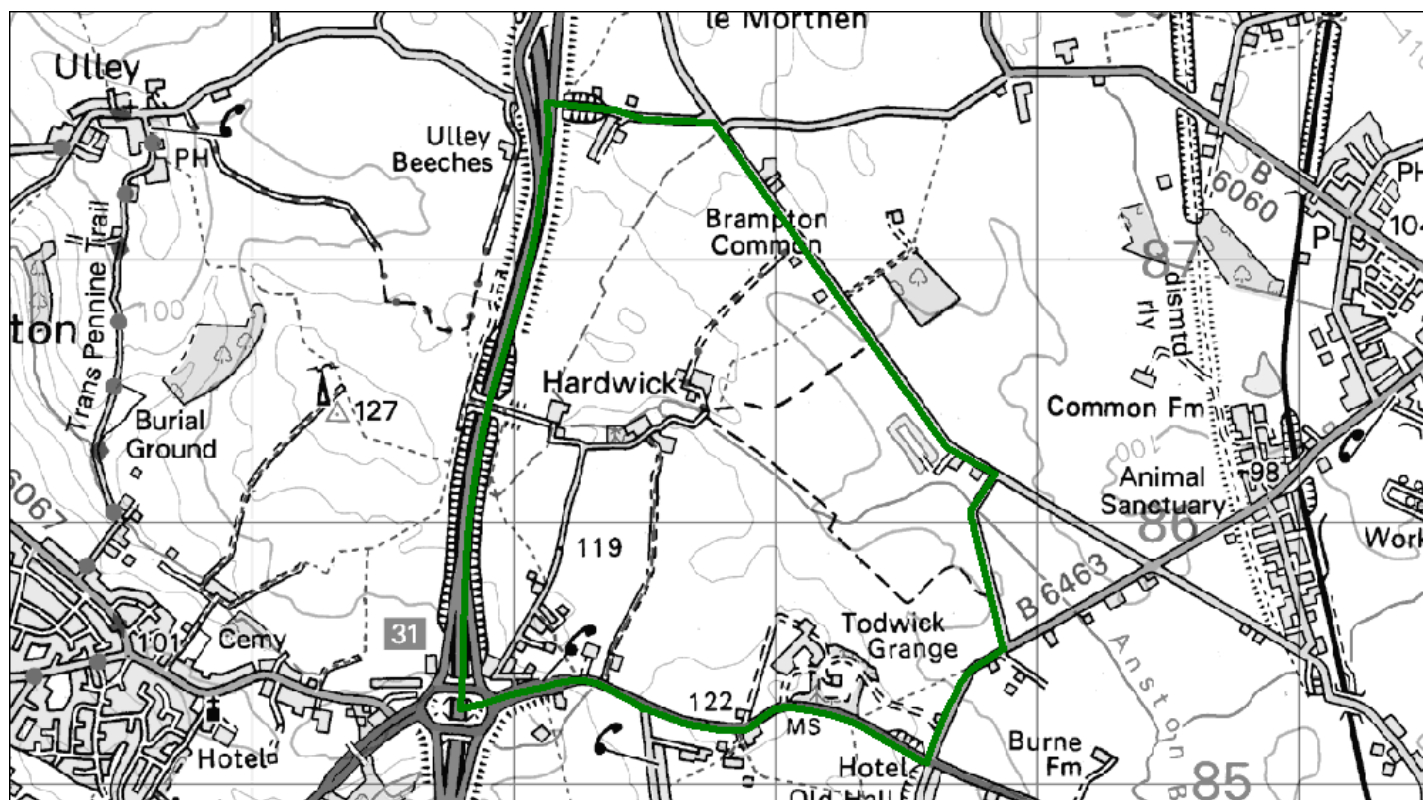
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Dinnington town and Aughton / Aston. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.

**Green Belt Parcel Number** 111

**Parcel Location / address** Land to east of M1 and north of A57 (Worksop Road/Sheffield Road), west of the town of Dinnington

**Parcel Description** The site is to the east of the M1 motorway, north of the A57 (Worksop Road/Sheffield Road) and to the west of Dinnington Road (B6463) and Pocket Handkerchief Lane lies on the eastern boundary. Long Road lies to the north east boundary with Penny Hill Lane to the north. The site is predominantly agricultural with the Hamlet of Hardwick towards the centre of the parcel. A small number of dwellings are sited off Hardwick Lane to the southwest of the parcel and a small number of dwellings centred around Todwick Grange to the southeast.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Parcel not adjacent to any urban area and therefore not contained by an urban area. Predominantly open rural character, consisting of large flat, arable land. Boundaries contained by both major and minor roads with predominantly hedging and trees on boundaries.

**Purposes 2 and 4 Result:** Wide Gap (WG)

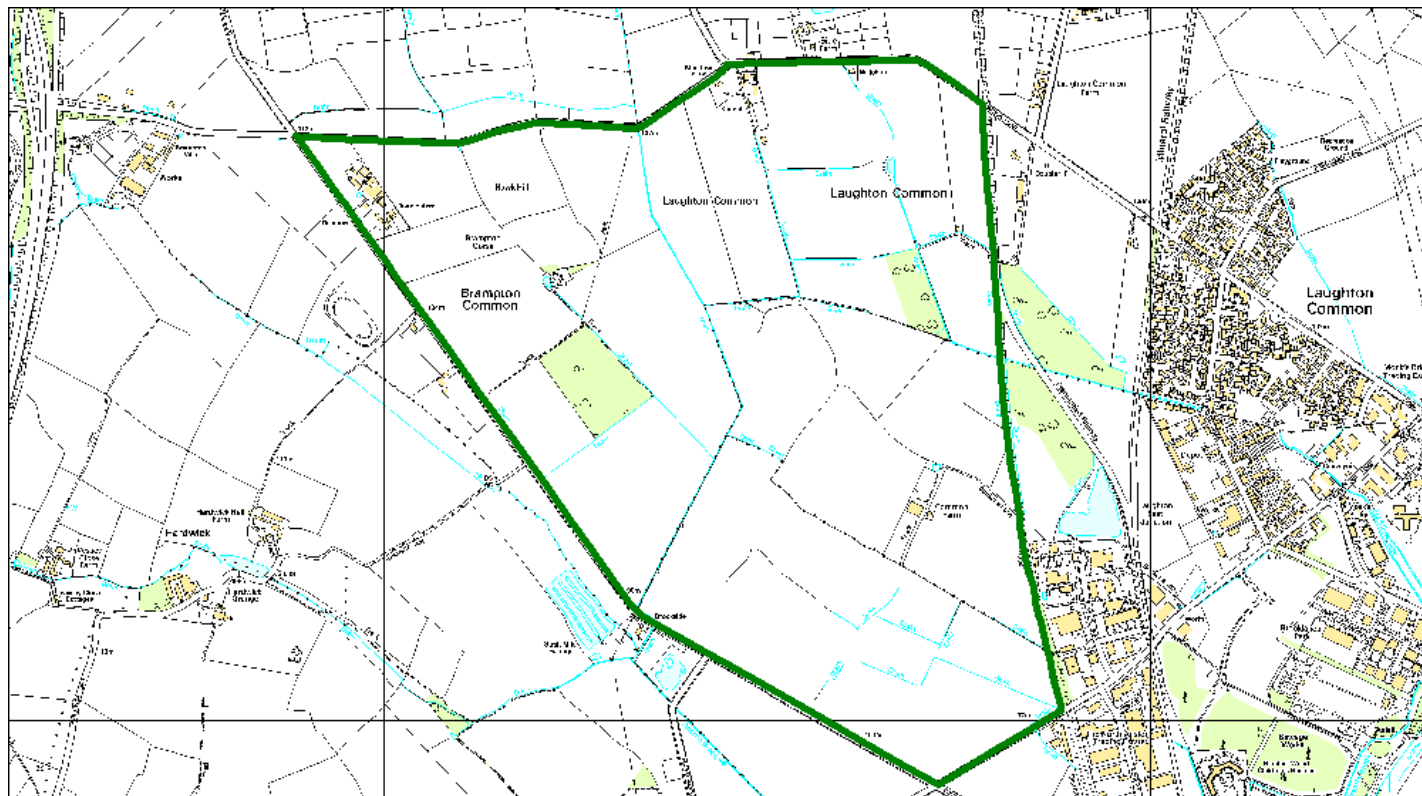
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Dinnington town and Aughton / Aston with Thurcroft to the north. There is no visual impression of the potential for neighbouring towns to merge.

