



Bawtry
Neighbourhood Plan

The logo features a green silhouette of a town skyline with a house, a tree, a church, and a modern building. Below the silhouette, the word 'Bawtry' is written in a large, bold, green sans-serif font, and 'Neighbourhood Plan' is written in a smaller, green sans-serif font below it.

Bawtry
Neighbourhood Development Plan
2019 - 2032

Bawtry Town Council

September 2019

Prepared by Bawtry NDP Steering Group
On behalf of Bawtry Town Council

With the assistance of



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Executive Summary

This is the Referendum version of the Neighbourhood Development Plan (NDP) for Bawtry. It has been prepared by a Steering Group of local residents and town councillors to provide local planning policies to help guide development in Bawtry up to 2032. The Plan was prepared building on the results of an extensive public consultation process.

The NDP was subjected to an examination by an independent examiner in April 2019. The examiner's report set out that, subject to a number of modifications to the policies, the Plan meets the required basic conditions and should proceed to a referendum. The NDP has been amended in accordance with the examiner's recommended modifications.

The NDP has a vision and objectives and sets out planning policies under a number of key themes. There are also a number of complementary actions for the Town Council to address; these are non-planning matters which cannot be included in planning policies. The Plan will serve to help guide development in Bawtry up to 2032. Clearly, circumstances may change during its currency, and the Town Council's view of how existing or new issues should be managed may change. Review of the Plan will therefore be necessary. Planning policies and/or actions by the Town Council could be amended.

The Plan aims to support sensitive development in the town centre including improvements to the public realm, car parking and the provision of an area for a market, as well as maintaining the vitality and viability of the shopping area.

The historic environment and many built heritage assets of Bawtry are considered key to the town's future role as a vibrant local centre which provides a high quality of life for local residents and attracts visitors. Planning policies seek to guide development and investment to ensure that it is sensitive to this heritage.

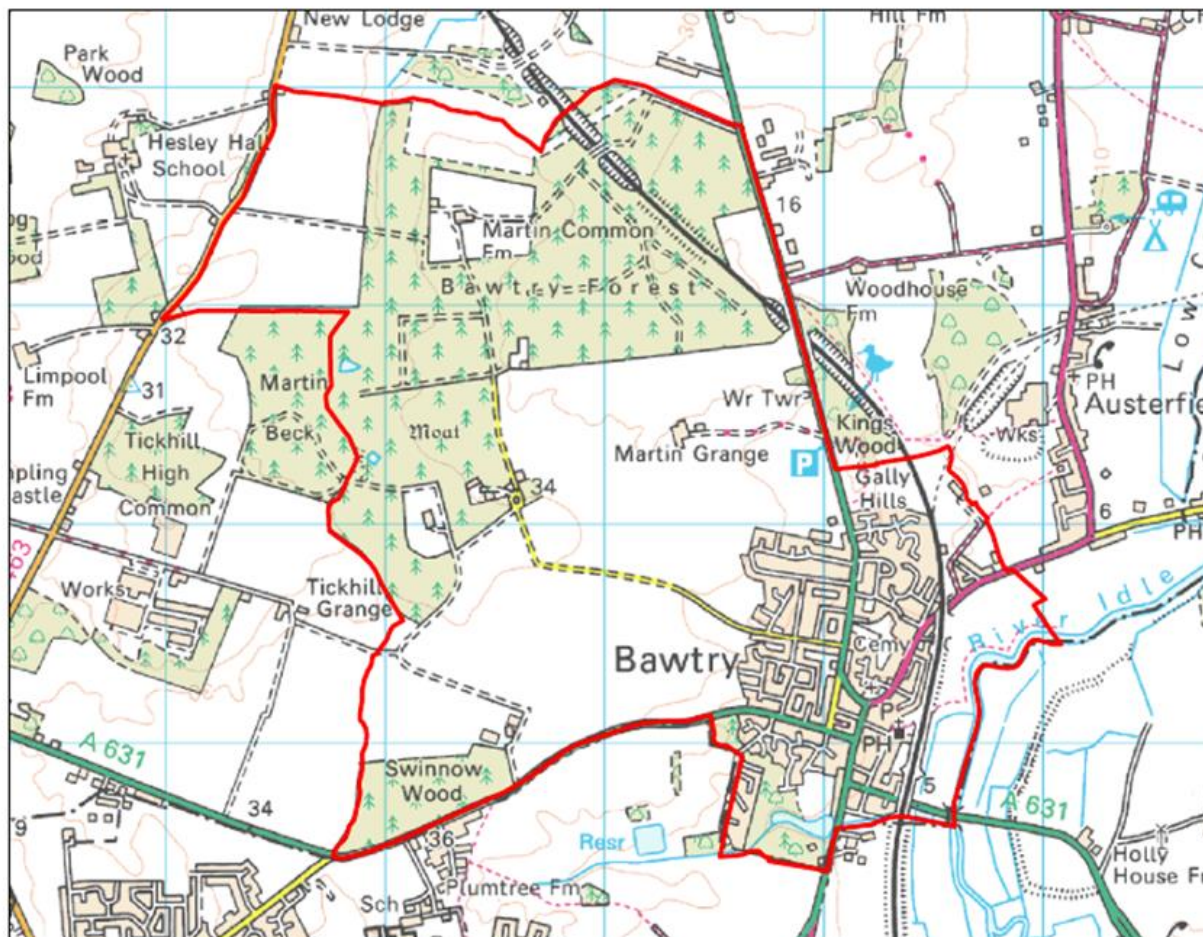
Bawtry is also likely to see some housing growth, subject to policies and proposals in the emerging new Local Plan for Doncaster. The NDP supports new housing within the existing built up area and seeks to ensure new housing is appropriate to the area's local needs. Any proposed changes to the Green Belt are a strategic matter for DMBC through the new emerging Local Plan.

Amenities and local assets are noted as important to the local community and are protected. The NDP supports proposals that encourage healthy lifestyles and walking, and the provision of suitable accessible routes linking open spaces and facilities to residential areas is encouraged. The natural environment including landscape character, wildlife areas and green infrastructure, is also significant to the town's setting and policies seek to protect and enhance these assets.

Traffic and transport are of major concern to local residents, particularly the negative impacts of heavy traffic in the town centre. The NDP notes this as a significant issue and supports proposals which will address these concerns to provide a more pleasant and healthy town centre for all.

1.0 Introduction and Background

Map 1 Bawtry Designated Neighbourhood Area and Parish



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1.1 What is a Neighbourhood Development Plan (NDP)?

1.1.1 Neighbourhood Development Planning was introduced through the Localism Act 2011 to allow local people to prepare their own distinctive local planning policy document, a Neighbourhood Development Plan or NDP, reflecting the needs and priorities of their communities. NDPs can be used to identify where new homes, shops and offices should be built, and to have a say on what those new buildings should look like. Planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. Made (adopted) NDPs are part of the local statutory development plan, and therefore are used to help determine planning applications in that area.

1.1.2 Neighbourhood Development Plans cannot be prepared in isolation. They are required to have regard to national planning policies (set out in the National Policy Planning Framework (NPPF)¹, Planning Practice Guidance (PPG)² and other Government statements and guidance) and to be in general conformity with strategic policies in the local development plan. The relevant Local Planning Authority for Bawtry is Doncaster Metropolitan Borough Council (DMBC) and the current statutory development plan comprises the Saved Policies of Doncaster Unitary Development Plan (UDP) 1998³ and Doncaster Core Strategy 2011 - 2028⁴. A new Local Plan for Doncaster is at an early stage of preparation and the Bawtry NDP has been prepared taking account of the reasoning and evidence informing the new Local Plan process in line with Planning Practice Guidance (Paragraph 009).

1.2 A Neighbourhood Development Plan for Bawtry

1.2.1 The designated area of the Neighbourhood Development Plan (i.e. the area to which the Plan relates) is the Parish of Bawtry and this area is shown on Map 1. The Town Council applied to DMBC for the designation of the neighbourhood area on 13th October 2015 and the application was approved on 31st August 2016.

1.2.2 Bawtry NDP has been prepared by a Steering Group set up by Bawtry Town Council. The Steering Group is made up of town councillors, local residents and members of the local community and business groups. The membership and the terms of reference of the Steering Group are on the Bawtry Neighbourhood Plan website⁵, together with notes of meetings and other relevant documents.

1.2.3 During the preparation of the NDP the Steering Group has undertaken wide ranging informal discussions and consultations with DMBC, neighbouring parish councils, local residents, local community groups, and local business groups. The consultation process so far and analysis of results are set out in the Consultation Statement.

1.2.4 A key 'public-wide' consultation was carried out by a leaflet and questionnaire distributed to all households and businesses throughout Bawtry in the week commencing 26th April 2015. The questionnaire sought views on the issues the community believed needed addressing in the Neighbourhood Development Plan. 189 questionnaires were returned, representing approximately 5% of the population. The results of the survey were presented back to the public in a consultation exercise held on 11th February 2016 at the Crown Hotel, Bawtry. Details of the survey were also placed in the Bawtry Library for the period 1st April – 30th April 2016, and comments invited. Open 'drop-in' consultation sessions were held at the Bawtry Community Library on 8th December 2016 and 11th January 2017.

¹ <https://www.gov.uk/guidance/national-planning-policy-framework>

² <https://www.gov.uk/government/collections/planning-practice-guidance>

³ <http://www.doncaster.gov.uk/services/planning/doncaster-unitary-development-plan>

⁴ <http://www.doncaster.gov.uk/services/planning/ldf-core-strategy-development-plan-document-dpd>

⁵ <http://www.bawtryneighbourhoodplan.org.uk/>



Public Consultation Event 30th April 2016

- 1.2.5 There were also a number of targeted consultations. Two events were held at the Crown Hotel in 2016; one on 6th October, targeted on members of the business community, and the other on 19th October 2016, targeted on local community groups. Consultation meetings were also held at Bawtry Mayflower School, with primary age pupils, and at Hayfield School with secondary age students who live in Bawtry.
- 1.2.6 The results of the consultation events were also presented back to the public in a series of articles in a local periodical, Bawtry Today, which is delivered to all households and businesses in the town. Newsletters giving details of the work of the Steering Group and the evolving Plan were also delivered with Bawtry Today in September 2016 and March 2017.
- 1.2.7 The responses and comments made during the various informal consultation and engagement activities were considered very carefully and used to inform the preparation of a First Draft Plan.
- 1.2.8 The First Draft NDP for Bawtry was published for informal public consultation during December 2017. A public drop in event was held on 13th December from 2.00pm – 9.00pm in the Methodist Church and 83 local residents attended. The First Draft Plan was available for downloading from the NDP website and hard copies were available at the library and on request from the Steering Group. 37 written responses were submitted, and these were overwhelmingly supportive of the emerging draft policies and proposals in the First Draft Plan. Some minor changes to the policy wording, maps and supporting text were made to the Draft NDP following careful consideration of the submitted comments, and these were generally in relation to concerns about parking, traffic and proposals for the market. The full report on the consultation responses is published on the NDP website and is included in the Consultation Statement.
- 1.2.9 The Draft NDP was published for 7 weeks formal (“Regulation 14”) public consultation from Monday 2nd April until 5 pm on Wednesday 23rd May 2018. The statutory minimum period of 6 weeks was extended by a week to allow for the Easter break and Spring Bank Holiday which both fell during the consultation period. Details of the submitted responses and how they

have been considered in terms of any changes to the submission NDP are provided in the Consultation Response Table and the Consultation Statement.

- 1.2.10 Doncaster MBC published the Bawtry Submission NDP for a further 6 weeks of formal consultation from Monday 26th November 2018 until Friday 11th January 2019 (a little longer than the statutory 6 weeks to cover Christmas/New Year period). The Plan was then examined by an independent examiner in April 2019. The examiner recommended in his report that, subject to a number of modifications being made to the NDP to ensure the NDP meets the required 'basic conditions', the NDP should proceed to a referendum. The referendum version of the Plan has been amended accordingly.
- 1.2.11 The NDP will be subjected to a local referendum. If the referendum result is a majority "Yes" vote, then the NDP will be made and used to help determine planning applications.