**Green Belt Parcel Number** 112

**Parcel Location / address** Land to west of Todwick Road Industrial Estate

**Parcel Description** The site is bounded to the north by Hawhill Lane and Laughton Common Road and Long Road/Common Road to the west and south. To the south eastern boundary lies Todwick Road, with Todwick Road Industrial Estate to the east of the parcel, the boundary formed by an old dismantled railway line (now part of The Old Mineral trail). The land is broadly triangular area and is predominantly agricultural in nature. There are a small number of farms within the parcel.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The south eastern section of the parcel is bordered by the edge of the urban settlement of Dinnington but is physically separated from the urban area of Dinnington by a strong railway line boundary. On the north eastern boundary the site is bounded by the tree lined dismantled railway embankment. The parcel has a predominantly open rural character and development here would not be contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

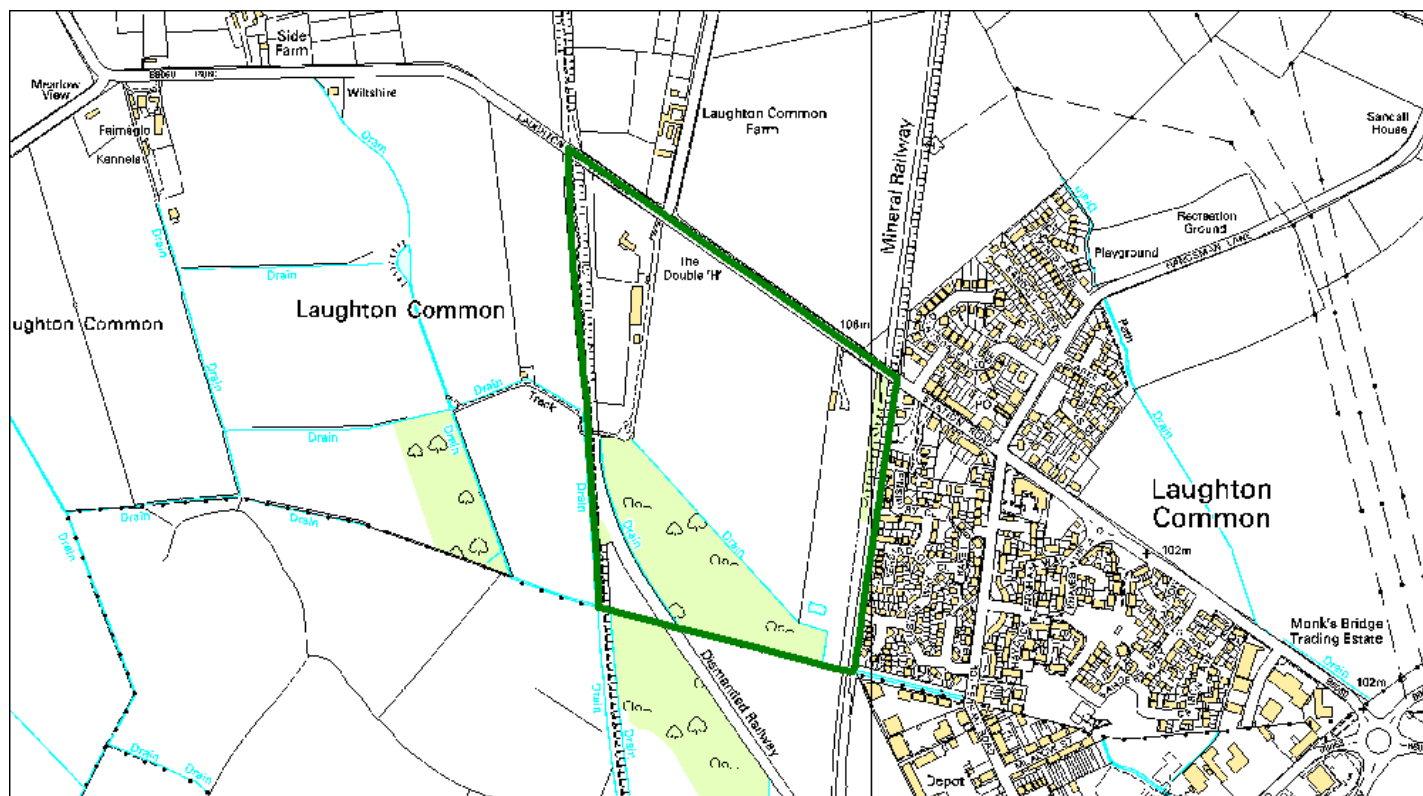
Parcel lies adjacent to the urban area of Dinnington on the south eastern boundary. There is no visual impression of the potential for neighbouring settlements (Dinnington, Thurcroft and Aston) to merge because there are no views of any settlements across the gap.



**Green Belt Parcel Number** 113

**Parcel Location / address** Land immediately to west of Laughton Common

**Parcel Description** This is a small area of land, the northern boundary of which is formed by Laughton Common Road with the dismantled railway forming The Old Mineral Trail to the western boundary. The eastern boundary is formed by the existing railway line which runs through North Anston / Laughton Common. The southern boundary is formed by Eel Mires Dike which is tree lined on both sides. The site is predominantly open fields with a residential property on the northern boundary off Laughton Common Road. A small drainage ditch runs along the site from east to west towards the south of the site.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel is not contained as it is physically separated by a strong railway line boundary feature from the town of Laughton Common / Dinnington to the south-east. The site is bordered to the west by a raised dismantled railway line. The boundary to the north is a minor road. The site is predominately open fields with scattered dwellings.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

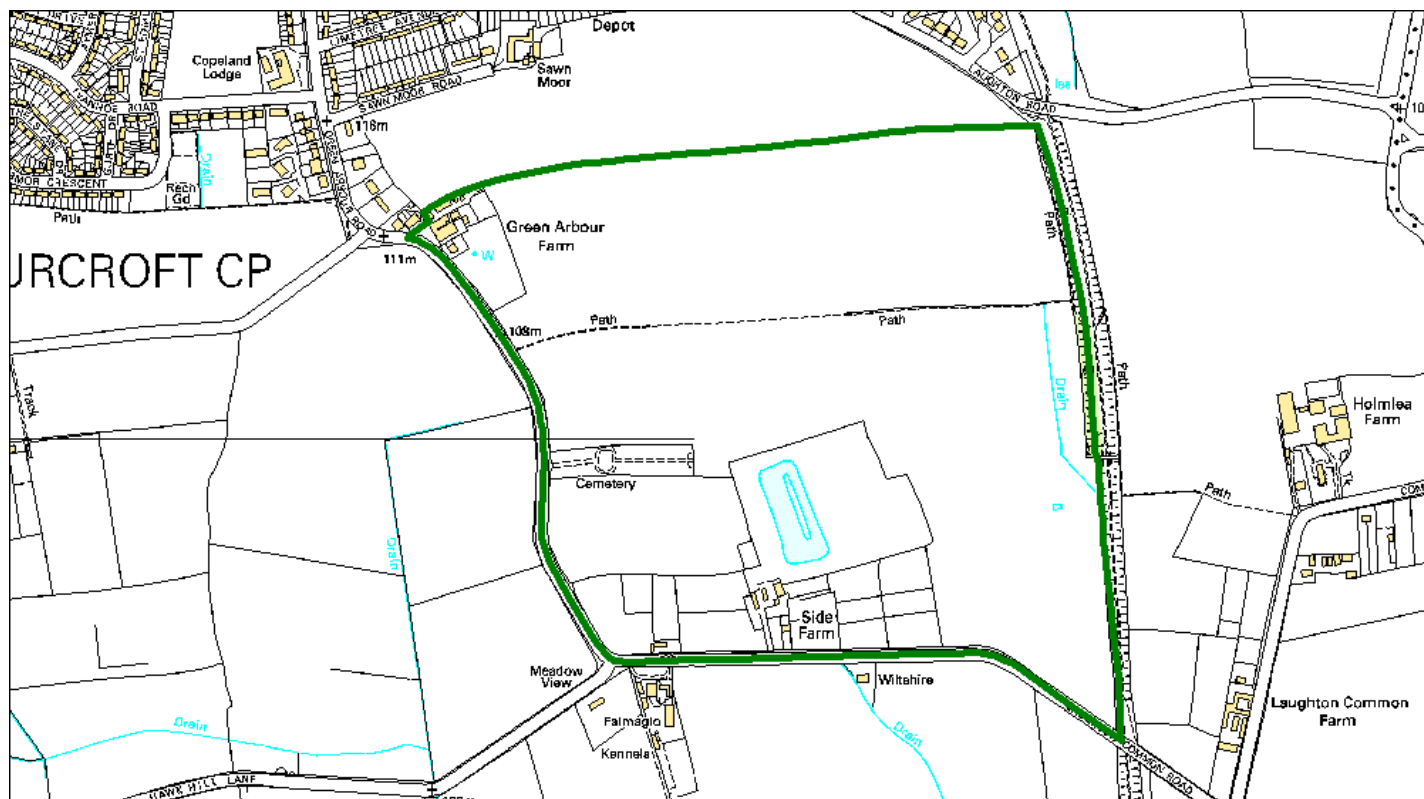
**Purposes 2 and 4 Reason:**

The Parcel lies adjacent to the urban area of Laughton Common / Dinnington on the southern boundary with the town of Thurcroft to the north. The parcel does not lend itself to being 'rounded off' with development being physically separated from the built up area of Laughton Common by a strong railway line boundary feature.

**Green Belt Parcel Number** 114

**Parcel Location / address** Land to southeast of the town of Thurcroft

**Parcel Description** The site is bounded to the north by a public footpath (no. 14) leading from Green Arbour Road to Laughton Road which forms part of the Old Mineral Line - forming the southern limit of a Unitary Development Plan residential allocation the boundary is weak. Green Arbour Road forms the eastern boundary and the western boundary is formed by the embankment of an old dismantled railway. Laughton Common Road forms the southern boundary. The site is broadly square in area, and predominantly agricultural in nature. A small number of residential properties lie to the north west of the parcel which form part of Thurcroft town. A small cemetery lies on the western boundary off Green Arbour Road. Farm properties and associated buildings lie to the south of the parcel.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The northern section of the parcel is bordered by an allocated residential development site (in the Unitary Development Plan) on the edge of the urban settlement of Thurcroft. On the eastern boundary the site is bounded by the tree lined dismantled railway embankment. The site has a predominantly open rural character. Development in the parcel would impact upon the openness of the countryside and would not be contained.

**Purposes 2 and 4 Result:** Wide Gap (WG)

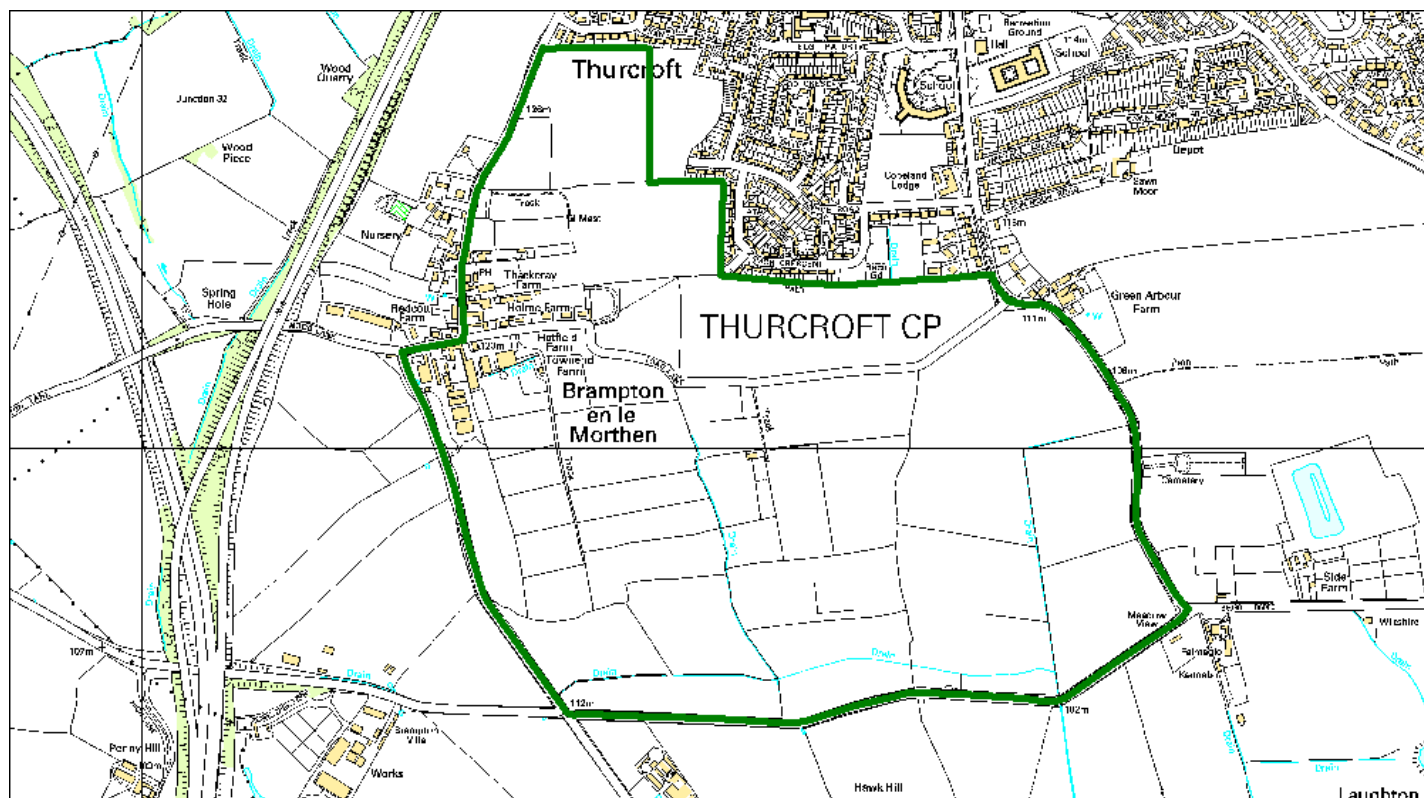
**Purposes 2 and 4 Reason:**

Parcel lies adjacent to the urban area of Thurcroft on the northern boundary with the town of Dinnington to the south east. However, the parcel does not lend itself for parts of it to be rounded off with development, without harming the gap between the two towns.

**Green Belt Parcel Number** 115

**Parcel Location / address** Land to southwest of the town of Thurcroft

**Parcel Description** The site is bounded by the town of Thurcroft to the north and to the south by Hawk Hill Lane. To the western boundary are the roads of Common Lane and Brampton Road with Green Arbour Road forming the eastern boundary. The narrow lane of Toad Lane runs through the site towards the northern boundary with the town of Thurcroft. The site is predominantly agricultural in nature with the exception of the central western side of the parcel which forms part of the settlement of Brampton-en-le-Morthen which contains part of Brampton-en-le-Morthen Conservation Area.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The northern section of the parcel is contained by housing and gardens of the adjoining urban settlement of Thurcroft. On the western boundary there is the hamlet of Brampton-en-le-Morthen with part visual links to the adjoining open countryside. On the southern and eastern boundaries are small country lanes with hedges on the boundary. Some potential for rounding-off development to north-west of parcel.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

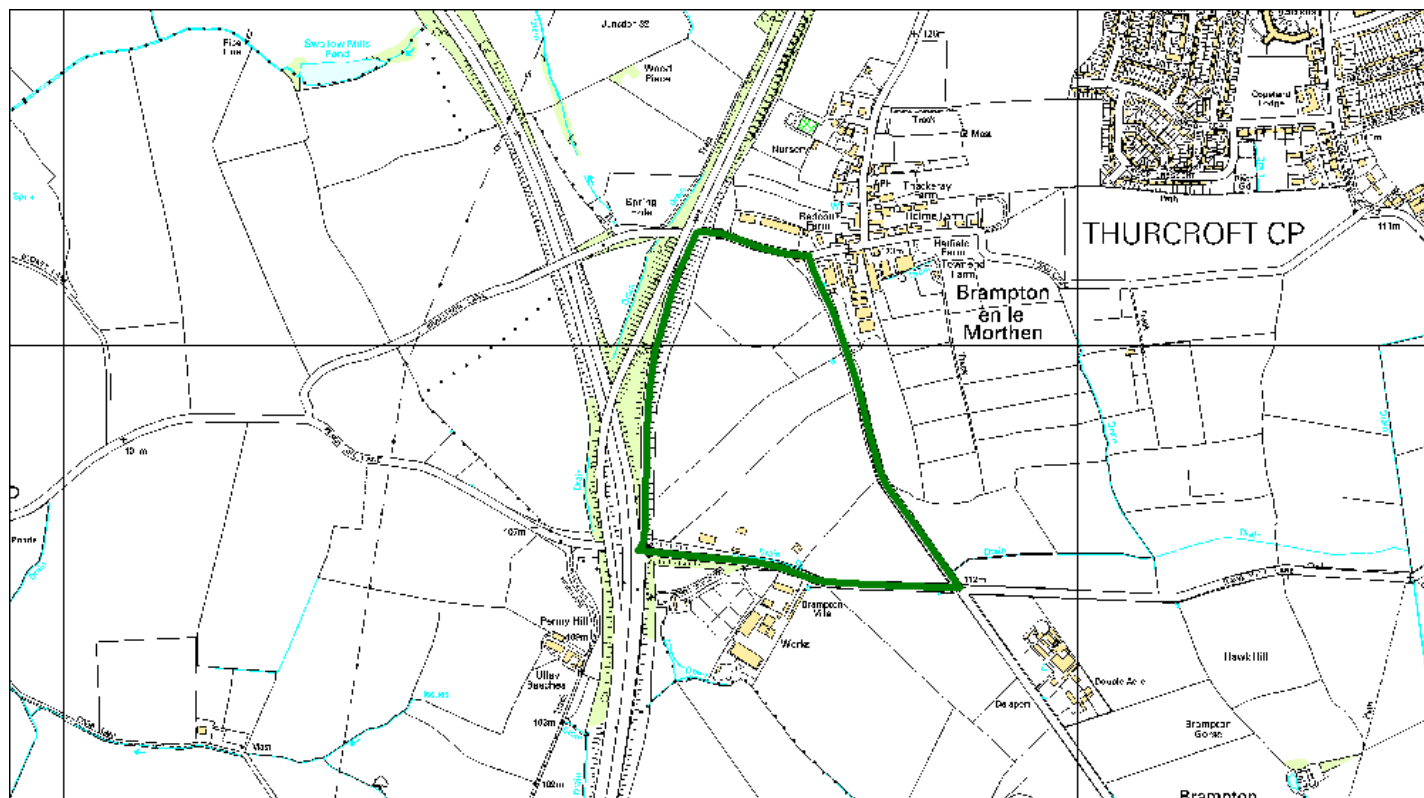
Parcel lies adjacent to the urban area of Thurcroft on the northern boundary. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the wide gap to Dinnington or Aston.



**Green Belt Parcel Number** 116

**Parcel Location / address** Land to east of M1 and M18 slip road, to south west of the town of Thurcroft.

**Parcel Description** The site is bounded by the M1 to the west and contains the M18 slip road from the M1 on the western side. To the north lies the road of Wood Lane and Common Lane lies to the east. To the southern boundary is Penny Hill Lane. The site is open and agricultural with a single dwelling located to the south of the parcel. Between the M1 and M18 slip road is an embankment.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Parcel not adjacent to any urban area and therefore not contained by an urban area. Predominantly open rural character, consisting of large flat, arable land. Boundaries contained by both major and minor roads with predominantly hedging and trees on boundaries.