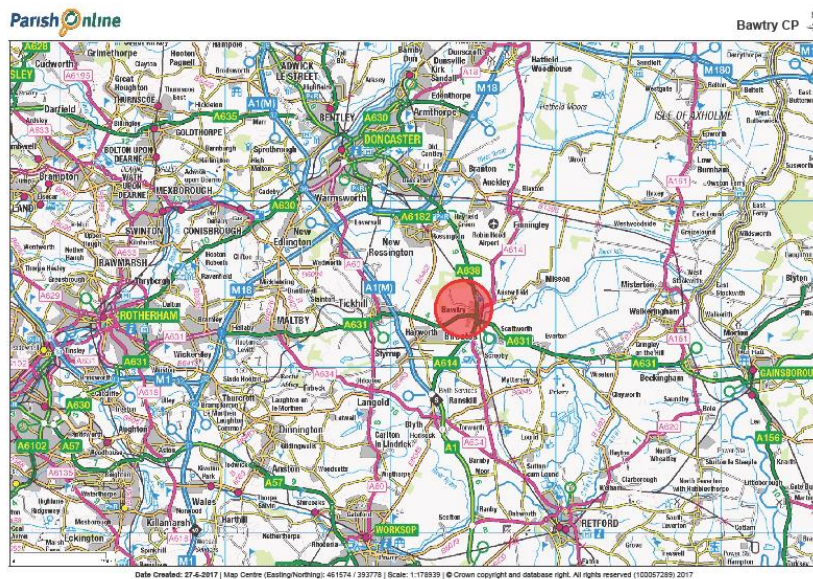
1.3 The Planning Context of Bawtry

Location and Accessibility

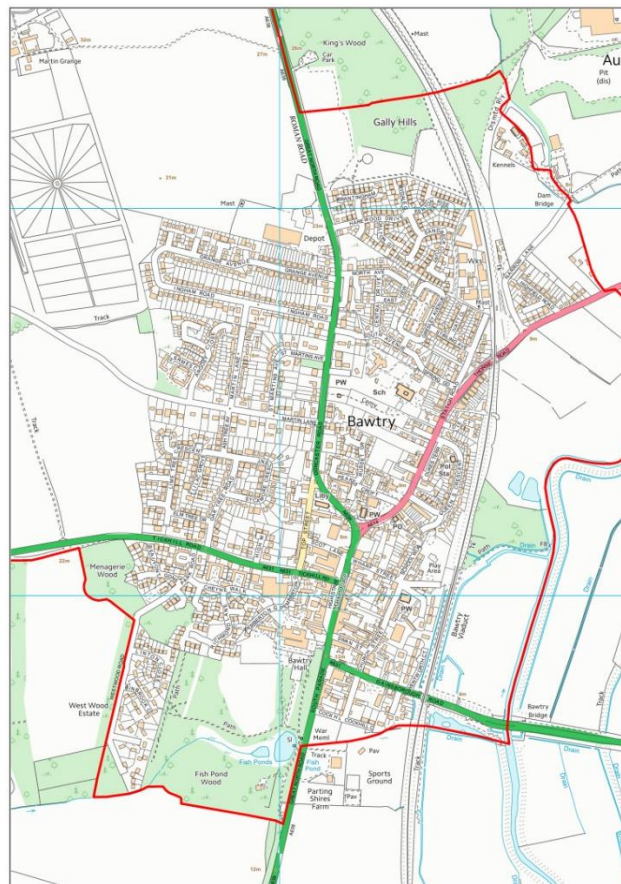
- 1.3.1 Bawtry Parish is located within the local authority area of Doncaster Metropolitan Borough Council in the County of South Yorkshire. The town is 9 miles south of Doncaster, at the southernmost extreme of the County, effectively constituting an enclave into Nottinghamshire. Its position at the junction of the north-south A638 (what used to be the Great North Road) and the west-east A631 (with Tickhill, Rotherham and Sheffield to the west, and Gainsborough and Lincoln to the east) allows for easy access from the surrounding area for residents and visitors alike. Motorway access is good. Junctions of the A1(M), which bypasses the town, the M1 and the M18 are only a few miles distant. Being at the junction of several major routes, the town experiences constant and quite heavy traffic. The East Coast Main Line runs past the town, but Bawtry's station was closed in the 1960s. The nearest rail stations are now at Doncaster, just over 9 miles to the north, and Retford, in Nottinghamshire, just over 9 miles to the south.
- 1.3.2 Robin Hood Doncaster Airport, which has growing international routes, is 2 miles away. The airport has plans for a second terminal and will continue to provide employment opportunities for Bawtry residents. Concerns about noise and environmental impacts of the airport will continue to be addressed by the Town Council in consultation with the airport authorities.
- 1.3.3 The Parish of Bawtry is a little over 3 square miles in area (823 ha) and is relatively flat, but with a gentle south-north slope upwards along the main road towards Doncaster. The town of Bawtry is surrounded by a wider rural area. The town centre gently slopes west-east, down to the River Idle. Bawtry has a heavily nucleated settlement pattern with development concentrated within an area of about half a square mile. The core of the town is its retail and commercial centre. The High Street and Market Place, Saddlers Yard off South Parade and other courtyards off these thoroughfares, and their adjacent roads have a range of shops, restaurants, pubs and bars. There are also a number of offices. Residential areas surround the

historic core. There is a small industrial estate in the north east of the town, and an industrial yard in the north.

Map 2 Geographical Location of Bawtry



Map 3 The Town of Bawtry



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Historical Development

1.3.4 Bawtry's development has always reflected its significance as a transport hub, with important river and road links. It sits on the River Idle, which provided access to the Trent and the Humber for trade goods from Derbyshire, Nottinghamshire and Yorkshire. The town also sits astride the old Great North Road, the local part of which is a branch of the Roman Ermine Street, connecting Lincoln and York without the necessity of crossing the Humber.

1.3.5 The modern layout of the town was established by the Normans at the end of the 12th century. Its importance as a river port increased, and the present road layout of the town dates back to this time, with the distinctive shape of medieval burgage plots still readily discernible in the modern town plan.

1.3.6 In the 17th century, Bawtry (and its neighbouring villages of Blyth, Austerfield, Scrooby and Babworth) were a hotbed of religious reform ideas, culminating in the Pilgrim fathers sailing on the Mayflower to America in 1620. River trade declined in the 18th century, but as this occurred Bawtry's importance as a coaching stop increased. Bawtry was probably at its most prosperous in the 18th and early 19th centuries, with some fine buildings surviving from this time, including coaching inns and Bawtry Hall. The town's importance declined later in the 19th century and into the 20th. Bawtry still displays much of its historic heritage, reflected in the fact that the town centre has been designated a conservation area.



Bawtry now functions as a small market town (albeit without a market) with many residents commuting to larger towns in the region.

Bawtry Today⁶

1.3.7 The 2011 Census recorded a population of 3,573 for Bawtry. Within the whole of DMBC, the Office for National Statistics projects a population increase of 2- 3% up to 2032 (from a population of 302,400 in 2011). There are slightly more older people in Bawtry compared to the DMBC area as a whole; 21% of Bawtry's residents are aged 65 or more, as opposed to 17% of the entire Borough. It is a predominantly "White British" population; 96% for Bawtry, but 92% for Doncaster MBC.

⁶ Local statistics sourced from Doncaster Data Observatory; 2014

- 1.3.8 A variety of indicators show that Bawtry is more prosperous than DMBC as a whole. About 73% of its housing stock (the total number of houses was 1,654 in 2014) is owner occupied, compared to 65% in DMBC. In Council Tax bands, 41% of Bawtry's houses are Band D and above, whereas the Borough average figure is 12%. Tellingly, only 12% of Bawtry's school children are eligible for free school meals, compared to 21% in the DMBC area.

Local Planning Policy Context



The Market Cross in the Market Place

- 1.3.9 Issues & Options, including a draft Vision, Aims and Objectives, were published for consultation for the new emerging Doncaster Local Plan in July 2015. This was followed by the Homes & Settlements consultation (March 2016) which set out how many new homes the Local Plan needs to plan for, and a proposal for how these could be distributed around the Borough; the plan period is up to 2032 and this will be the plan period for Bawtry NDP. In September 2018 DMBC published Draft Policies and Proposed Sites for informal consultation until 26th October 2018.

- 1.3.10 The town has significant built heritage interest. There is a conservation area and 47 statutorily listed buildings in the Parish⁷ - see Appendix I. DMBC has identified Bawtry Hall Park as a park and garden of local historic interest.



⁷ Historic England
<https://historicengland.org.uk/listing/the-list/>

- 1.3.11 In terms of natural heritage the neighbourhood area is located largely within Natural England's National Character Area 39. Humberhead levels⁸ and local Character Type Sandland Heaths and Farmland⁹. There are several areas of wildlife value in the neighbourhood area including part of the Idle Washlands SSSI.
- 1.3.12 The NDP seeks to respond to this planning context by setting out a positive vision to protect and enhance Bawtry's many unique assets and support the town's future prosperity. The Plan sets out the planning policies under the key themes identified by the Steering Group. A number of complementary actions are also identified for progression by the Town Council. These measures are to help address matters which are beyond the scope of planning policies but, together, through the package of both policies and actions, it is hoped that Bawtry will become an even better place for residents, businesses and visitors, than it is today.

⁸ NCA Profile: 39 Humberhead Levels (NE339)

<http://publications.naturalengland.org.uk/publication/1843305?category=587130>

⁹ Doncaster Landscape Character Assessment and Capacity Study 2007

<http://www.doncaster.gov.uk/services/planning/doncaster-landscape-character-assessment-and-capacity-study>

2.0 Vision and Objectives

- 2.1 Bawtry is a relatively prosperous town with a high quality of life, and its residents feel privileged to live here. It is an attractive small market town with an historic character. The town is primarily residential, but with a good range of shops and services that cater for its own population and visitors.
- 2.2 However Bawtry has a number of issues and challenges which the NDP seeks to address. Some parts of the town require investment and enhancement in buildings and the public realm, and the town centre is dominated by heavy through traffic and large areas of public car parking.
- 2.3 In addition the results of the consultation process have shown that the character of the commercial centre is changing in ways residents do not always welcome; there has been a significant shift toward a night-time economy for instance. The neighbouring town of Harworth-Bircotes is identified as a Local Regeneration Centre in Bassetlaw District Council's emerging new Local Plan and is expanding fast, and there is concern about what impact this will have upon Bawtry. These and other concerns have prompted the preparation of the Neighbourhood Development Plan, and are reflected in the Plan's Vision.

Vision Statement

To create a Plan for Bawtry that will enable the town to develop into a thriving and vibrant market town; proud of its heritage; safe and enriching for its residents; welcoming to visitors and fit and prepared for the challenges of the 21st Century.

- 2.4 To achieve the vision, a series of objectives, derived from consultation and research, have been defined and are referenced in relation to the relevant chapters setting out planning policies within the Plan.

NDP Objectives

Town Centre and Local Economy

Objective 1: To maintain and enhance the role of the town centre as a focal point for local shopping and the provision of social and community facilities.

(Through Policy TC1)

Objective 2: To strive to ensure the refurbishment of tired and shabby areas of the town.

(Through Policies TC1, TC3 and TC5)

Objective 3: To promote the re-introduction of a thriving market.

(Through Policy TC3)

Objective 4: To sustain and promote local shops, businesses and the provision of services, with development that provides a balance between a vibrant social and cultural scene, attractiveness to visitors, encouragement to appropriate new job providing enterprises, and that respects and develops the heritage of a market town.

(Through Policies TC1, TC2, TC3, TC4 and TC5)

Objective 5: To encourage opportunities for local employment which help to sustain the local economy.

(Through Policy TC5)

Conservation and Built Heritage

Objective 6: To conserve and enhance the character of the town in all of its aspects, including Bawtry's historic and architectural features, listed buildings and the Conservation Area.

(Through Policy HER1)

Objective 7: To promote activities for the sharing of the town's history and heritage.

(Through various identified actions for the Town Council)

Housing

Objective 8: To support and promote new housing development that respects the character of the town and its semi-rural nature and includes affordable housing for Bawtry people.

(Through Policies H1 and H2)

Amenities and Social Assets

Objective 9: To promote the provision of infrastructure (schooling, health care etc) and protect and enhance the range of community facilities within the town, to support the development of the town and improve the quality of life for people both living and working in Bawtry.

(Through Policy COM1)

Objective 10: To create an environment where everyone with an interest in the town feels valued and wish to contribute towards an inclusive, safe, and vibrant community.

(Through Policy COM1)

Natural Environment

Objective 11: To manage and protect the natural environment and open spaces in both the town and the surrounding countryside.

(Through Policies NE1, NE2, NE3, NE4, NE5 and NE6)

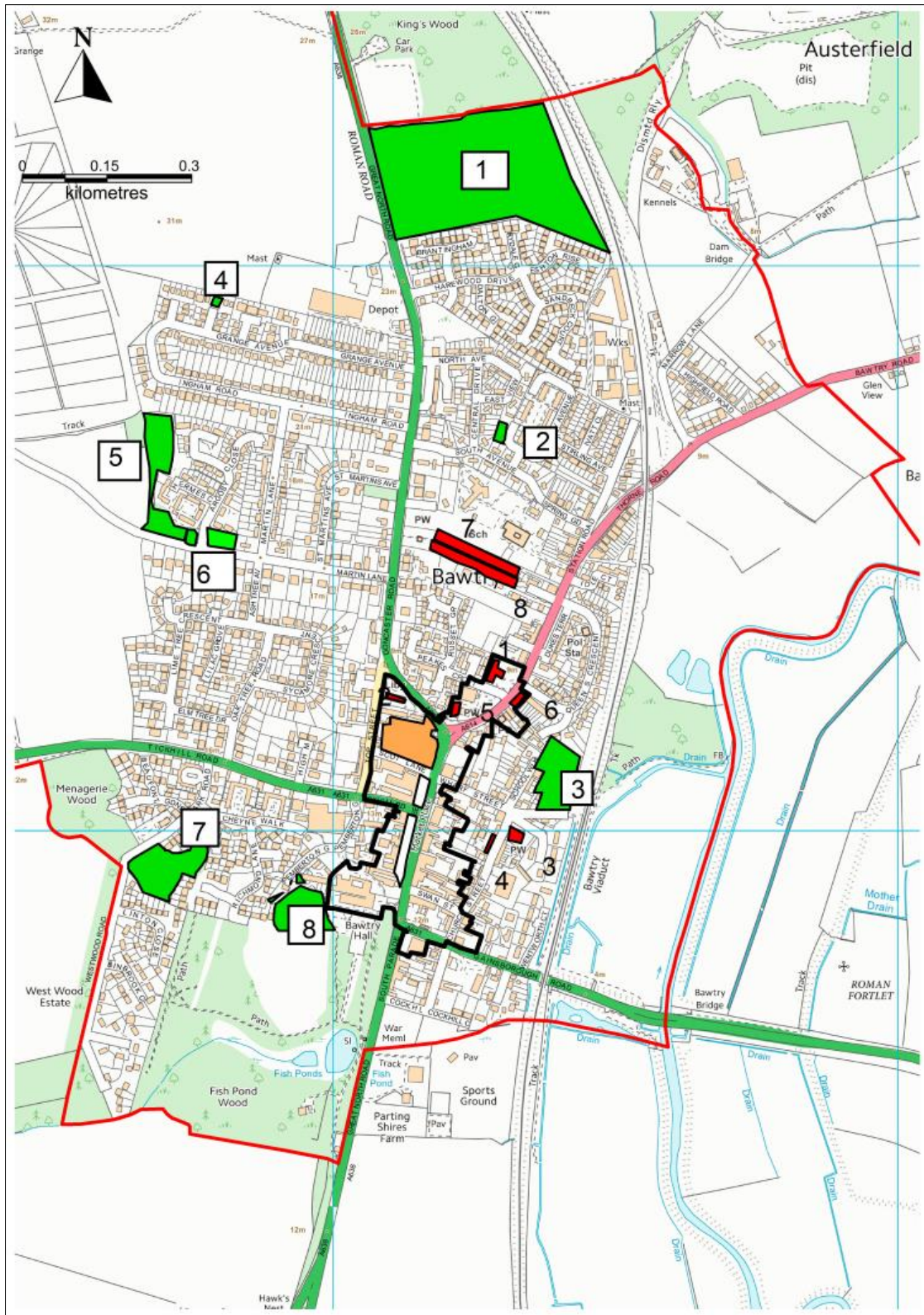
Transport and Accessibility

Objective 12: To work with other agencies to support sustainable transport modes, to improve traffic management through the town centre and to reduce adverse impacts of vehicular traffic on local amenity and the historic environment.