**Purposes 2 and 4 Result:** Wide Gap (WG)

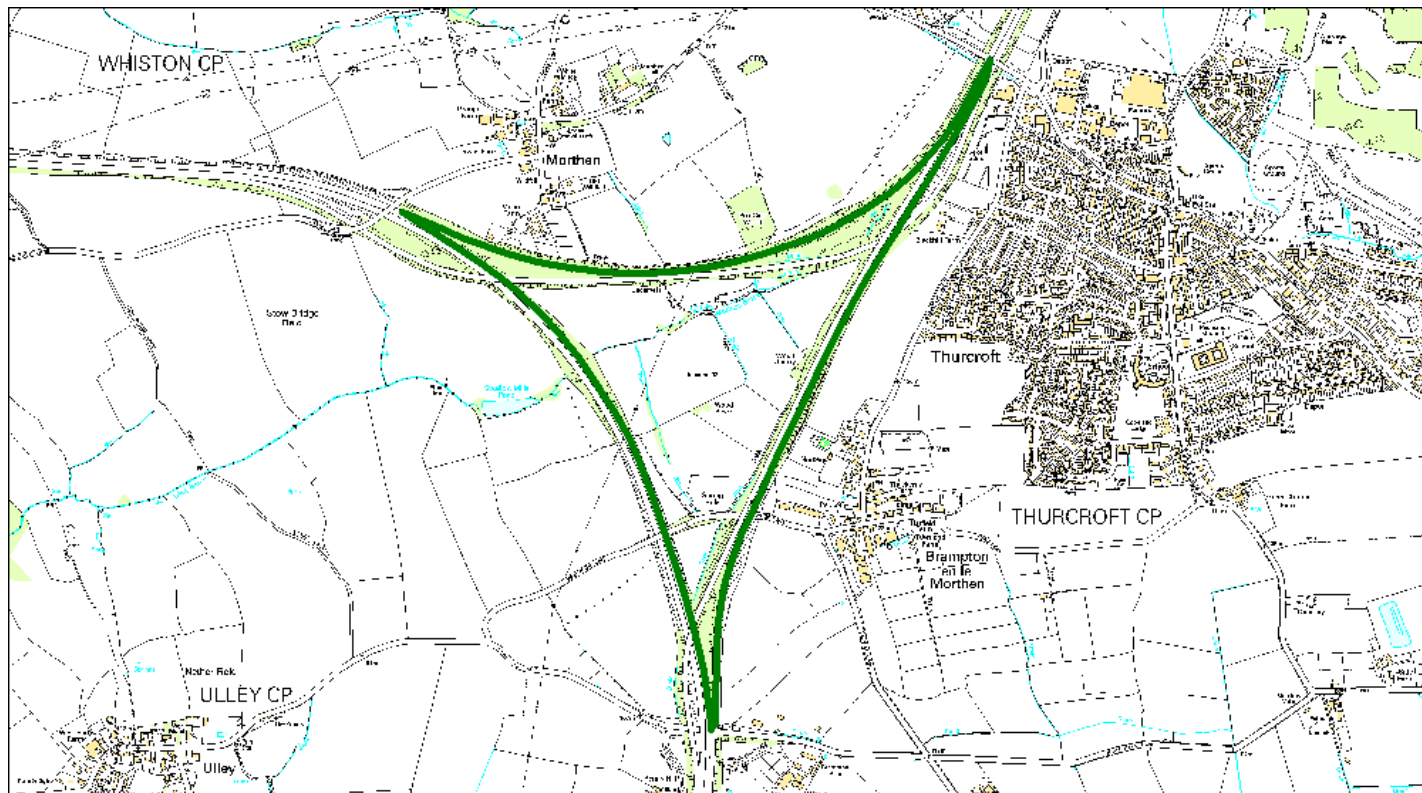
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between the town of Thurcroft and Aughton / Aston. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.

**Green Belt Parcel Number** 117

**Parcel Location / address** Land between M1 and M18 intersection

**Parcel Description** This is a roughly triangular area of land landlocked to its three sides by the M1 and M18 motorways and associated slip roads. The majority of the land is set at a lower level than the adjacent highways and to all its edges contains strong boundaries comprising of natural hedgerows / planting and post & rail fencing. The land generally slopes in a north to south direction and comprises of a number of arable fields which contain strong internal boundaries along with three areas of woodland - Wood Quarry (covered by TPO), Wood Piece and Spring Hole.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

Site is landlocked by junction of M1 and M18 motorways and is not contained by urban area and is predominantly open in character with no strong landscape features.

**Purposes 2 and 4 Result:** Wide Gap (WG)

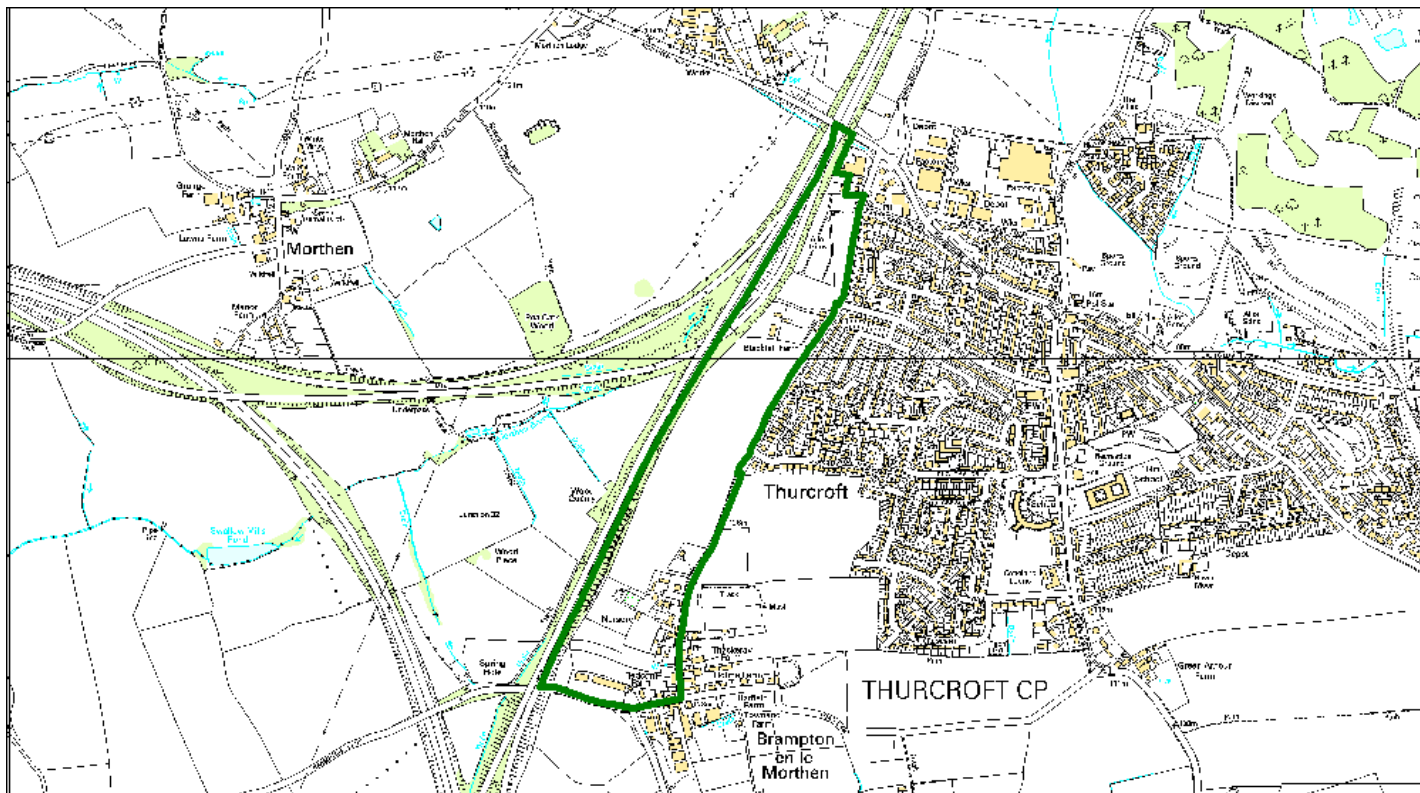
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap where there is no visual impression of the potential for neighbouring settlements to merge because there are no views of settlements across the gap in this locality.

**Green Belt Parcel Number** 118

**Parcel Location / address** Land to east of M18 and west of the town of Thurcroft

**Parcel Description** The site is bounded by the M18 to the western boundary and Brampton Road to the east, north and south. Wood Lane lies to the south west. Within the parcel there are a number of dwellings to the south west of the site centred around Brampton Road forming part of the Hamlet of Brampton-en-le-Morthen. Brampton-en-le-Morthen Conservation Area forms part of the site. To the north of the parcel are allotments and farm buildings as well as a small number of residential properties. To the far north of the site is a hotel which falls within the town of Thurcroft. The site is broadly rectangular in area.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The north eastern section of the parcel is partly contained on the north eastern sides by housing and gardens of the adjoining urban settlement of Thurcroft. On the western boundary there is the M18 motorway. However, the southern and south eastern boundary is contained by minor roads and the hamlet of Brampton-en-le-Morthen with part visual links to the adjoining open countryside

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

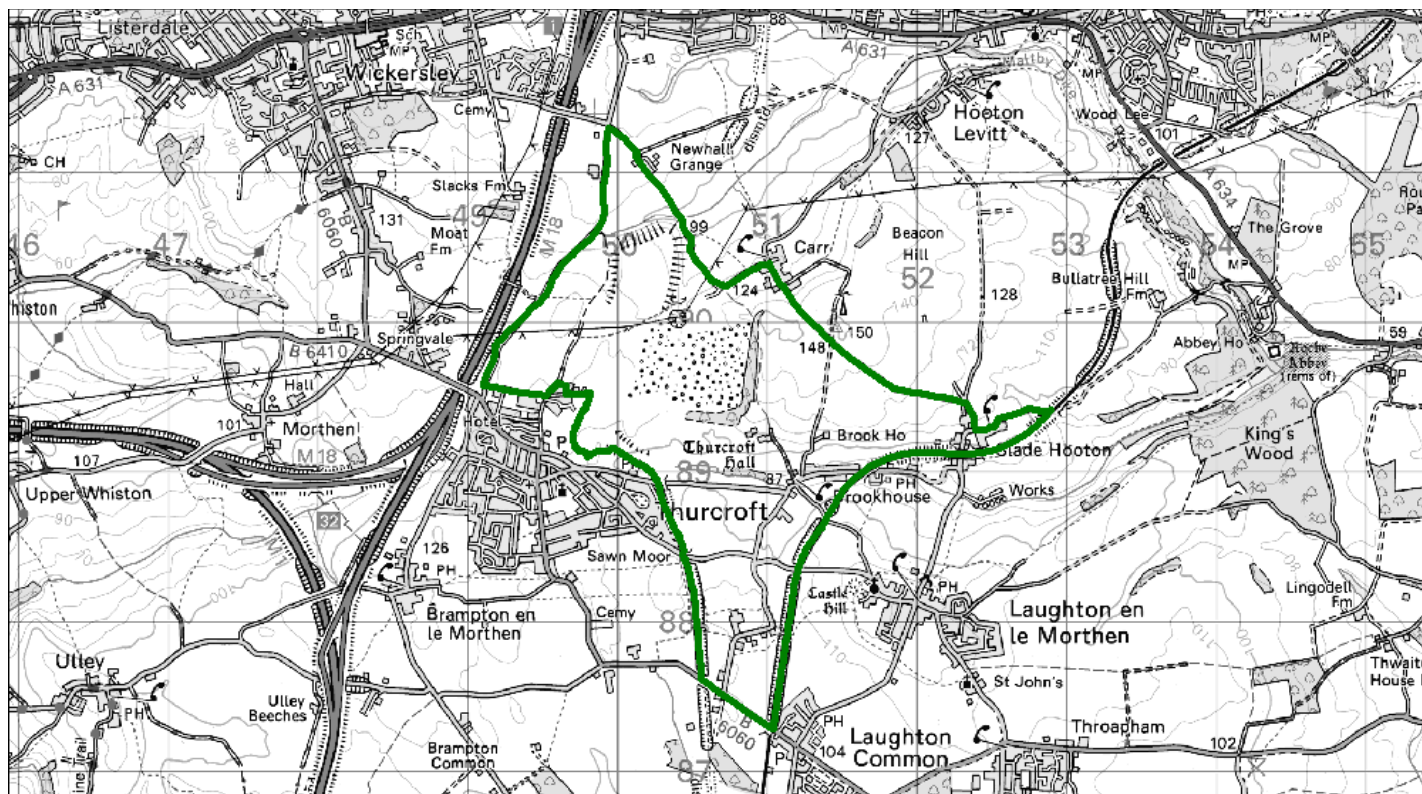
Parcel lies adjacent to the urban area of Thurcroft on the eastern boundary. However, the parcel does not contribute to the sense of openness because the motorway to the west prevents inter-visibility between the parcel and the rest of the gap.



**Green Belt Parcel Number** 119

**Parcel Location / address** Land to north and east of the town of Thurcroft

**Parcel Description** The northern boundary comprises of Kingsforth Lane and Newhall Lane/West Lane/Ramper Road. The boundary to the north east is Carr Lane/Abbey Lane. The boundary to the south east which bisects Abbey Lane is the existing railway line and the boundary follows the railway line until it bisects Laughton Common Road to the south of the site. The boundary to the south west is formed by the dismantled railway known now as The Old Mineral Trail which runs along the eastern boundary of the town of Thurcroft. The boundary follows the outer boundary of the residential properties of Thurcroft until it bisects Kingsforth Lane. The site contains parts of the hamlet of Brookhouse, the Grade II\* Thurcroft Hall is in the centre of the parcel. The site contains scattered farms and woodland with the spoil heaps of the former Thurcroft Colliery Site and disused Thurcroft Tip. To the north of the site is the hamlet of Carr.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel abuts the western boundary by the town of Thurcroft but is not contained by it. The parcel is defined by minor roads to the north and west and to the east by a railway line. The hamlet of Carr is located partly within the parcel to the north. The hamlet of Brookhouse is located to the east of the parcel. The site is predominately rural with a large landfill site and the site of the former Thurcroft Colliery to the North.

**Purposes 2 and 4 Result:** Narrow Gap (NG)

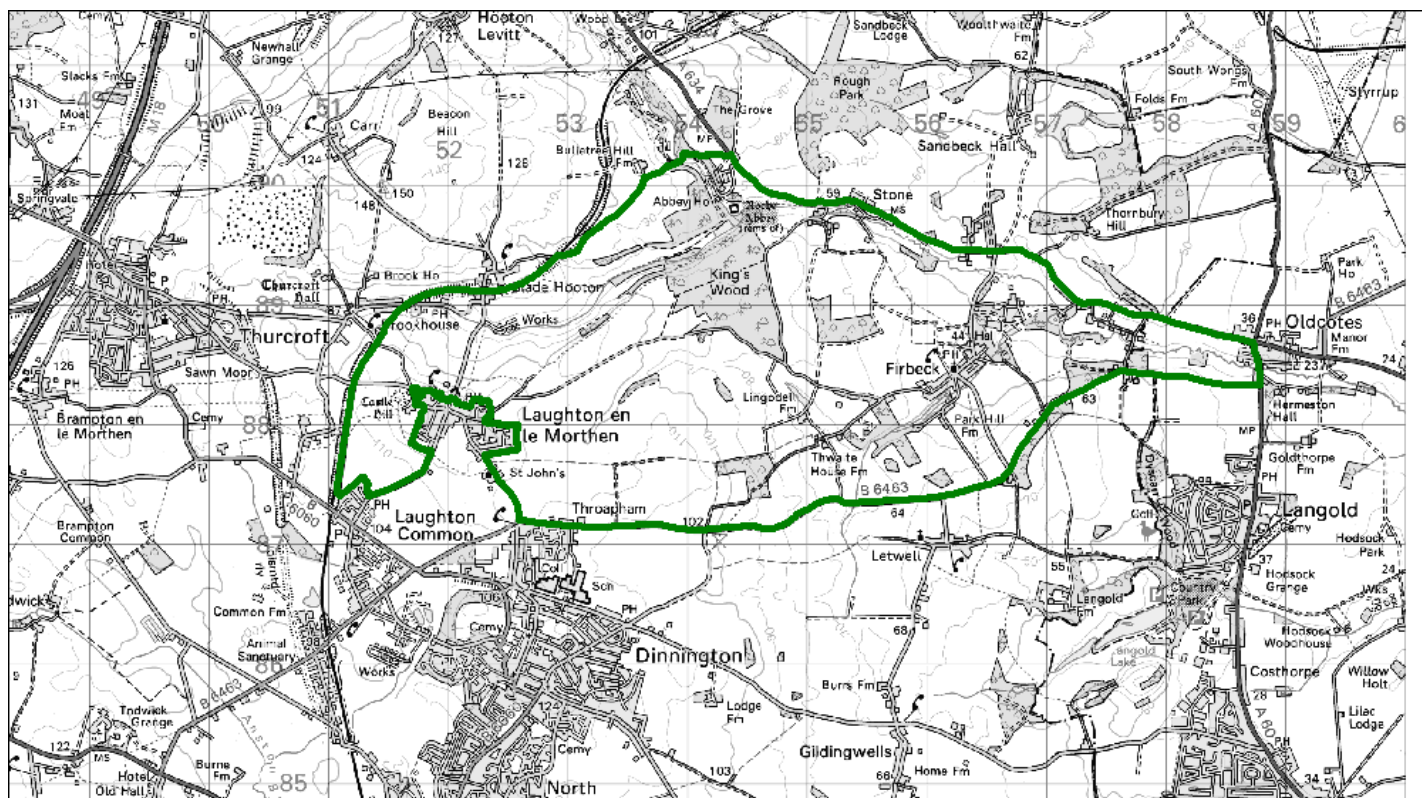
**Purposes 2 and 4 Reason:**

The parcel to the south forms a narrow gap between the towns of Thurcroft to the north and Laughton Common to the south. In this part of the parcel the two towns of Laughton Common and Thurcroft can be viewed. However, to the centre and north the gap widens out and lies between the towns of Thurcroft, Dinnington and Maltby, where the towns cannot be viewed through the parcel.

**Green Belt Parcel Number** 120

**Parcel Location / address** Land between Dinnington and Maltby

**Parcel Description** The site is bounded to the north by Hooton Dike and the A634 (Blyth Road). To the east the site is bounded by the borough boundary along the road Haven Hill and joins the B6463 (Lamb Lane / Oldcotes Road). The boundary to the west is St John's Road wrapping around the village of Laughton-en-le-Morthen with the boundary to the south west being Hangsmans Lane and residential properties forming part of Laughton Common. The boundary to the north west is formed by the Mineral Railway line running from Laughton Common in the south through Brookhouse to Slade Hooton in the north joining Hooton Dike in the north. The parcel contains Roche Abbey remains (a Scheduled Ancient Monument) with the hamlet of Stone in the north. The village of Firbeck lies in the eastern corner of the parcel. In the west of the parcel is the village of Laughton-en-le-Morthen which borders up to the Laughton-en-le-Morthen Conservation Area. The hamlets of Brookhouse and Slade Hooton lie in the north-western corner of the site. The countryside is predominantly agricultural with woodland and farm buildings forming the remainder of the site.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This very large parcel of land is predominantly not contained representing open countryside with poor relationship to existing built up areas. The southern boundary is made up of minor roads to the west and the B6463. The northern boundary comprises of the A634 and field boundaries stretching over to the hamlet of Slade Hooton where the site is contained along the remaining northern and western boundaries by a railway line. The boundary to east is poorly defined tracks and field boundaries. The site contains the village of Firbeck in the eastern part of the parcel and partially contains the hamlet of Stone to the north. The landscape is predominately agricultural with large pockets of woodland and scattered farms.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