(Through Policies NE5 and T1 and various identified actions for the Town Council)







3.0 Bawtry Neighbourhood Development Plan Policies

Map 4 Policies Map



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Map 4 Policies Map Key

	Neighbourhood Area and Parish Boundary
	Site Allocation (Policy TC5 Corner Garage and Car Auction 49 Market Place)
	Community Facilities (Policy COM1) <ol style="list-style-type: none">1. New Hall2. Library3. St Nicholas' Church4. Church Hall5. Methodist Church6. Phoenix Theatre7. Cemetery8. Allotments
	Protected Open Spaces, Recreational Facilities and Green Infrastructure (Policy NE3 and Policy NE4) <ol style="list-style-type: none">1. Gally Hills2. Kingswood Close3. Wharfe Street4. Malham Close5. Hermes Close Woodland6. Shining Cliff Court Amenity Open Space7. Blenheim Rise Woodland8. Bawtry Hall Informal Open Space
	Market Hill Area (Policy TC3)
	Town Centre Boundary (Policy TC2)

3.1 Town Centre and the Local Economy



Market Hill

Introduction

- 3.1.1 Bawtry is a highly nucleated historical market town. Shops and services are concentrated on High Street, with the adjacent Market Hill, now used as a car park. The entire town centre is within the conservation area. Building uses at the time of the Conservation Area Review in 2015 are shown on the map in Appendix II.
- 3.1.2 The town has a wide range of shops, restaurants, cafes, pubs and offices extending north / south, from north-east along Station Road to South Parade and Swan Street in the south. There are also two shopping courtyards off High Street; one to the west and one to the east.
- 3.1.3 The wide range and variety of shops, pubs and restaurants is valued by residents and defines the character of Bawtry as a small historic town serving Bawtry residents as well as a wider rural area.
- 3.1.4 An audit of local businesses was undertaken in 2016 by the Neighbourhood Development Plan Steering Group. Bawtry no longer enjoys the benefit of a High Street bank, and the Post Office (which was located within a convenience store) is also closed. The Post Office has indicated that this is a temporary measure and has been made aware that this service is vitally important to the town both for its economy as well as for many residents (particularly the elderly) who are totally reliant on the local provision. The town is also looking into the provision of a Community Bank and, as of September 2018, a temporary Post Office has been located within the Library although with limited opening for only three days per week.

3.1.5 It also has the range of services normally associated with market towns: solicitors, accountants, and a variety of trade services as well as restaurants, pubs, cafes, takeaways, fashion / jewellery shops, hair and beauty salons, doctors / medical, opticians and vets, food retail, other retail (gifts, art, cars and vans, DIY etc) and services.

Courtyards off High Street



Local pubs and restaurants with outside areas of seating



3.1.6 There are also two areas of light industry in the town. On the north-west edge of the town, there is a large yard adjacent to the A638 where trailers are stored, serviced and sold, and heavy goods vehicles are repaired. Bawtry Business Park off Station Road is a modest sized industrial estate accommodating a mixture of light industry and commercial services.

Key Issues for Bawtry Town Centre and Economy

- 3.1.7 The various public consultation exercises have identified the following as key town centre issues from the local community, which the NDP should seek to address.

1. The Need to Improve the Public Realm

- 3.1.8 The town centre is compromised by poor quality and uncoordinated street furniture, poor quality surfaces and inappropriate lighting. The historic Market Cross is tightly hemmed in by parked cars and is difficult to see. The pavements are seen to be inadequate and in a poor state of repair.



- 3.1.9 The poor appearance of the town centre and particularly the Market Hill parking area, has an impact on the town's attractiveness to residents and visitors, and could discourage future investment.

2. Car Parking

Market Hill Car Park



- 3.1.10 A significant issue from the consultation feedback is the inadequate parking facilities to serve the town centre. This is also evidenced in a strategic review report produced by Excel Parking Services (EPS) who manage the Market Hill car park on behalf of BTC, which states that at peak demand, the car park currently experiences a shortage of approximately 20% with motorists not able to find a space to park. The current 110 spaces is below the actual demand for space which is estimated at approximately 132 spaces. There is also an issue with the charges that residents have to pay. 94% of residents who completed questionnaires raised this as an issue and in itself it was the single biggest issue. In conjunction with DMBC, BTC is looking to develop a parking strategy for the town post the EPS contract which terminates in May 2021.

This will look at provision (both 'on' and 'off' street) as well as the 'control' regime. Parking is acknowledged as being a complex issue which is an important element of the equally complex task of managing the demand for travel in and around the town. This Plan supports and encourages more sustainable travel modes, including reducing the reliance on car usage for short journeys into Bawtry, but is mindful that a balanced approach needs to be achieved. Many of these aspects are referred to in the Plan. The Plan is looking to develop a strategy that works for Bawtry.

3.1.11 Until 2002, parking at Market Hill was unrestricted free of charge. At that time, Bawtry Town Council took the view that the car park was being abused by commuters travelling to Doncaster (by the majority parking in Bawtry for the day and continuing their journey by sharing a vehicle or using public transport) and that it was at risk of being abused by holiday makers, for long term car parking, using Doncaster Sheffield Airport which was soon to open. The car park was therefore made into a “Pay and Display” facility, and over the subsequent 15 years the charges and charging hours were steadily increased. The parking fees themselves remained relatively modest, but in 2014 the charging hours culminated in charging between 08.00 and 22.00 hrs, 365 days a year.

3.1.12 There is also some limited “on-street” car parking in the core of the town, controlled by Doncaster Metropolitan Borough Council.

3. The Need to Improve Market Hill

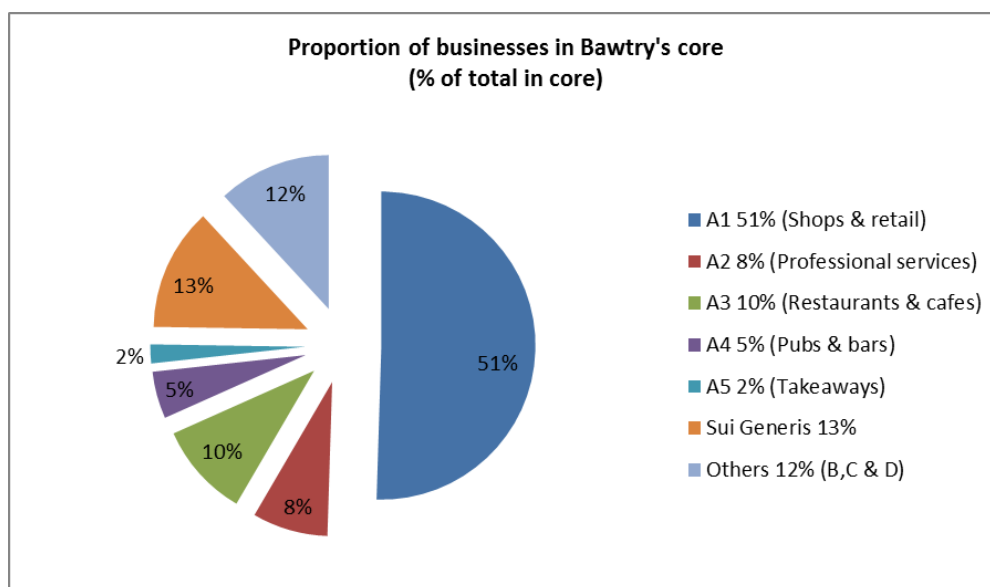
3.1.13 The car park is located in close proximity to many of the shops and services and is well used. However, it is unattractive and pedestrian accessibility is poor. Moreover, the sea of cars and hard surfacing dominates the local street scene, and the car park has a negative impact on the setting of nearby attractive historic buildings, obstructing views towards them from High Street.

4. Supporting Town Centre Vitality and Viability

3.1.14 In April 2017 there were approximately 130 businesses in Bawtry, with just under half of them (62, or 48%) shops and retail outlets (A1 use). The majority of these are in the centre core of the town. There is very little industry, with 9 businesses (or 7% of the total) (B2 use). The majority of these are located in the north of the town, as described above.

3.1.15 The type of businesses in the town centre are of most concern to residents. They comprise 59 shops and retail outlets (Class A1; 51% of the total in the core) , 9 professional services (Class A2; 8% of the total in the core), 12 restaurants and cafes (Class A3; 10% of the total in the core), 6 pubs and bars (Class A4; 5% of the total in the core), 2 takeaways (Class A5; 2% of the total in the core), 15 in the Sui Generis class (mostly beauty salons; 13% of the total in the core), and 12 others (Classes B, C, and D; 10% of the total in the core).

Figure 1 Town Centre Uses



3.1.16 There is a concern about the number of empty shops (6 retail and service units in total in July 2018 and also several licensed premises), the turnover rate of some retail premises and the poor appearance of others. Residents have expressed a wish for a wider variety of shops.

3.1.17 The economic vitality of the town – and particularly the shops and eateries – should be an issue of concern to everyone, not just those who own or operate the businesses. Prosperous businesses mean well-presented and maintained buildings, the provision of highly valued facilities and services to residents (and visitors), employment opportunities, and the feeling of vibrancy which many residents say they prize. Not all residents have shared this view, however, and an “anti-retailer” stance may sometimes be perceived in the town. Neither do some people believe the attraction of visitors to the town is of benefit to all.

3.1.18 The means must be found of persuading all that, in most cases, economic success enjoyed by Bawtry’s businesses will bring benefits to the town as a whole as well as the owners of those businesses. There does exist a retailers’ group within the town (Bawtry Retail Association) although many shop owners are not members. The organisation’s objective is to promote the town as a destination regionally and nationally, and it supports social events in the wider region, as well as in the town, including some very successful Christmas events. The Association and Town Council have committed to working more closely together in the future, which should be of some benefit.

5. The Need to Respond to Wider Economic Pressures

3.1.19 The problems affecting Bawtry’s economy are not untypical of those experienced by historic small towns throughout the UK. It is clearly not within Bawtry’s gift to reverse the style of urban and social development that has occurred over the past half century or more and

permanently changed peoples' shopping habits, but nevertheless it is felt that some adjustments could be made that would benefit the town.

- 3.1.20 Bawtry used to be a thriving market town, with a full range of everyday shops serving the needs of its residents and cafes, restaurants, pubs and garages catering for travellers using the Great North Road. The NatWest Bank, which was the last remaining bank on High Street, closed at the end of May 2018. The future of the Post Office, which is also currently closed, is uncertain as at July 2018. Many shoppers' needs are now met by superstores and purpose-built shopping villages in the region, or internet shopping. Despite the Great North Road being bypassed by the A1, the town retains a lot of through traffic, but the majority of travellers do not tend to stop to use the town's facilities any longer.

6. Providing Employment Appropriate to the Town's Conservation Status

- 3.1.21 It is estimated that Bawtry's local businesses employ between 300 and 400 persons (full time equivalents) but given the fact that many jobs are in shops or pubs, bars and restaurants many more than this number work part time. It is thought that a similar number of employed persons who live in Bawtry work outside the town. With probably less than 400 jobs, there is no way that Bawtry can support its population in employment terms. Nor is it deemed to be desirable to do so. The town is primarily residential in character, and highly valued for being so. No significant expansion of the job market is wanted or needed.
- 3.1.22 DMBC's existing planning policies for Bawtry as set out in the adopted Core Strategy identify Bawtry as a "conservation town", where the planning priority is "to promote, conserve and enhance the historical and cultural heritage" of the town. Significant economic growth and development is not proposed as this could threaten the historic character. It is envisaged that the emerging new Doncaster Local Plan is likely to retain this approach; the Doncaster Local Plan Consultation September 2018 Draft Policies and Proposed Sites¹⁰ identifies Bawtry as one of 10 Service Towns and Villages. These smaller towns and larger villages provide a good range of services meeting their own needs and the local area. To maintain and enhance their role as service towns and larger villages which provide housing, employment, retail, and key services and facilities for the local area, these settlements will be a focus for accommodating an appropriate level of growth with priority given to renewing and regenerating run-down neighbourhoods. A growth figure of 110 new homes is proposed for Bawtry in the new emerging Local Plan, although this may be reduced taking into account existing commitments and developments since 2015 and changes to the way windfall development is calculated.

¹⁰ <http://www.doncaster.gov.uk/services/planning/local-plan>

7. Adverse Impacts of Through Traffic

High Street / Tickhill Road Junction

3.1.23 A major issue (raised by 88% of questionnaire respondents and the second biggest issue) is the amount of traffic passing through the town centre, the congestion at key junctions (evidenced by the low daytime speeds on High Street from the 2017 DMBC speed survey), the speed it travels at outside the town centre, and the associated safety issues. In addition, the consultation indicated that there are insufficient pedestrian crossings. The high volume, percentage of HGVs and speed of traffic through Bawtry can be evidenced by mere observation and is reinforced by recent traffic surveys on the major routes undertaken by DMBC. The town centre congestion issue is acknowledged by the existence of a potential Tickhill Road/High Street junction improvement scheme, although there is not any funding currently allocated to this project. Also the concept of the scheme has not been tested for the impacts on capacity, delay, queues, loss of on-street parking and impacts on local accesses etc.



3.1.24 Traffic is primarily addressed in Section 3.6 Highways, Traffic and Transport, but references to improving pedestrian accessibility and safety which are perceived locally as significant issues are also dealt with in this section on the town centre under improvements to the public realm. These are evidenced to some extent by the current STATS 19 document (DfT collated police recorded data) which indicates that there have been 27 vehicle collision accidents on the main roads in Bawtry over the last 5 years, 7 of which involved pedestrians. Bassetlaw DC are currently undertaking some traffic modelling work to assess the impact of the major Harworth/Bircotes housing developments on the Tickhill Road/ High Street junction.

8. Impacts of Eating and Drinking Establishments

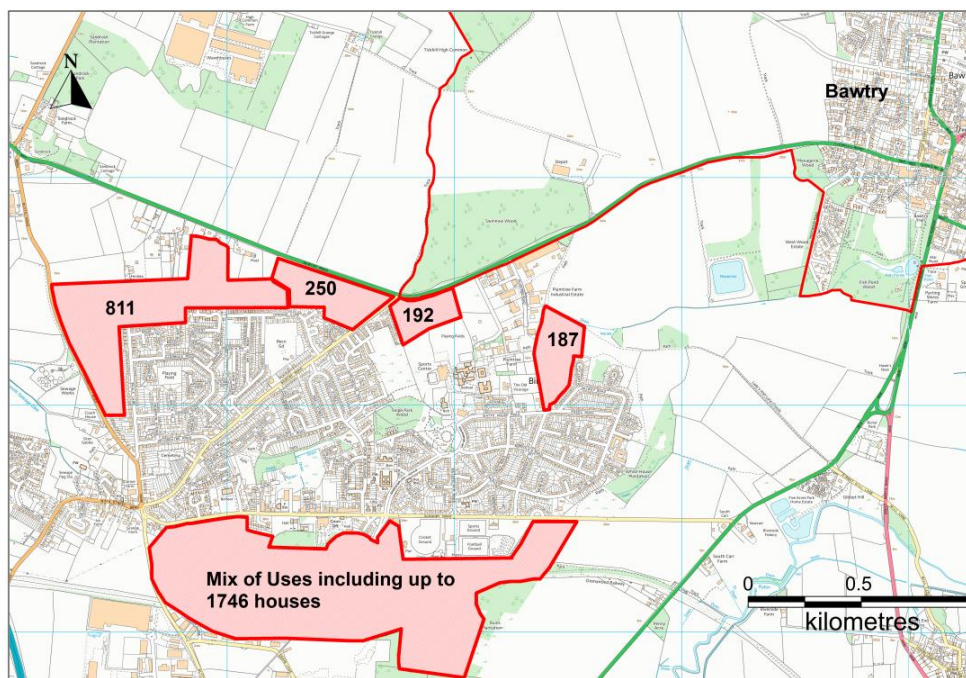
3.1.25 Although the current number and variety of pubs and licensed restaurants is highly valued by some residents there are concerns about the anti-social behaviour in and around some of these premises in the evening and late at night. The popular view appears to be that the current number and the mix with other retail businesses is sufficient.



9. Impacts from the Expansion of Harworth

- 3.1.26 Bawtry's adjacent township of Harworth–Bircotes (in Bassetlaw, North Nottinghamshire), which is just less than 3 miles away, had a population of 8,000 in the 2011 census; that is just over twice the size of Bawtry. It is currently undergoing substantial planned expansion – to 11,000 in the first instance, although there is some aspiration to take this to 18,500 if “market constraints ease” in the future. That would mean an increase to over 4 times the size of Bawtry.
- 3.1.27 The new houses being built closest to Bawtry are less than 2 miles from Bawtry's High Street; closer than they are to the centre of Harworth (see Map 5 which shows extant planning permissions and proposed development without planning permission at the current time - June 2018). The effects of Harworth's expansion upon Bawtry can only be speculated. Residents of the two towns already use each other's shopping facilities, each having retail outlets which the other lacks, and it may be presumed this will continue in some form. Whether this will impact positively or negatively upon Bawtry as a whole, and its economy in particular, is unknown.
- 3.1.28 It seems likely that traffic volumes in Bawtry will increase, and congestion, particularly of the Tickhill Road/High Street junction, will become worse. This will adversely impact upon the town unless effective remedial measures are taken.

Map 5 Expansion of Harworth Relative to Bawtry (with Proposed Housing Numbers)



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10. Rents and rates

3.1.29 Commercial rents and business rates in Bawtry are said to be high, impacting adversely upon the viability of businesses. However, this is not something the NDP can address through planning policies.

Town Centre Policies and Proposals

Public Realm

Policy TC1 Town Centre Development and Protecting the Quality of the Environment

This policy relates to the town centre as defined on Map 4 Policies Map in this Plan.

New development should enhance the character and appearance of the town centre, by protecting and responding sensitively to the historic context and setting of heritage assets and improving the public realm.

New buildings or extensions to existing properties, should complement and, where possible, enhance existing vistas, skylines and landmarks and reflect the proportions, features and materials of the original or surrounding buildings through sympathetic and high-quality design.

Street furniture, lighting, litter bins and, tables and seating should be designed and sited sensitively to enhance the historic environment and to promote accessibility for all in line with the South Yorkshire Residential Design Guide (N5.2 Walkable neighbourhoods)¹¹.

Excessive clutter should be avoided in road signs, barriers and other highway items. Development proposals should include screened areas for waste bins where possible.

Proposals for new development should seek to improve the accessibility, safety and convenience of pedestrians in the town centre. Pedestrian access should be prioritised over vehicular traffic (see Map 14) where appropriate.

¹¹ <http://www.doncaster.gov.uk/services/planning/south-yorkshire-residential-design-guide-spd>

Justification

3.1.30 The results of the public consultation process indicated that the local community value the historic nature of the town and its rich architectural heritage. The consultations also showed that there were issues and conflicts between pedestrian and vehicular priorities in terms of safety and convenience.

3.1.31 The Primary Shopping Area is located within the conservation area. There are some examples of insensitive 20th century infill development and this has a negative impact on the street scene. New development should respond positively to the surrounding built heritage and aim to enhance and add visual interest to the town centre (see the Bawtry Conservation Area Appraisal¹²). Development may also provide opportunities to address existing issues of accessibility and safety and overall should make positive contribution to the public realm (see Section 3.6 for further information about the need to improve safety and accessibility).



3.1.32 The earlier mentioned traffic and parking issues that the town suffers have a major influence on the attractiveness of the historic centre. Many comments to this effect were made both by residents during the consultation process, as well as by visitors to the town. The consultation also highlighted the issue that many elderly residents have in feeling unsafe trying to access the town centre on foot because of the lack of pedestrian crossings.

3.1.33 Doncaster Adopted Core Strategy identifies Bawtry as Conservation Town in Policy CS2: Growth and Regeneration Strategy whereby the District Centre of Bawtry will be protected and enhanced (paragraph 3.32). South Yorkshire Residential Design Guide (N5.2 Walkable neighbourhoods) sets out accessibility standards.¹³

3.1.34 The Conservation Area Appraisal notes that in the High Street / Market Hill area, "the public realm is generally in a poor condition with large quantities of uncoordinated street furnishings such as bollards, refuse bins and street lights." The Appraisal goes on to advise that "street furniture such as refuse bins are dated, uncoordinated and add little to the quality of the Conservation Area."

¹² <http://www.doncaster.gov.uk/services/planning/bawtry-conservation-area>

¹³ <http://www.doncaster.gov.uk/services/planning/south-yorkshire-residential-design-guide-spd>

Parking

Policy TC2 Public Car Parking and Cycle Facilities

Development proposals which provide additional public, employee and customer car parking and secure, safe and convenient cycle parking in the Town Centre Boundary (see Map 4) will be supported subject to compliance with other statutory policies.

Such schemes should be designed sensitively and use suitable materials which are sympathetic to the historic environment and conservation area. Schemes should incorporate appropriate landscaping and tree planting to provide adequate screening, shade and enhancements to the public realm.

Justification

Market Place and High Street



- 3.1.35 The public consultation exercises clearly demonstrated concerns over the adequacy, convenience and safety of car parking in Bawtry.
- 3.1.36 Throughout the UK, it is widely thought that one of the significantly influencing factors in the pressures high streets face has been car parking concerns, both on and off- street. In terms of the off-street parking provision the costs, charging hours, strict penalty enforcement regimes, and limited availability are the major concerns. It is thought by many that all these concerns apply to Bawtry. Some go so far as to say the parking problems are “killing the town”. The dichotomy of opinion over whether what is good for businesses is good for the town has influenced, over time, how the car park has been operated. It should also be acknowledged that on-street parking restrictions can also be an influencing factor (both positive and negative).

- 3.1.37 After the last extension of charging hours in 2014, a petition with over 900 signatures was presented to the Town Council in protest but this had no effect. However at the current time the Town Council largely accepts that the car parking regime does adversely impact upon the town as a whole, and consideration is being given to the viability of creating a new car park facility. Unfortunately, the current charging regime cannot be simply rolled back due to the terms of the operating contract agreed by the Town Council in 2002 and renewed in 2011 for 10 years.
- 3.1.38 It is highly desirable that the Town Council finds some way out of this impasse, either by successful negotiation with the operator, or by the creation of new alternative parking facilities, otherwise progress will have to be deferred until 2021, when the current contract ends.
- 3.1.39 BTC has been in discussion with the owner of the former bottling plant on Tickhill Road regarding some long term parking provision on the site to serve the town. However, to date, no agreement has been able to be reached and the likely usage of the site remains uncertain. The site has planning permission for change of use of site to form a car park (77 spaces) and hand car wash (sui generis) within the confines of the existing buildings (granted 27th October 2016 Ref 16/01417/FUL) and therefore is an existing commitment.
- 3.1.40 Additionally, on the north side of town, the grassed area at the New Hall (which is used for occasional overspill parking) may potentially provide additional parking space on a temporary basis when a market is being held and may be part of the solution to longer-term parking provision in the town. Other sites may come forward over the plan period, but potential opportunities are very limited. The provision of improved and secure cycle parking facilities also may help to reduce pressure on car parks by encouraging more people to cycle for short journeys (such as from nearby residential areas) and this would support proposed improvements for more safe cycle routes (see Section 3.6).
- 3.1.41 Proposals to improve the design and layout of the existing public car park at Market Hill to prevent unrestricted vehicular access from High Street (and thus improve both vehicle and pedestrian safety), and to provide an area for use as a market (see Policy TC3 below) would lead to the loss of a limited number of spaces in the town centre. Therefore, the Town Council seeks to support the provision of car parking on alternative sites, close to the centre, which would then enable the desired improvements to take place on Market Hill to achieve the safety improvements and appearance of the town centre.
- 3.1.42 Doncaster's Adopted Core Strategy Policy CS9: Providing Travel Choice supports improving car parking in shopping centres; paragraph C) sets out that parking in Doncaster's retail and town centres will be appropriately managed to support their vitality and viability and to reflect local priorities.

Town Centre Actions for the Town Council

- 1. Bawtry Town Council will prepare a Public Realm Design Code identifying specific materials and street furniture.**

2. **Bawtry Town Council will continue to try and create a more flexible car park regime on Market Hill.**
3. **Alternative car parking facilities, in or near to the town centre, will be sought for longer-term parking with a view to releasing some of the Market Hill space, and the remainder being utilised for short-term stays.**

Improvements to Market Hill and Providing a Regular Market

Policy TC3 Supporting Improvements to Market Hill

Proposals to provide enhancements to the Market Hill parking area which are sympathetic to the historic character of the area will be supported.

Such proposals could include the provision of an accessible, pedestrian friendly area of the town centre with landscaping and green space, seating facilities, and good access to the Market Cross and taxi rank. This area is also considered suitable for electric charging points for vehicles.

Proposals for the provision of a market on Market Hill will be encouraged and supported even if the proposed physical improvement works are not progressed, but subject to consideration of the impact of loss of parking and any additional temporary and/or permanent car parking provision and cycle parking facilities that can be achieved.