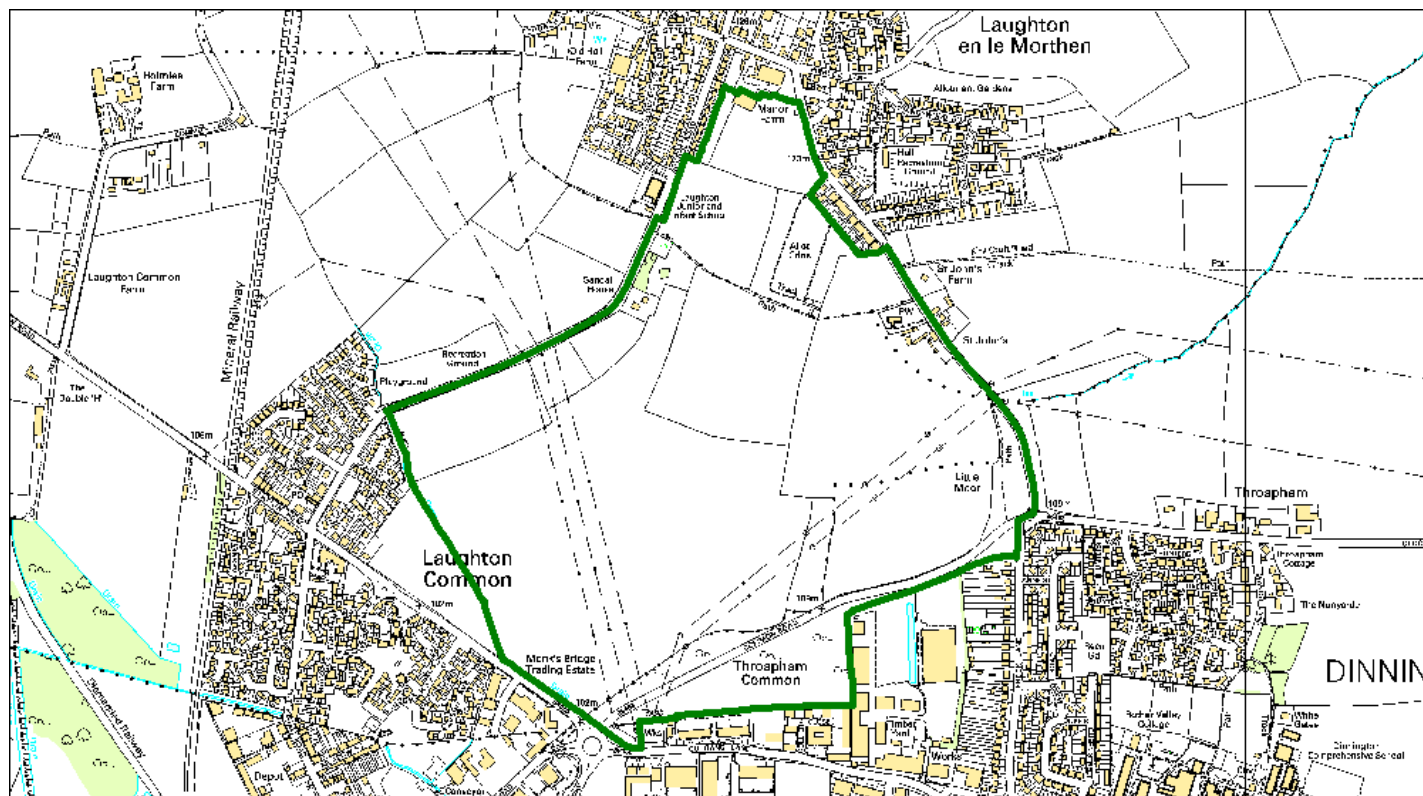
The parcel lies in a wide gap between Dinnington and Maltby. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.



**Green Belt Parcel Number** 121

**Parcel Location / address** Land between Laughton Common and Laughton-en-le-Morthen

**Parcel Description** The site is roughly diamond shaped and bounded to the east by St Johns Road and the west by Hangsmans Lane. To the north of the parcel lies the village of Laughton-en-le-Morthen. To the southern boundary lies the town of Dinnington with a drainage ditch forming the south western boundary to the north of Outgang Lane. The site is predominantly agricultural in nature with the small road of Common Road running through the southern part of the site delineating Throapham Common, an area of woodland.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel of land is partly contained between the town of Laughton Common/Dinnington to the south and the settlement of Laughton-en-le-Morthen to the north. The boundaries to the east and west are minor roads. The site is open agricultural fields.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

The parcel lies between Laughton Common/Dinnington and the village of Laughton-en-le-Morthen. However, the parcel is within a much larger wide gap between the defined towns of Laughton Common/Dinnington and Maltby.

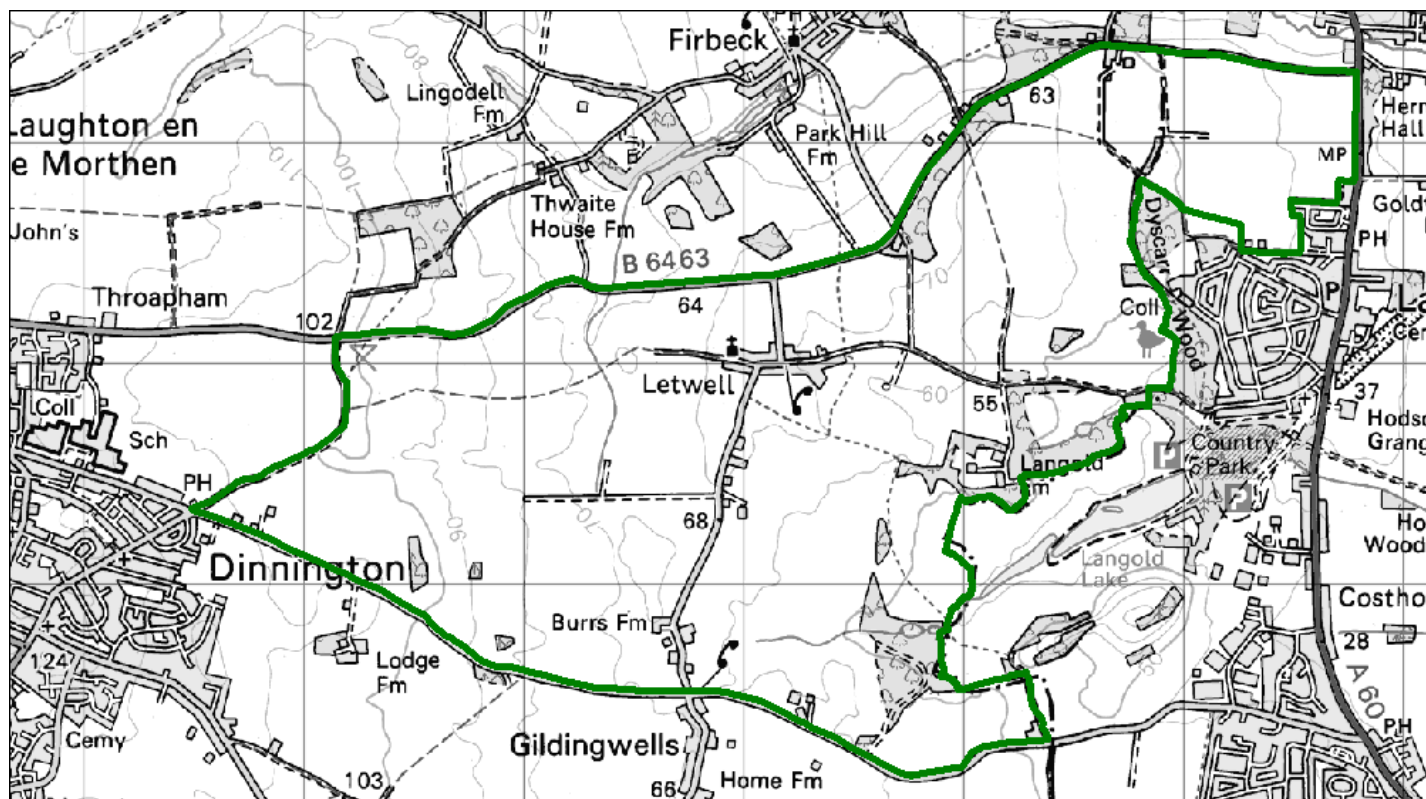




**Green Belt Parcel Number** 123

**Parcel Location / address** Land to west of Langold and north east of the town of Dinnington

**Parcel Description** The parcel is bounded to the north by the B6463 (Lamb Lane) and to the south by Lodge Lane/Red Quarry Lane/Rotherham Bauk. The eastern boundary is formed by the borough boundary with Bassetlaw which consists of Dyscarr Wood and the village of Langold. The parcel includes a small section of land outside of the Rotherham boundary to the north of the village of Langold to follow the A60 on the eastern boundary, joining Lamb Lane on the north eastern boundary. The village of Letwell lies within the centre of the parcel. The northern part of the hamlet of Gildingwells is located in the southern central part of the parcel. A number of scattered farms and small pockets of woodland as well as open fields make up the remainder of the parcel.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

This large parcel of open countryside is not contained, with the boundaries consisting of minor roads to the south and west with the B6463 to the north. The boundary to the east consists of field boundaries poorly defined representing the Borough boundary. The village of Letwell is roughly in the centre of the parcel and the northern part of the hamlet of Gildingwells to the south. The site is predominately rural with scattered woodlands and farms.