Justification



- 3.1.43 Markets can provide visual interest and diversity, increase local choice in shopping, and support the visitor economy, especially where specialist markets are held such as continental markets, farmers / local produce markets and Christmas markets. The responses to the questionnaire included concerns about the lack of convenience shopping and in particular the lack of a green grocer in the town; a regular fresh produce market stall could help to address this deficiency.
- 3.1.44 There was modest support for the re-introduction of a market to Bawtry. It is believed, however, that public support for a market is much greater now. At the time the questionnaires were distributed, a market had been re-introduced. It was a very small farmers' market, located in the Courtyard again, and of a monthly frequency. It was not readily visible to pedestrians on the High Street, and completely invisible to passing motorists. Doubtlessly many respondents hoped it would prosper and survive and did not identify an ongoing need as this appeared to have been achieved. Unfortunately, the market ceased trading after around 6 months, probably for the same reasons as before: limited size and a poor location.
- 3.1.45 The public consultations suggested that redevelopment of Market Hill should include green spaces and a regular Sunday market, and create an environment where people want to spend time. This was seen by local people as a means not only of improving the town centre environment and the safety of pedestrians using the shops and facilities but also a means of re-invigorating the local economy.
- 3.1.46 The preferred site for a market in Bawtry is therefore on Market Hill, adjacent to the High Street. This was its historic location, and it dominated the town centre for many hundreds of years. The last regular market was held on that site in the very early 1900s. It is not known why it ended, but for many years now this site has been the town's main car park. A new market in this area would complement proposals to improve the public realm as set out in Policy TC1 and car parking in Policy TC2.
- 3.1.47 Location is critical to a market's success. This site would enable a market to expand to its full potential and would make it directly visible to people who might otherwise pass through the town without stopping. It is acknowledged it may begin modestly, and possibly on a different site. A weekly market is the aspiration, but it might commence with a lesser frequency. To enhance its attractiveness, it is hoped the market may include a substantial proportion of "up market" specialist vendors, perhaps selling farm foods, craft items, antiques and bric-a-brac etc as well as the market staples.
- 3.1.48 There would be a financial cost associated with the creation of a market on Market Hill, linked to the loss of revenue from parking fees, although fees charged to stall holders may compensate for that. To create a market, new alternative car parking, possibly only on market days, would be essential and this is supported in Policy TC2.
- 3.1.49 It is thought that a market would both attract the support of some shoppers who live in Bawtry but who have become accustomed to going elsewhere, and it would attract new shoppers to the town. This would benefit existing retailers.
- 3.1.50 The Town Council recognises that the Market Hill area is in dire need of investment in public realm improvements. Enhancements are needed to restore the area's sense of place and historic value to help ensure the area is once again a key focal point in the town centre. In

order to progress the project Bawtry Town Council has commissioned an architecture practice (Neil Cooke Architects) to prepare a design for improvements to the Market Hill area. Although currently influenced by the need to keep the loss of car parking space to a minimum, the indicative scheme layout achieves an improved 'balanced' environment and is a more pedestrian friendly space. Most importantly, it achieves the primary objective of creating a barrier between the car parking area and the High Street, preventing vehicles accessing the car park from the latter. It creates options for green space/ seating around the market cross to improve its prominence within the town, and a similar area on the north side of Market Hill. The layout also accommodates the potential DMBC Tickhill Road junction improvement scheme (there is a good safety argument for amending this by reducing the splays of the junction to make traffic – particularly HGVs – slow down) as well as precluding any exit into the junction on Tickhill Road (i.e. reversing the flow on the south side of Market Hill). It should be noted however that the proposed junction scheme is at a pre-feasibility stage. Assessments of impacts on capacity, delay, queues, loss of on-street parking and impacts on local accesses have not been undertaken as at June 2018. Also no funding has been identified. The Town Council will work with DMBC and other agencies to identify and secure funding to implement an improvement scheme. However it is acknowledged that there are several factors such as the availability of funding, and town centre car parking space provision, that will influence the final scheme design decision. The indicative scheme is shown in Figure 2.

- 3.1.51 The Conservation Area Appraisal notes that Bawtry was granted a market charter in 1199 and a fair charter in 1213. The town's location on key transport routes supported a prosperous local economy based on trade with the town's prosperity linked to distribution of products for much of its history. The Conservation Area Appraisal also notes that "the Market Place is the most significant public open space within Bawtry, but it is compromised by poor quality and un-coordinated street furniture, poor quality surfaces and inappropriate lighting. Furthermore, the Market Cross is tightly hemmed in by parked cars and is difficult to see."
- 3.1.52 Doncaster's Core Strategy Policy CS7: Retail and Town Centres sets out in paragraph B) that "the vitality and viability of all the borough's centres will be maintained and enhanced, as will their existing range of uses, including local markets." Paragraph D) goes on to note that "retail and other uses (including leisure, entertainment, cultural and tourist uses as well as other mixed-uses) that would support the vitality and viability of the centres in the hierarchy below Doncaster town centre will be directed sequentially to these centres provided they: 1. are of a scale and nature that is appropriate to the size and function of the centre, and; 2. would not lead to unsustainable trip generation from outside their catchments."

Town Centre Actions for the Town Council

- 4. The Town Council will work to re-introduce a regular market on Market Hill subject to the provision of suitable and adequate parking, to help improve the vibrancy of the town and encourage visitors.**
- 5. The Town Council will work to identify and secure funding for the restoration and enhancement of the public realm of Market Hill area.**

Figure 2 Indicative Market Hill Improvement Scheme



Vitality and Viability

3.1.53 **The Primary Shopping Area** will be the defined area where retail development is concentrated in Bawtry. **The Town Centre Boundary** comprises the wider town centre, including back streets and courtyards, where a range of other, non-retail businesses are also present. The

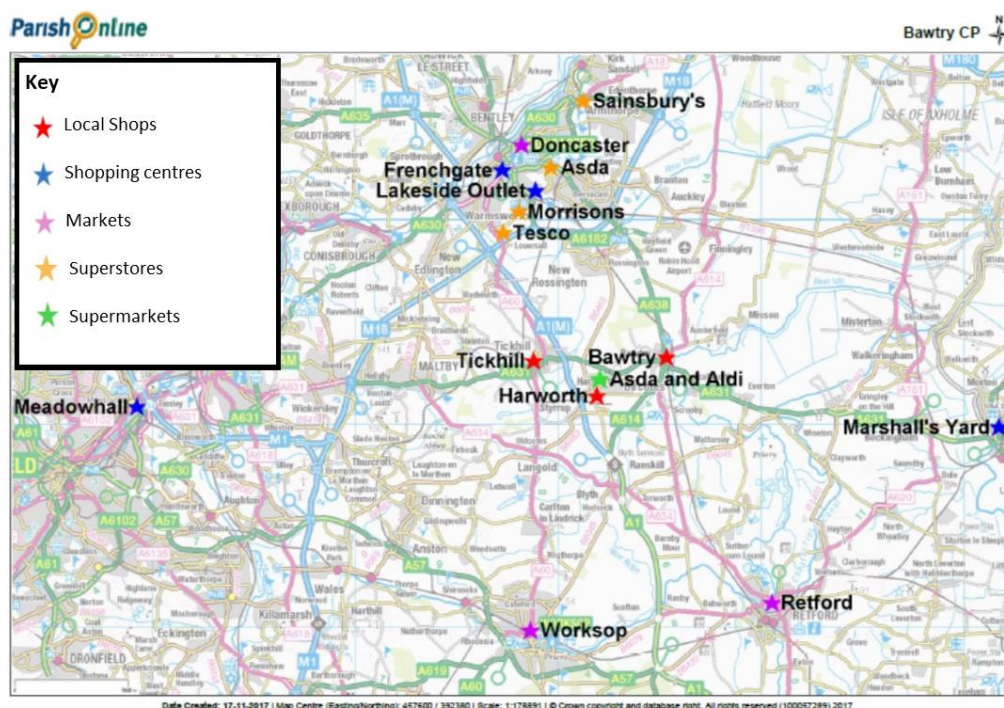
proposed Primary Shopping Area and Town Centre Area have been identified recently by DMBC as part of the evidence base for the emerging new Local Plan.

- 3.1.54 The character and vibrancy of Bawtry is to a large extent defined by the number, mix and quality of businesses operating in the town. The need to encourage a good mix of uses was clearly supported by many local people responding to the questionnaire. By far the major "want" for residents was a wider variety of shops, and in particular a green grocer, a newsagent and more specialist shops.
- 3.1.55 Around half of Neighbourhood Development Plan consultation questionnaire respondents said they valued the variety of retail offerings in Bawtry, but opinion appears to be split about the nature of those shops. Some enjoy the boutiques and other "up-market" establishments; a few people specifically said they enjoyed the feeling of "exclusivity" they brought the town – it may be this sentiment is quite widespread. Just as many, however, felt that there was insufficient variety and that many of Bawtry's shops were too expensive, and there was a need for more "ordinary" shops. The number of empty shop units also attracted concern as independent shops are generally more prone to closure.
- 3.1.56 Around a third of respondents specifically said they attached a high value to the variety of cafes, restaurants, pubs and bars in the town, with some specifically linking this to benefit derived from the attraction of visitors. A quarter of respondents, however, said there were too many licensed premises, often attaching this sentiment to concerns about anti-social behaviour. From the questionnaire returns and strong opinions expressed at consultation meetings it would appear that there is widespread approval of the generic facilities but also widespread concern about those where the primary activity is the consumption of alcohol, as opposed to consumption with a meal.
- 3.1.57 51% of the businesses in the core of the town are retail shops (A1) as at November 2017. This is undoubtedly a lower proportion than in the past and ideally this proportion should be maintained as a minimum if at all possible in the future. In some areas of the town centre such as The Courtyard the number of professional businesses has been increasing. Professional services such as solicitors, estate agents and accountants contribute to the offer of the town centre, but at ground floor level these can lead to "dead" frontages and have a negative impact on the attractiveness of the street scene. Such uses are more appropriate on the first floor and upper storeys of buildings, leaving the ground floor available for retail use.
- 3.1.58 In recent years there has been a decrease in traditional retail uses in the Primary Shopping Area and Bawtry has lost a green grocer and a fishmonger. Permitted Development Rights¹⁴ allow some changes of use without the need for planning permission, but where planning controls can be applied, there is a need to maintain traditional retail uses wherever possible.
- 3.1.59 Town centres in the UK are under significant pressure as shopping habits continue to change and there is continuing growth in on-line retailing. Bawtry faces competition from larger centres nearby including Doncaster (see Figure 3), but as a smaller, district centre it provides a

¹⁴ See The Town and Country Planning (General Permitted Development) (England) Order 2015

valuable service to local residents providing for day to day needs as well as more specialist retailing and leisure activities.

Figure 3 Locations of Competing Retailers



3.1.60 Local retailers have responded to these pressures by going “upmarket”, with the town becoming noted for specialist shops, including boutiques and antiques and attracting customers from out of town. There are opportunities for Bawtry to continue to improve its offer as a visitor destination linked to its heritage and fine historic buildings but maintaining a vibrant town centre with a good variety of shops and services also will be key to the town's future economic prosperity.

3.1.61 At the current time there are no antique shops, but the boutiques remain. Many shops appear to operate at the margin of financial security, however, with a high turnover of businesses. There are relatively few convenience stores, probably due to competition from mini-markets and small supermarkets. The pubs, bars cafes and restaurants have survived, but, like the boutiques, many change hands frequently. The fundamental business problem appears to be rents that are too high and customers that are too few. The relatively frequent failures of business enterprises in Bawtry means, at any one time, there are usually several empty premises in the town centre.

3.1.62 Bawtry still attracts a good number of shoppers at weekends, and the restaurants and bars are busy on Friday and Saturday nights, and are fairly busy on Thursdays, but at other times the town is fairly quiet. The town’s economic wellbeing appears to be precarious.

3.1.63 Doncaster MBC Unitary Development Plan Chapter 8 Shopping includes detailed saved policies for maintaining a suitable mix of uses and ground floor retail frontages. Core Strategy Policy CS7: Retail and Town Centres sets out in paragraph B) that "the vitality and viability of all the Borough’s centres will be maintained and enhanced, as will their existing range of uses,

including local markets. This will involve widening the range of uses and encouraging convenient and accessible shopping, service and employment facilities to meet the day-to-day needs of residents." The Town Council will continue to be engaged in the consultation process for the new Local Plan and seek to ensure that the Local Plan's town centre policies will help to protect the vitality and viability of Bawtry town centre.