**Purposes 2 and 4 Result:** Wide Gap (WG)

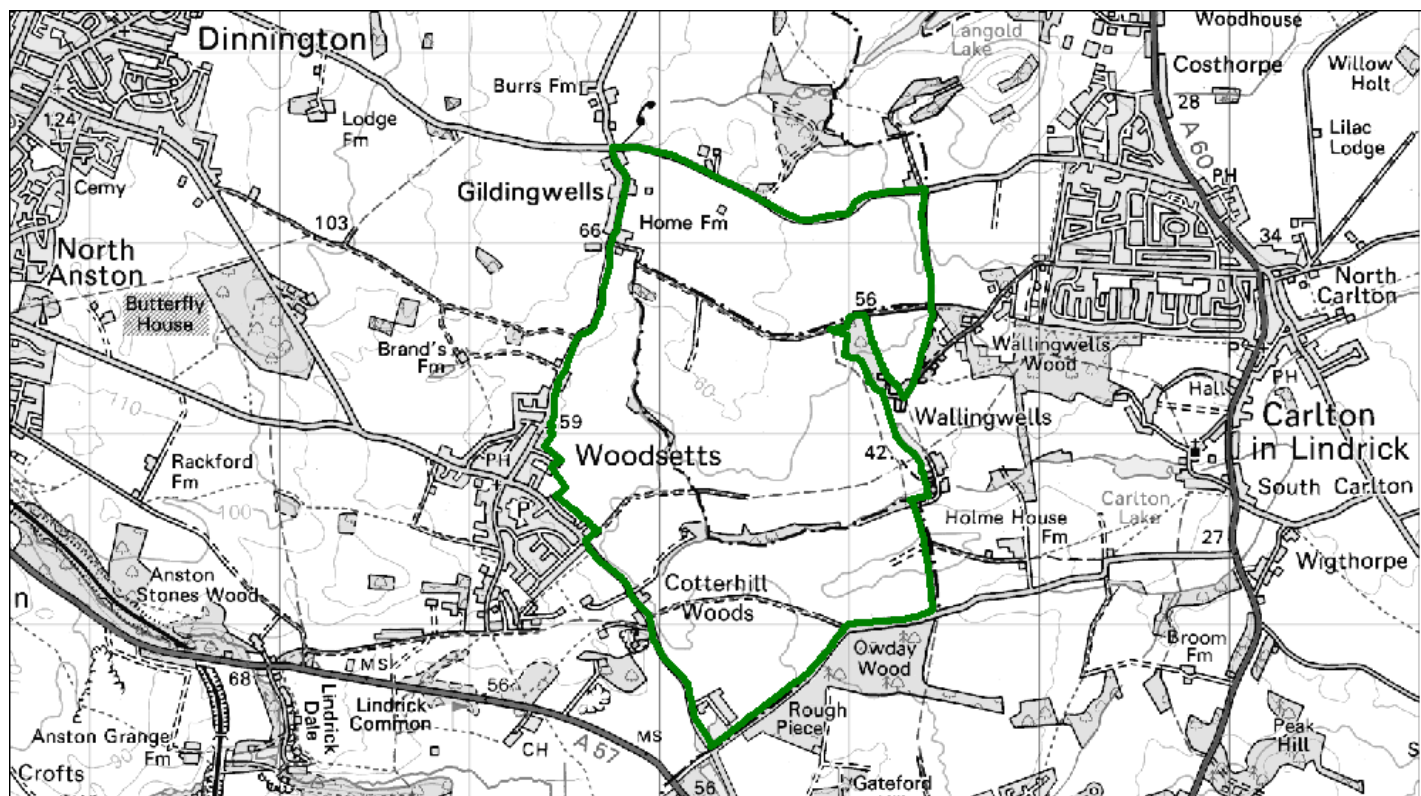
**Purposes 2 and 4 Reason:**

The parcel lies in a wide gap between Dinnington and Langold. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.

**Green Belt Parcel Number** 124

**Parcel Location / address** Land to east of Woodsetts

**Parcel Description** The parcel is bounded to the west by Woodsetts Road, the village of Woodsetts and Worksop Road. The southern boundary is Owday Lane which forms the boundary between Rotherham and Bassetlaw authorities. The boundary to the east goes over the borough boundary into Bassetlaw and follows single track roads and public footpaths to join up with Rotherham Balk at the north east corner of the parcel. Rotherham Balk forms the northern boundary with Woodsetts Road which runs through the centre of the hamlet of Gildingwells forming the western boundary. The parcel is predominantly rural with open fields and scattered farms and a small number of dwellings along Woodsetts Road forming eastern boundary of the hamlet of Gildingwells. The boundary for the parcel does not follow the Local Authority boundary between Rotherham and Bassetlaw as there is no strong delineated boundary on the ground between the two.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel is open countryside with a mixture of agricultural land and woodland with isolated farms. The village of Woodsetts is located to the south west of the parcel with the hamlet of Gildingwells to the north west. The parcel is located in between the towns of Dinnington and Carlton in Lindrick though does not abut either urban area. The boundaries are predominately minor roads and field boundaries.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

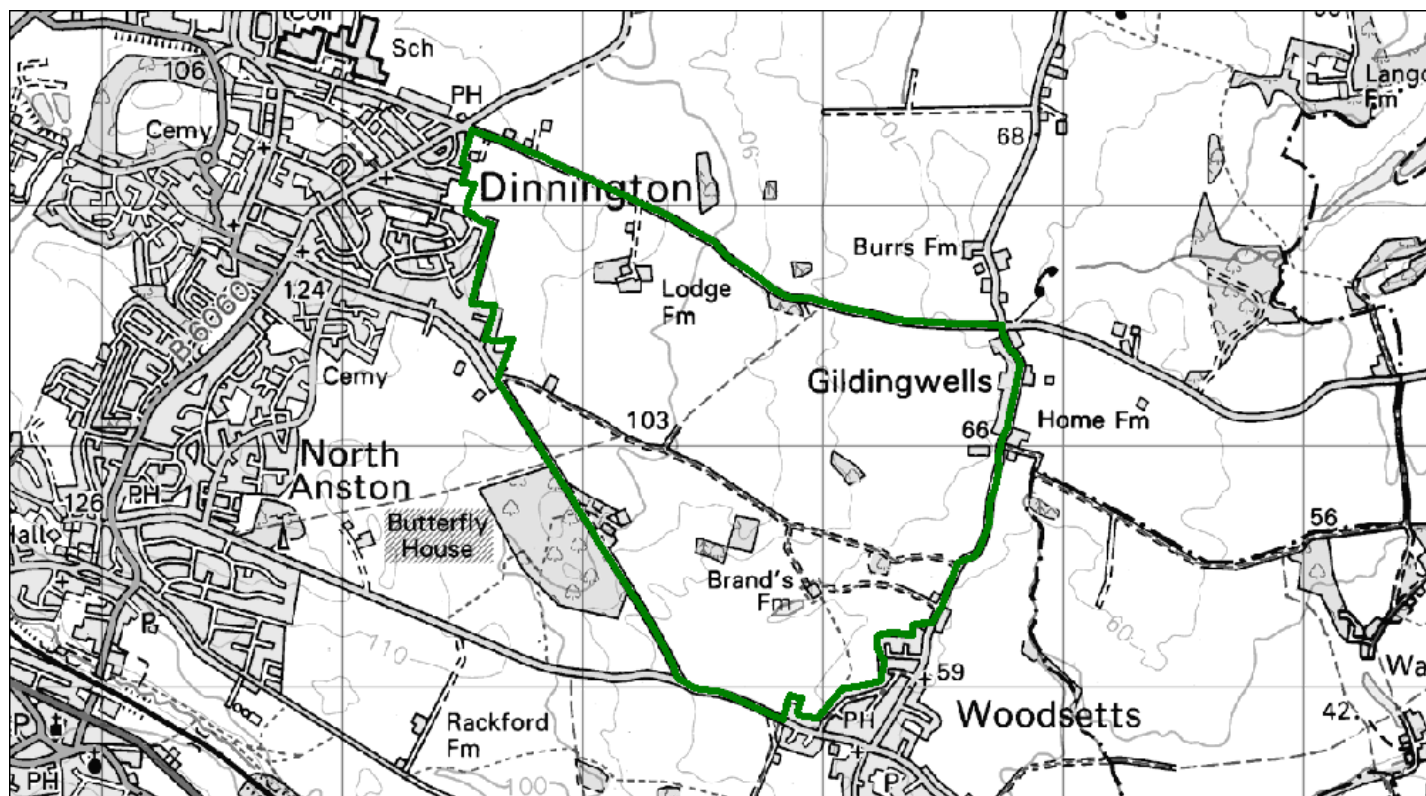
The parcel lies in a wide gap between Dinnington and Carlton in Lindrick. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.



**Green Belt Parcel Number** 125

**Parcel Location / address** Land to south of Lodge Lane/Red Quarry Lane and north-east of Swinston Hill Road.

**Parcel Description** This parcel is bounded to the north by Lodge Lane/Red Quarry Lane. To the eastern boundary lies Woodsetts Road with the village of Woodsetts to the south eastern corner of the parcel. Dinnington Road forms the southern boundary with Swinston Hill Road running to the south western boundary. The boundary to the west is formed by residential curtilages of dwellings within the town of Dinnington. The site is predominantly rural in nature with a number of scattered woodlands and farms with the Hamlet of Gildingwells to the north east with residential properties running along Woodsetts Road. Dinnington Bridleway no. 7 bisects the site from west to east.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel borders the western boundary with the urban settlement of Dinnington but development here would not be contained. The parcel is predominantly rural consisting of mostly open fields with some isolated farms, woodland and a small industrial site. The hamlet of Gildingwells is located to the north east of the parcel. The remaining boundaries are minor roads.