Town Centre Actions for the Town Council

- 6. Bawtry Town Council will work with Bawtry Retail Association to promote the value of businesses in Bawtry both to residents and to potential visitors.**
- 7. Bawtry Town Council will respond to consultations on the emerging new Local Plan for Doncaster and promote town centre policies which maintain and enhance a good range of uses in Bawtry Town Centre.**

The Night-Time Economy

- 3.1.64 Bawtry's pubs, bars, cafes and restaurants appear to have fared better than retail shops. A preponderance of this type of establishments dates back to the town's service as a "refuelling" stop on the Great North Road and although the constituent establishments change quite frequently they have become a very substantial part of the town's economy. This is not their only value: many residents, as well as visitors, enjoy the wide variety of places to eat and to drink.
- 3.1.65 Their number, however, also causes concern to many residents due to unwelcome behaviour on the part of some of their customers; congregating on the pavements outside the premises, shouting, littering, and more serious anti-social behaviour. It may be the seriousness of the latter is exaggerated, but perceptions and fears that are sometimes unsubstantiated by actual evidence do have the effect of causing discomfort and even anxiety on the part of some residents. In fairness, most licensees have responded to these concerns by employing doormen or marshals, who can be seen throughout the town centre on a Saturday night. Ironically, the presence of these doormen does itself cause further anxiety, probably because it highlights the risk of trouble.
- 3.1.66 Further, it is thought that establishments which are part of the night-time economy may enjoy success at the expense of the daytime economy. There is a perception that failing shops are replaced by bars. Whether or not that is true, many residents would prefer that there were fewer licensed premises in the town. The fact is that there are 25 licensed premises in Bawtry, albeit 5 of these are for off-sales (see Map 21 in Appendix VII). Even so, by any standards this is a very high number for a town with a population of around 3,500. Most (24) of the licensed premises are in the central core of the town.
- 3.1.67 In consideration of these concerns, in 2015 Bawtry Town Council persuaded the Licensing Authority, Doncaster Metropolitan Borough Council, to introduce a Cumulative Impact Policy (CIP) in the centre of Bawtry. This was on the basis of an experiment, reviewable after 2 years. Clearly such a policy could not be relied upon to reduce the number of licensed premises in the town. This was not its object; it was intended to curb further expansion "vertical drinking establishments", that is, venues where people mostly stand up to drink. It is thought that the

latter, as opposed to restaurants and traditional “family” pubs, cause the most concerns to residents. The policy appears to have had some success, with only one new licence being granted since its inception, and that was probably because the postal address is on a pedestrian alleyway that was not cited in the Cumulative Impact Policy.

- 3.1.68 It is to be hoped that the CIP will be renewed and serve as a means for the better regulation of alcohol consumption in the town without harming its economy. To assist in this objective, no new planning applications for change of use to Class A4 use (pubs and bars) should be approved, unless they also have A3 (food and drink) use, where eating, as opposed to drinking, is the defining characteristic of the proposal. The Town Council will respond to any future consultations accordingly.

Town Centre Actions for the Town Council

- 8. Bawtry Town Council will negotiate with DMBC for the renewal of the Cumulative Impact Policy for Bawtry, after appropriate amendment of the Policy to ensure all locations in the centre core of Bawtry are cited.**
- 9. Bawtry Town Council will respond to any consultations on planning applications or other public consultations to the effect that proposals for change of use to Class A4 use (pubs and bars) should not normally be approved, unless they also include A3 (food and drink) use.**

Shopfronts and Improving Security

Policy TC4 New Shopfronts and Security

The design of new or alterations to existing shopfronts and advertisements should satisfy the following criteria:

- 1. Historic shop fronts should be retained wherever possible.**
- 2. In the conservation area shop fronts should respect the proportions and character of the building, use traditional materials and construction methods. The glazing should be broken into small elements. Shop fronts which have large unbroken areas of glazing within aluminium or other non-traditional framing systems are discouraged. The design of all shopfronts should be appropriate to the character of the conservation area and street scene in terms of size, detailing and use of materials;**
- 3. Traditional materials such as timber or cast metal will be favoured;**
- 4. Blinds and canopies should be appropriate to the character of the shopfront and its setting;**

- 5. Wherever practicable, shopfronts should be designed to ensure equal access for all users;**
- 6. Inset entrances should be glazed and well-lit to contribute to the attractiveness, safety and vitality of the area and avoid blank frontages to the street to encourage natural surveillance;**
- 7. Security matters should be considered from the earliest design stages. Security shutters and grilles should be internal where possible and visually permeable. External solid security shutters will not be permitted;**
- 8. The size, number, design, positioning, materials and degree of illumination of advertisements should not have an unacceptable adverse impact on the amenity of the areas in which they are displayed and there should be no adverse effect on public safety; in particular:**
 - i. Fascias should not cut across or obscure first floor windows or architectural features and advertisements on shop fronts should normally be positioned within the fascia. Additional or alternative wall-mounted or hanging signs at or above fascia level are only acceptable if they are of high quality, are not overbearing and can be satisfactorily accommodated without obscuring key architectural features. Imaginative and craft sign work will be supported and encouraged; and**
 - ii. In the conservation area internally illuminated adverts will be resisted but adverts illuminated indirectly by external illumination may be acceptable subject to no excessive light pollution, visual intrusion and impact on the character of the conservation area or impact on public safety. In other areas, and where agreed to be acceptable, such features must be sited and designed so as not to cause excessive light pollution or visual intrusion into adjoining or nearby residential properties. Flashing internal or external signs will not be permitted.**

Justification

The old Town Hall - now an art gallery

3.1.69 The Neighbourhood Development Plan supports measures to improve security of premises in the town centre provided they are sympathetic to the local character and historic environment.

3.1.70 With limited police presence in the town centre security is an issue for businesses. The top priorities for community groups included the need to address the night time economy and improve anti-social behaviour outside licensed premises. However, there is a need to balance security measures against the need to ensure changes are sensitive to the historic environment and do not detract from traditional shop fronts. Wide use of metal roller shutters on shop fronts can add to the sense of a threatening, unwelcoming environment at night, and lead to 'dead zones' with little activity and low levels of natural surveillance.



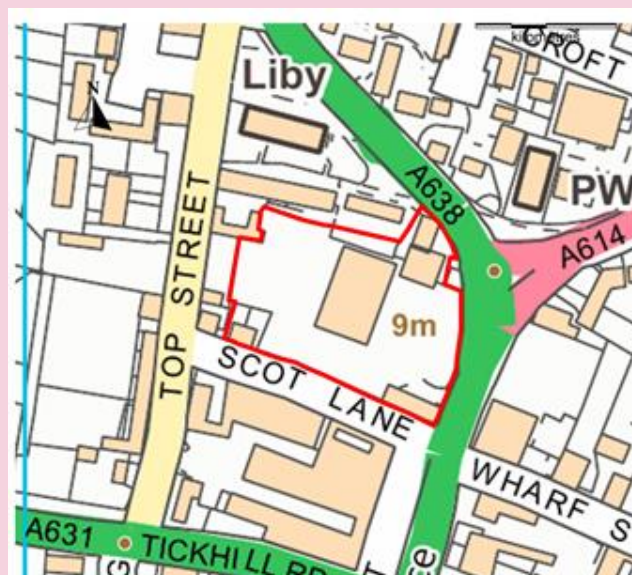
3.1.71 This policy seeks to ensure changes to shop fronts are sympathetic to local heritage and character while supporting suitable security measures as part of tackling low level crime and anti-social behaviour.

3.1.72 Doncaster UDP Saved Policy SH 16 sets out that all detailed proposals for new retail development, including extensions/alterations to existing premises, will be expected to satisfy the following requirements, as appropriate: c) the development shall be of a satisfactory siting, scale, design and external appearance, in harmony with neighbouring development."

Site Allocation

Policy TC5 Corner Garage and Car Auction 49 Market Place

Map 6 Site Plan Corner Garage and Car Auction Site



The site shown on Map 6 is considered suitable for a mix of uses including shops (A1), financial and professional services (A2), Food and Drink (restaurant and cafes, A3), drinking establishments (A4), business (B1), residential (C1, C2, C3 and C4), non-residential institutions (D1) and Assembly and Leisure (D2). Other uses may be determined on their merits but all proposals must conform to other statutory planning policies.

The mix of development should ensure that main town centre uses¹⁵ are the predominant use. Residential use would be considered appropriate to provide a more sustainable mixed-use development, provided residential amenity is protected.

The development should provide suitable access and not aggravate existing traffic problems of traffic congestion on High Street. Adequate parking provision should be provided for users and visitors on site in line with Doncaster MBC's maximum parking standards¹⁶.

¹⁵ See NPPF Annex 2: Glossary - Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

¹⁶ See Doncaster MBC Development Guidance and Requirements Supplementary Planning Document, 2015 <http://www.doncaster.gov.uk/services/planning/development-guidance-and-requirements-spd>

Designs should be sensitive to the site's location within the conservation area and should respond positively to the issues raised in the Bawtry Conservation Area Appraisal. A strong street frontage should be provided along High Street based on traditional plot widths. Buildings should be 2 - 3 storeys in height and use traditional materials in line with other design policies for the conservation area in the Neighbourhood Development Plan.

Justification



- 3.1.73 The former garage and car auction site is located within the Town Centre Boundary, to the north of the town centre and on the edge of the Primary Shopping Area. The site is in a prominent location within the Conservation Area and includes a petrol station (currently in use) and a large former car auction room and parking area which is currently vacant. The site presents a significant development opportunity for the town and is the most important development site in the town in terms of potential impact.
- 3.1.74 Outline planning consent was granted on 25th October 2013 for the erection of retail development with associated car parking on 0.68ha of land following demolition of existing buildings also including 10 and 12 Scot Lane and 1 Great North Road (approval being sought for access only) (Reference 13/01228/OUTM). This planning permission has not been implemented and has now expired. Planning permission was granted previously for erection of supermarket and a further application for an extension of time in relation to a new supermarket. The extension of time application expired in December 2013.
- 3.1.75 The site is identified in the Bawtry Conservation Area Appraisal as having a negative impact on the conservation area as it is not of intrinsic heritage value. Any development proposals will have to be designed sensitively, taking into account any impacts on the setting of the conservation area and any nearby listed buildings and other heritage assets.

3.1.76 The Town Council raised concerns about highways and access issues related to the approved development proposal, and whilst Doncaster's Highways department had no objection in principle to the development proposal, they requested certain amendments to the site layout including details of a proposed roundabout. Any proposed scheme would be required to take into careful consideration traffic impacts on the existing highway network and provide suitable access arrangements. Subject to these considerations a high quality mixed use development scheme that enhanced the town centre and conservation area should be supported by Bawtry Town Council.

Rents and Rates

3.1.77 High rents in the town centre are thought by some to be another major contributor to the failure of businesses in Bawtry, particularly those operating in the "daytime" economy. Much of the commercial property in the central core is owned by only a small number of persons. It would appear that their business interests may be such that holding out for higher returns from their properties, at the cost of frequent changes and periods of being empty, suits them well enough, even though this is to the overall detriment of the town. A way of ameliorating this problem has not been identified.

3.1.78 Business rates are also said to be punitively high. It may be advantageous to the prosperity of the town if control of these is devolved from central government in the future. However, this is not something the NDP can address through planning policies.

Town Centre Actions for the Town Council

10. The Town Council will encourage owners of land and premises in Bawtry to review commercial rent levels to make them more affordable to retailers. If the management of business rates is devolved to Local Authorities in the future Bawtry Town Council will negotiate with Doncaster Metropolitan Borough Council more affordable outcomes for retailers.

11. The Town Council will support action to look at more innovative ways to encourage take up of empty units such as initial rent-free periods and reimbursement based on shop turnover.

3.2 Built Heritage and Conservation



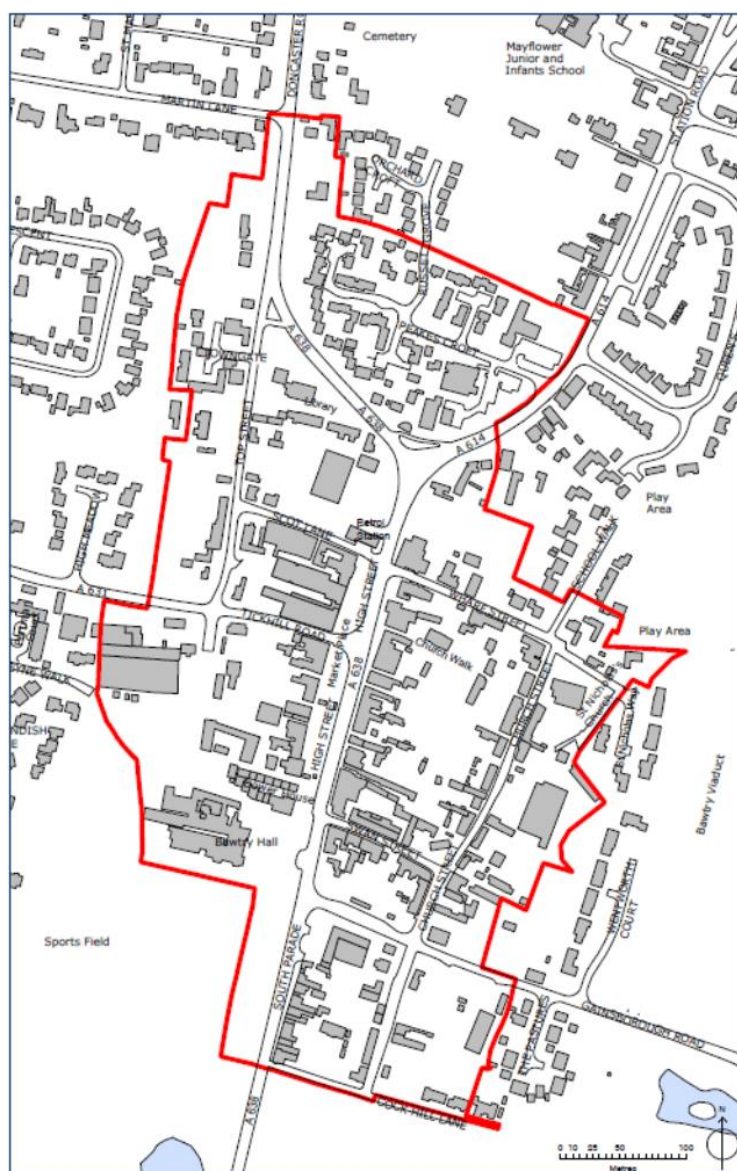
Bawtry's Historical Development

- 3.2.1 Bawtry dates from the Roman period when a settlement was established on Ermine Street between Doncaster and Lincoln, and Roman legions used the River Idle to distribute both goods and personnel. Excavations have found artefacts and the remains of a fort or small settlement close the present bridge over the River Idle.
- 3.2.2 In medieval times there was a small settlement on a wharf by the River Idle, close to St Nicholas Church. In the 12th century, John de Busli, the great Norman magnate of the area, built a chapel for the local residents to save them the journey to Blyth. The settlement grew when a market charter was granted by King John in 1199 to Robert de Vipont, Lord of the Manor and a weekly market was first recorded in 1247. A fair charter was granted in 1213.
- 3.2.3 In the Middle Ages, the town developed as a river port, with goods such as wool from the West Riding, iron from Rotherham and Sheffield, lead from Derbyshire and timber from Sherwood, all came into the town by wagon and pack horse to be loaded into small boats to be exported via Hull to Europe.