**Purposes 2 and 4 Result:** Wide Gap (WG)

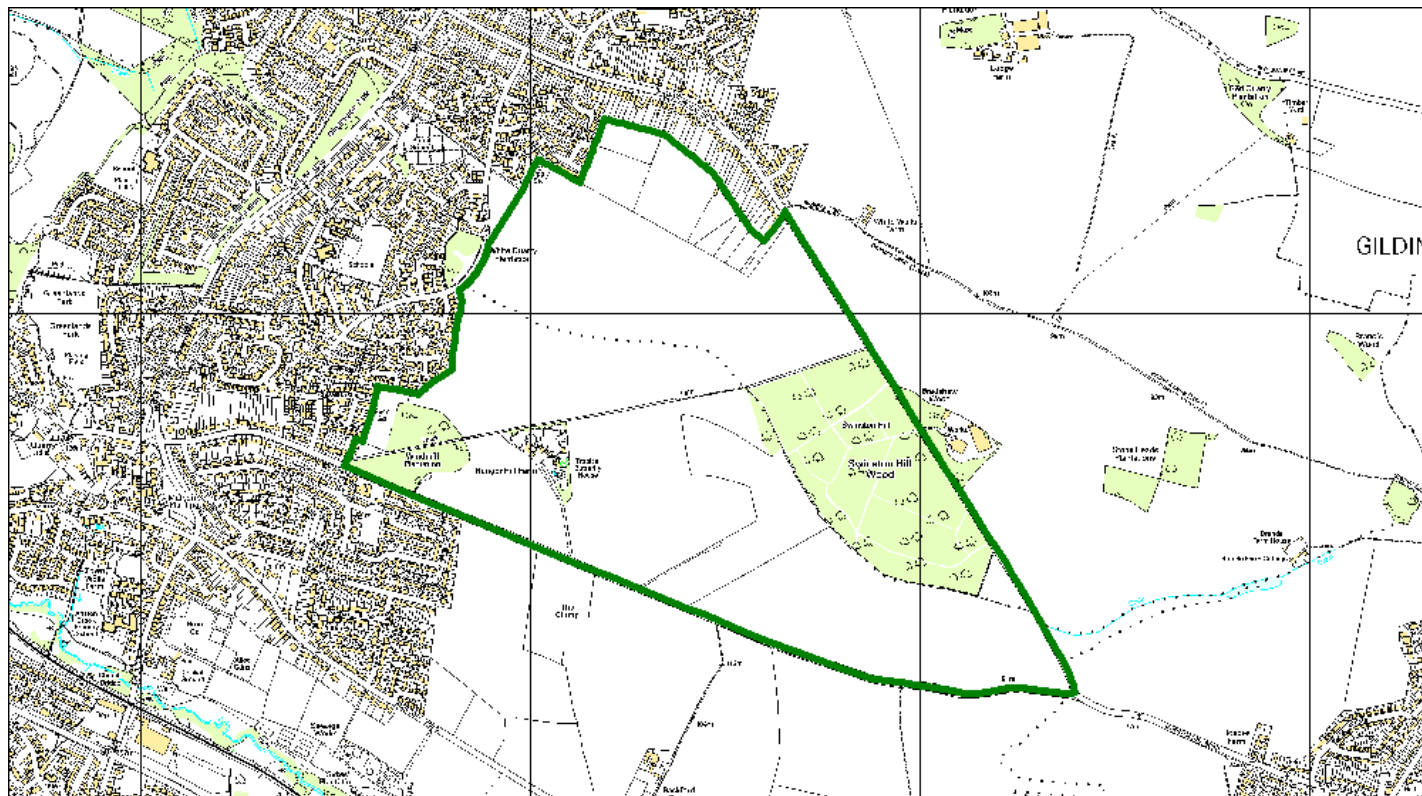
**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Anston and Carlton in Lindrick. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.

**Green Belt Parcel Number** 126

**Parcel Location / address** Land immediately to east of the town of North Anston

**Parcel Description** The boundary to the south is formed by Woodsetts Road with the boundary to the north east as Swinston Hill Road. To the northern part of the site the boundary returns around the rear gardens of properties along Swinston Hill Road. To the north western corner the boundary returns around residential properties in Dinnington and follows part of the eastern boundary of Lakeland Drive, returning around the rear gardens of residential properties on Hawkshead Crescent, Patterdale Way and Keswick Way. Swinston Hill Wood lies on the eastern side of the parcel of land. The remainder of the site is predominantly rural with the Butterfly House and Wildlife Park to the south of the site. Public bridleway no. 37 traverses the site diagonally south west to north east.



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**Purposes 1 and 3 Result:** Partly contained (PC) / Medium Urban Influence (MU)

**Purposes 1 and 3 Reason:**

The parcel is part contained on the western and north western boundary by the urban areas of Dinnington and Anston where there is considered potential for rounding off development. However, this potential diminishes eastwards in the parcel where the boundaries are defined minor roads to the south and east. The site has a predominantly rural feel with a mixture of farm land, woodland and a Butterfly House/Wildlife Park.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

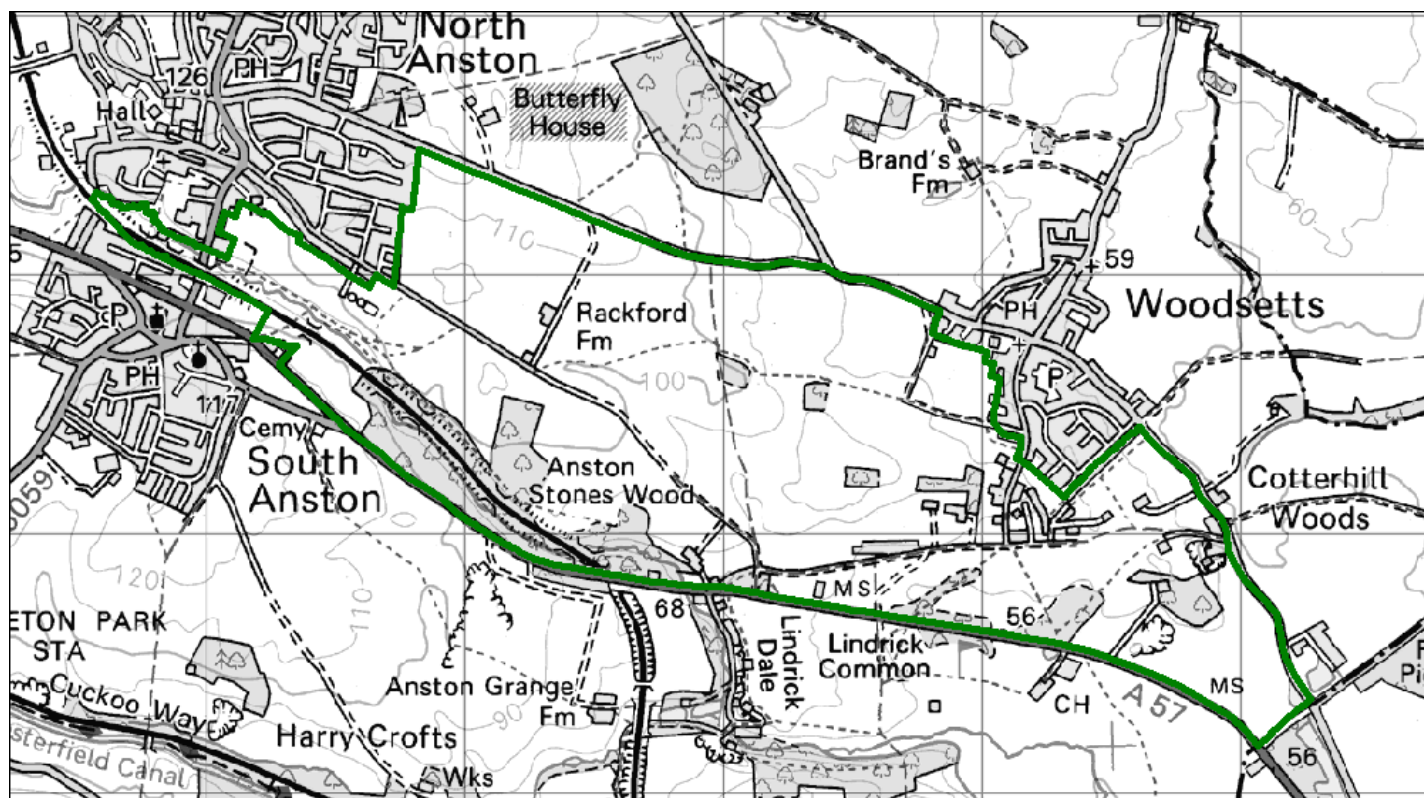
Parcel lies within a wide gap between Anston and Carlton in Lindrick. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.



**Green Belt Parcel Number** 127

**Parcel Location / address** Land between North Anston and Woodsetts, to north of A57 (Sheffield Road), South Anston/Lindrick

**Parcel Description** The parcel is bounded to the west by residential properties to the southern part of the town of North Anston with the boundary to the south western corner being a railway cutting immediately to the north of the village of South Anston. The boundary curves to the south east around commercial sites and residential curtilages of South Anston. The remaining boundary to the south of the parcel is the A57 (Sheffield Road/Worksop Road). The boundary to the south eastern corner is Owday Lane which lies in the Bassetlaw Local Authority area (Owday Lane forming the boundary between the two Authorities). To the north eastern boundary is Worksop Road and the southern edge of the village of Woodsetts. To the northern boundary is Dinnington Road and Woodsetts Road returning to the south around the rear of the residential properties of North Anston. The land is predominantly rural with a number of farms and a small number of detached properties around Lindrick Common to the south of the village of Woodsetts. The site includes the woodland of Anston Stones Wood and includes part of Lindrick Golf course. Consideration was given to dividing the parcel into smaller area but lacks of robust boundaries within the area prevented this.



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**Purposes 1 and 3 Result:** Not contained (NC) / Low Urban Influence (LUI)

**Purposes 1 and 3 Reason:**

The parcel is partly contained on the western boundary by the urban area of Anston with a thin green wedge between the settlements of North and South Anston. However, the majority of the parcel is not contained as development would cause intrusion into open countryside. The site has a predominantly rural feel with a mixture of farm land, woodland and a golf course. There is scattered residential development across the site.

**Purposes 2 and 4 Result:** Wide Gap (WG)

**Purposes 2 and 4 Reason:**

Parcel lies within a wide gap between Anston and Worksop. There is no visual impression of the potential for neighbouring settlements to merge because there are no views of any settlements across the gap.