- 3.2.4 In the early 17th century, the Mayflower Pilgrims, who were Puritans from the nearby villages of Scrooby, Babworth, Austerfield and Blyth, used the same route along the River Idle and the River Trent on their way to Leiden in Holland. There they lived for twelve years before setting sail for America in 1620, in search of a place where they would be free to practice their own religious beliefs.
- 3.2.5 When St Paul's Cathedral was destroyed by the Great Fire of London, the Duke of Newcastle gave 50 oak trees from his Welbeck estates towards roofing the new Cathedral. These came to Bawtry by wagon and were loaded on to Mr Fream's ketch to continue their journey via the Trent and Humber to London.
- 3.2.6 Daniel Defoe, best known as author of Robinson Crusoe, was also famous for his travel book 'Tour Through the Whole Island of Great Britain' published around 1724, where he describes Bawtry as a little market town with two "blessings" that make it a "very well frequented place with good inns and places of entertainment". The two "blessings" were its location on the great post highway between London and Scotland, and the River Idle where all heavy goods were carried, to be embarked and shipped off.
- 3.2.7 Although the opening of the Chesterfield Canal in 1777 brought a considerable decline in the town's river trade, Bawtry was able to adapt. During the era of stagecoaches, Bawtry became a highly prosperous town with wealth from the coaching trade along the Great North Road. In its most affluent period, the town underwent a major rebuilding programme and even those properties which were not completely rebuilt were usually given a major facelift. Many of the surviving buildings in the present town centre date from the years 1780 – 1840. Bawtry Hall, various nonconformist churches and a number of coaching inns were established during this period. South Parade is a terrace of Georgian houses and the Market Hill and High Street contain other buildings of that period, interspersed with more recent developments.
- 3.2.8 However, by the late 19th century, the growth of the railway network reduced the scale of the coaching business. The new Town Hall (1890) reflected a sense of renewed civic pride, though this coincided with a period of decline and a fall in the number of inhabitants. The Great North Road continued to make Bawtry a significant transport hub until traffic chaos in the 1960s led to the construction of the Doncaster Bypass. Bawtry remains a pleasant commuter town with many reminders of its past which are reflected in this Neighbourhood Development Plan.

Bawtry Conservation Area

Map 7 Bawtry Conservation Area



Bawtry Conservation Area Boundary

3.2.9 Bawtry Conservation area was designated a Conservation Area in 1970. The extent of the conservation area is shown on Map 7 and may change subject to implementing the conservation area boundary review. A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Within conservation areas, additional planning regulations means development is more controlled, to ensure the character or appearance of the area is preserved or enhanced.

3.2.10 In support of the designation, in 2007 DMBC published a Bawtry Conservation Area Appraisal¹⁷. The Appraisal identified the boundary of the Conservation Area, described the

¹⁷ <http://www.doncaster.gov.uk/services/planning/bawtry-conservation-area>

area in detail, in particular buildings of particular merit and importance to the integrity of the area, and identified threats and weaknesses. The Appraisal included a Management Plan, to inform how DMBC intended to guide future development. It identified the specific actions, general measures and guidance considered to be the most appropriate tools to address the pressures confronting the Bawtry Conservation Area. The intention was that DMBC would undertake schemes, whether by itself or in collaboration with others, to preserve and enhance the character and appearance of the Bawtry Conservation Area. The Appraisal was reviewed in early 2015 and recommended changes to the boundary which have yet to be adopted by DMBC.

Listed Buildings

- 3.2.11 Bawtry Parish has 47 statutorily Listed Buildings and scheduled monuments (see Map 16 and complete list in in Appendix I) . These include Grade II* Listed Bawtry Hall and two scheduled monuments at Market Cross and Manor Holt Moated Site. The majority of the Listed Buildings are in the conservation area (see Map 7). The Bawtry Conservation Area Appraisal (2007) and Review (2015) describe the significance of buildings and features within the conservation area and some examples of structures of particular historic importance which contribute to Bawtry's heritage are set out below:

St Nicholas Church (Grade I) Church Street

- 3.2.12 The present building dates from the beginning of the 13th century, although it almost certainly stands on the site of an earlier church. The church was built in the early English gothic style in the 13th and 14th centuries though over the years has been enlarged, altered and restored. The tower collapsed on the 28th April 1670 and was rebuilt thanks to the generosity of Samuel Dawson, a local merchant. The top of the tower seems to be 14th century building material which has been re-used.

Bawtry Hall (Grade II*) Tickhill Road

- 3.2.13 An earlier medieval manor house on the site was taken down and a magnificent Georgian house, with its fine gardens and lake, was erected around 1778 by Pemberton Miles, a Wakefield wool merchant and a magistrate and deputy-lieutenant for the West Riding of Yorkshire. A section of the Great North Road was diverted away from the grounds and now passes through the centre of Bawtry. During the Second World War, Bawtry Hall became home to RAF No.1 Group Bomber Command, and after the war became the Headquarters of RAF Strike Command up to the latter stages of the Cold War and was still used during the Falklands War. From 1989 to 2013 Bawtry Hall operated as a Christian conference centre and a base for several Christian groups. Today it is in private ownership and is used as a conference centre and for weddings. Part of the building is divided into a mix of domestic and commercial units. It is not open to the public.

- 3.2.14 DMBC's Assessment of Parks and Gardens of Local Historic Interest Sites and Policies Development Plan Document: Evidence Base Final Report (December 2013)¹⁸ identifies Bawtry Hall Park as a Park and Garden of Local Historic Interest. The significance is set out in the description:

"The designated park and garden of local historic interest comprises the formal gardens to the east approached from South Parade, and the paths and formal garden to the south with its immediate woodland. It is worthy of designation because:

- *Whilst the Georgian parkland has been heavily altered the Edwardian formal garden is relatively unchanged and makes an important contribution to the immediate setting of the Hall.*
- *It represents a typical early C20th formal layout which complements the formality of the Hall itself.*

Not included within the formal designation are the wider parkland including the long fishpond as well as areas to the west and north, now developed which were once part of the pleasure grounds and general curtilage.

It is recognised that these elements are important fragments of the original wider parkland and therefore contain many features that have historic interest in their own right. These features include Menagerie Wood, the tree lined driveway, the hall farm buildings, lodges, pond, boathouse and Dower House. These elements should be considered as an important part of the setting of the Hall, the Park and Garden of Local Historic Interest and Bawtry Conservation Area."

The former Coaching Inn, High Street and Wharf Street

- 3.2.15 This was originally "The Marquis of Granby", an 18th century coaching inn and is now called the "Bawtry's Brasserie" and remains a public house and restaurant with some additional retail units.

War Memorial

- 3.2.16 This is currently sited within the grounds of Bawtry Hall on the main Retford Road and currently creates problems of safe access. There are proposals to move the memorial to a site more accessible to the public outside the library subject to funding and consents.

¹⁸ <http://www.doncaster.gov.uk/services/planning/local-parks-and-gardens>

The Pinfold, Doncaster Road

3.2.17 This early 19th century pinfold built of magnesium limestone with sandstone dressings is located on the Doncaster Road adjacent to the Methodist Church. It is a D shaped enclosure, historically used for the safekeeping of stray cattle and other livestock before their return to their rightful owners on the payment of a fine. It has a perimeter wall and an entrance on the south side with sandstone gate piers. Magnesian limestone is an important building material in many rural areas of South Yorkshire but is not common in Bawtry.



Crown Hotel, Market Place (Grade II), High Street

3.2.18 The Crown Hotel is a most impressive building, dominating the north end of Market Place. It announces itself as 'Crown Hotel Posting House' in raised lettering and is a surviving example of a staging post on the Great North Road. The Crown was built 1780 -1800, with extensive 19th and 20th century alterations. Through the imposing coach arch, the earlier stabling and service buildings have been replaced by more modern buildings.

3.2.19 All other properties and structures are listed Grade II and are identified in various streets within the town. Significant examples include:



Market Place and High Street

3.2.20 This area contains a number of well-proportioned Georgian detached and semi-detached houses now converted into retail or commercial premises. Many of the buildings display refined and interesting period details and the well-maintained facades provide the area with its townscape quality. The dominant style is Georgian and Regency and many of the houses have curved bow front windows and there is a pleasing emphasis on proportion. Plain and pantile roofing is widespread. Large sash windows are common, and the panelled front doors usually topped with semi-circular window vents with radiating fanlights complete the effect of gracious Georgian living.

3.2.21 The Town House was built in 1691 for the Dawson family who were merchants trading as far afield as the Baltic. It is presently used as a restaurant. Other properties include Womack's,

originally a fine house built around 1800-1820 and the neighbouring house, built around 1800, which became Sydney Barton's 'Café-de-luxe' and the original Barton's Garage and is now used by a firm of opticians and other health specialists. Another Georgian house, built 1800-1810, is now occupied by Jones & Co, Solicitors.

South Parade

- 3.2.22 At the south end of the Market Place is an elegant row of three-storey Georgian brick houses, built around 1800, and facing the brick boundary wall of Bawtry Hall. This comprises Number 1 Yorkshire, the first house on entering Bawtry from the south. There is also a fine terrace of Georgian houses (nos. 4,6,8,10 and 12).

Church Street

- 3.2.23 This is characterised by cottages, mainly mid to late 18th century, in red brick Flemish bond.

Church Walk

- 3.2.24 This is a surviving feature of a series of alleys between the Market Place and Church Street, leading to the town wharf. Church Walk appears to owe its survival to the erection of an early 19th century Chapel, later replaced by the Methodist Church on the High Street. The Church Walk Chapel is now a fitness centre.

Swan Street

- 3.2.25 The buildings are from 1800 to 1850 and have largely been transformed to shops and offices. There is a mix of houses built in roughcast brick, Flemish bond and English bond. A coaching inn, the Swan occupied the site of the present-day Co-operative Store. The only remaining part of the Swan Inn is the dovecot at the rear of the site.

Wharf Street

- 3.2.26 The Dutch House pre-dates the other buildings in the area as its core structure is probably late 17th century before it was re-fronted in the 18th century and is one of the few survivors of Bawtry's prosperity as an inland port. It is believed to be the most westerly example of a traditional Dutch gable in England. Other important buildings on the street include Grove House, the converted Coach House to the rear of Grove House, the Poplars, Leigh House, and Wharf Farm.

Masonic Hall, Tickhill Road

- 3.2.27 Close to a side entrance to Bawtry Hall is a rather nondescript rendered building, now used as a Masonic Hall. Entombed inside the building are the remains of the Hospital Chapel of St

Mary Magdalene, founded as early as the 13th century. This provided care for the poor and sick of the parish. The building fell into disrepair in the 16th century but was restored around the 1840s to its present condition. The niche at the east end of the building and some windows appear to have been incorporated from the earlier building.

Top Street

- 3.2.28 Harworth House is an imposing three-storey Georgian House on the corner of Top Street and Tickhill Road. It is currently semi-derelict and in need of urgent restoration. Adjacent is a terrace of two-storey Georgian houses, recently restored and forming a pleasant aspect.

Key Unlisted buildings which offer a special contribution to the heritage of Bawtry

- 3.2.29 In addition to the listed buildings above, there are a number of key unlisted buildings that make an important contribution to the character of Bawtry and these are also identified in the Conservation Area Appraisal. Though principally buildings of the 18th and early 19th centuries, the unlisted buildings identified are by no means confined to these periods. Doncaster's Bawtry Conservation Area Review accepts that buildings of an era can make valuable contributions to the townscape quality provided that they satisfy certain criteria with regard to scale and attention to detail and context. The variety of styles within a particular area can often contribute to its visual richness and vitality. Some key unlisted buildings and which might be considered for full listing include:

The former Town Hall (17 Market Place, High Street)

- 3.2.30 The former Town Hall dates from 1890 when it was built at a cost of £1100 and was thought to be then capable of holding 450 people. It has an imposing and distinct three-bay frontage topped with an ornate stepped gable. A lead clad cupola topped by a weather vane sits on the ridge behind the main elevation. The building is now an art gallery and shop.

The former Angel Inn (27,29,31 Market Place, High Street and 1 Tickhill Road)

- 3.2.31 These Georgian buildings were previously the Angel Coaching Inn, dating from 1780-1800, and retaining a coach arch which gives access of the Market Place. The arch is inscribed with a late 19th century addition, 'James Taylor Wine and Seed merchant'. The half-timbered building to the side is believed once to have housed Bawtry's Workhouse. The buildings make a significant contribution to the townscape and are used for retail purposes.

Bawtry Methodist Church, Station Road

- 3.2.32 This Wesleyan Methodist Chapel was built in 1903 to replace the former chapel on Church Walk. It is in a gothic style in red brick with stone detailing around windows, door surrounds, copings and string courses. The building provides a focal point terminating the views north along the High Street.



Phoenix Theatre, 22 Station Road

- 3.2.33 This was formerly a single-storey, early 19th century Primitive Methodist Chapel. The brick walls articulated by tall windows, capped by round arches. The whole building has been extended to form the Phoenix Theatre.

The White Hart Public House, Swan Street.

- 3.2.34 This is a two-storey Edwardian purpose built Public House.

Early 19th century houses, 16 and 18 Swan Street

- 3.2.35 These two-storey early 19th century red brick houses (possibly a former shop) are located at the junction of Church Street and Swan Street. These houses are part of a terrace and are shaped in a distinctive curve and as such make a significant contribution to the landscape of the two streets.

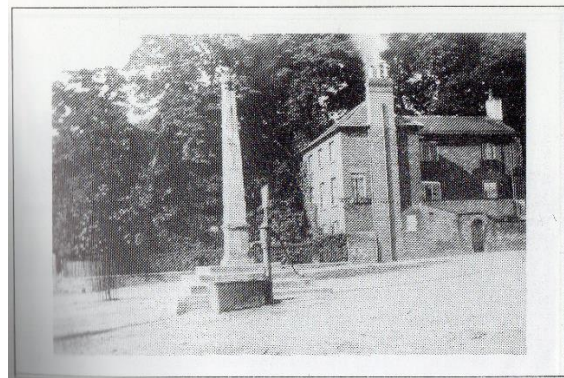
Former early 19th century school building, Top Street

- 3.2.36 This single-storey school building was built by public subscription of the people of Bawtry in 1821. The building forms an attractive composition with the adjacent cottages immediately to the east. The building is currently used as a dance studio.

Market Cross



Another very early photograph, certainly pre-1890, showing the market cross and the wide open market place.



The market cross and old pump. Bawtry was amply supplied with water from springs and from the river. The Dower House is situated on the right, and was the property of Bawtry Hall. It was a house set apart for the widow.

Images reproduced by kind permission of Bawtry Heritage Group, Chalford Publishing Co. (Stroud, Gloucestershire) compiled by Peter Tuffrey.

3.2.37 This is the only Scheduled Monument within the town of Bawtry and it is located on the western side of the market place. The steps are thought to be from the 13th century but the pillar itself was replaced in the 18th century. Consent from Historic England is required for any works to this monument, including repairs, though works necessary on a periodic basis can be covered by a management plan which has been agreed with Historic England. The site of the Market Cross is adversely affected by the public car park and it is hoped that this will be addressed through proposals to improve the Market Hill area (see Town Centre and Local Economy Section 3.1).

Other Heritage Assets

3.2.38 There are also a number of other heritage assets in Bawtry, some of which may be candidates for listing as local heritage assets such as cemeteries, parks, gardens and archaeological sites. It is proposed that the Town Council will work with DMBC to identify these and explain their special interest.

3.2.39 Development which affects these designated and non-designated heritage assets will be considered in relation to policies in the NPPF and Core Strategy Policy CS15: Valuing Our Historic Environment.

Built Heritage Policy and Proposals

HER1 Design Guidance for Development in the Conservation Area

New development within, or adjacent to the conservation area should be sensitive to the character and setting of the conservation area, and to the other identified nationally and locally significant heritage assets, as described in the Conservation Area Appraisal, and identified in a local list.

Development should respond positively to the following design criteria:

- 1. The heights of buildings should maintain the traditional heights of surrounding buildings. This would be typically two and three storeys around Market Place and along South Parade, and generally two storeys and lower elsewhere in the Conservation Area.**
- 2. Streetscape should be re-enforced on the main historic routes by the infilling of gap sites along them to increase the sense of enclosure. However, in the case of relatively more modern routes, such as the stretches of Tickhill Road and Gainsborough Road towards their junction with High Street/ Market Place/South Parade, infilling may be less desirable due to the difference in the general character of these street, and the use of trees and other planting to line these streets is encouraged instead.**
- 3. The historic grid pattern of streets should be maintained.**
- 4. Development should follow the general building line, for example in Market Place and many other streets, this is to the rear of the pavement, but in a few of the streets, such as in the cases of the listed terraces on Top Street and buildings fronting onto Tickhill Road, the building line is set back.**
- 5. Development proposals will be resisted which would result in the creation of new or wider gaps in terraces or other continuous runs of frontage buildings, or which would further destroy the historic patterns of burgage plots located off Top Street, High Street, Church Street and South Parade.**
- 6. Buildings should reflect the historic characteristics of the area. Typically, historic buildings were of a limited span not in excess of 7 metres for buildings of two storeys or more. Single storied buildings tending to be even narrower, spans at most being 5 metres. Roofs would be pitched at around 40 degrees and whilst most are pitched front to back with gables to the sides, some are end on to the street whilst a few roofs are hipped. In terms of ensuring buildings fit into the townscape these characteristics should be reflected.**
- 7. The materials within the conservation area should be red bricks (either reclaimed or of a hand-made appearance) or light stone coloured smooth render for the walls. Roofing materials should be natural red clay pantiles or natural**

Welsh slate. These materials help to give the area local distinctiveness, but care should be taken when choosing particular materials that they are compatible with each other and the form of the building.

- 8. Windows opening should be generally vertically proportioned but there is scope depending on the exact form and detailing for windows to be squarer in proportion but care is needed to ensure that this fits in to the general character of the area.**
- 9. Buildings should be sited and designed to avoid a significant intrusive impact on any significant views identified in the Conservation Area Appraisal, including those towards the parish church of St Nicholas, the Market Cross and Bawtry Hall.**

Justification

3.2.40 The public consultation demonstrated that local people value and enjoy the historic character of Bawtry.

3.2.41 There is sufficient protection through other legislation and DMBC planning policies to protect listed buildings. Design guidance for the conservation area is set out in the Conservation Area Appraisal and Review and this has been brought forward into a planning policy in the Bawtry NDP, in order to give the principles greater weight in decision making. Positive elements in the Appraisal to conserve and maintain were:

- The historic grid pattern of streets
- The linear burgage plots along High Street, Church Street, and South Parade
- The mature deciduous trees
- The attractive variety of buildings.

3.2.42 Development within the conservation area should be designed in line with the guidance within the Conservation Area Appraisal and Review. Relevant policies include UDP saved policies ENV 26 and ENV 34 together with national policies.

3.2.43 St. Nicholas church is important to the town. It is surrounded by development and the views of the building from Church Street and Wharf Street should be retained. The Conservation Area Appraisal identifies a number of significant views from focal points in the town.

- In the High Street - Market Place character area "*there are impressive long views along the High Street in a north south direction. One such view is that taken northwards with the Town Hall, Barton and Crown Hotel in the foreground with the Methodist church in the background. The Market Cross and junction by Crown Hotel form two focal points in the space.*"
- In the Church Street–Wharf Street character area, the Church is seen "*as a key focal point for the area and is well framed by the surrounding greenery. The approach to the building is impressive from any one of three roads that lead into this area*"

- On South Parade, *"the view taken from this point looking southwards provides a strong indication of the group character looking down South Parade, with the strong enclosure provided by the wall of Bawtry Hall contrasting to the rhythm of the buildings on the eastern side."*
- In the North-Western Streets *"most noticeable is the vista over the Granby towards the tower of the church in the background."*
- In Bawtry Hall and Grounds, *"the grand axial view of the Hall, and its principle facade, is gained from what is now the secondary entrance from South Parade."*

Built Heritage Actions for the Town Council

- 1. The Town Council will move the War Memorial to a more suitable site outside the library.**
- 2. Heritage Trail - The Town Council will support the introduction of a heritage trail to provide information for residents and visitors about at least some of the key historic landmarks identified above. This might include signposts and explanation boards identifying important historic buildings. A proposed viewing point is envisaged of the River Idle at the site of the 12th century port at the bottom of Wharf Street behind the church of St Nicholas, patron saint of sailors.**
- 3. The Town Council will work with DMBC to identify and describe the significance of buildings or structures of local heritage interest.**

3.3 Housing



Introduction

- 3.3.1 Bawtry has a fairly stable population. The 2011 census recorded 3,573 residents in the parish and this is not forecast to change substantially in the foreseeable future. Just over 2000 of the population at the time of the 2011 Census were in age group 18-64 years, 700 up to 17 years and 756 were 65 years plus.
- 3.3.2 Bawtry is identified in current local planning policy as a Conservation Town and any new development is constrained by the Green Belt to the north, south and west of the built-up area, a local countryside policy designation area to the north east, and the Idle Washlands SSSI and river flood plain to the east. Over recent years there have been very few new homes built in the town. This has contributed to a perceived lack of supply and this, alongside the desirability of home ownership in Bawtry underpins demand, driving higher values, and leading to the town outperforming most other areas in the Doncaster Borough in terms of house prices. The Annual Monitoring Reports for 2014/15 – 2016/17¹⁹ show that the following new homes (net figures) were built in Bawtry over the past 3 years (see Table 1). The same reports provide an indication of current supply for the town with 70 (net) dwellings with planning permissions granted as at 1st April 2017.

¹⁹ Source: Residential Land Availability Reports: <http://www.doncaster.gov.uk/services/planning/studies-and-monitoring-archive>

Table 1 New Homes In Bawtry

Year	Net Housing completions in Bawtry	Net Housing Completions in Doncaster Borough	% of Net Completions in Bawtry Compared to Borough Total
2016/17	13	1,057	1.2%
2015/16	9	1,170	0.8%
2014/15	11	792	1.4%

3.3.3 Bawtry is considered to be one of Doncaster Borough's higher quality housing areas in terms of value, with predominately privately-owned housing and a higher rate of home ownership, either outright or with a mortgage, than the DMBC and national averages (see Table 2).

Table 2 Housing Tenure in Bawtry by Household (Source: 2011 Census)

TENURE	BAWTRY	DMBC	ENGLAND
Owned	39%	31%	30.6%
Mortgage	33.7%	34.4%	32.8%
Shared	1%	0.3%	0.8%
Social Rented (Council)	7.7%	15.2%	9.4%
Social Rented (Housing Association)	0.6%	2.6%	8.3%
Private Rented	12.4%	13.5%	15.4%
Other	1.1%	1.3%	1.4%
Rent Free	1.8%	1.7%	1.3%

Housing Need and Land Use

3.3.4 The Doncaster new Local Plan Informal Consultation: Draft Policies & Proposed Sites September 2018 sets out in Policy 3: Level and Distribution of Growth (Strategic Policy) that the Local Plan's strategic aim is to facilitate the delivery of at least 920 (net) new homes each year over the plan period 2015-2032 (15,640 homes in total). Bawtry is identified as one of 10 Service Towns and Villages with a proposed housing requirement of 110 new dwellings over the plan period. Housing provision in Bawtry is required to meet local needs based on projected growth of current households in each town and village. Proposed site allocations

may require amendments to the green belt boundary across the borough but such amendments should be resisted except in the exceptional circumstances of there being insufficient suitable land that is not green belt to accommodate the required new houses. Discussion with DMBC about their new Local Plan Informal Consultation: Draft Policies & Proposed Sites of September 2018 has clarified that the manner in which “windfalls” should affect the proposed growth figure has changed. The number of new homes recently completed in Bawtry, plus the number of proposed new homes where there is extant planning permissions, totals 78. Presuming the extant planning permissions do result in completed homes, this figure is to be set against the target of 110. This means a total of only another 32 houses will be required.

- 3.3.5 The Doncaster Housing and Economic Land Availability Assessment (HELAA)²⁰ is a key piece of evidence to inform the selection of Housing and Employment Site Allocations in the emerging new Local Plan, and to provide the basis for demonstrating an on-going five-year deliverable housing land supply. The purpose of the Land Availability Assessment is to identify the future supply of land which is suitable, available and achievable for housing over the plan period. The assessment of land availability includes the Strategic Housing Land Availability Assessment (SHLAA) requirement as set out in the National Planning Policy Framework (NPPF).
- 3.3.6 The proposed growth figure of 110 new dwellings for Bawtry is seen as minimum and assumes that some additional housing will come forward as windfall from sites in addition to any site allocations.
- 3.3.7 Green Belt is a strategic matter for the local planning authority and is not something Bawtry NDP can address. DMBC has commissioned a review of Doncaster's Green Belt by independent consultants Arup on behalf of the Council. The Review is a key piece of work that will inform the preparation of the emerging new Local Plan; land can only be taken out of the Green Belt or added to it through the Local Plan process based on current national Green Belt planning policy. Several areas in the green belt have been assessed around Bawtry.
- 3.3.8 The Town Council is committed to some limited housing development within the built up area for instance on infill and vacant sites, provided that the scale, siting and design are sensitive to the historic setting of the town and the conservation area (see also Section 3.2 Built Heritage and Conservation). If through the emerging new Local Plan there is an identified need for an additional 110 houses then the preferred option would be for at least some of the new housing to be provided within the existing built up area.
- 3.3.9 The NDP does not include specific site allocations for new housing and no technical assessment exercise has been undertaken of potential sites.
- 3.3.10 The informal public consultation on the first Draft of the Plan during December 2017, which addressed a need to build 105 new homes in Bawtry, showed there was very strong support for an extension of the built-up area to the north east of the town, to accommodate the

²⁰ <http://www.doncaster.gov.uk/services/planning/housing-and-economic-land-availability-assessment-helaa>

construction of new houses and this proposal was therefore retained in the Regulation 14 Draft Plan. However, following the publication of the Proposed Sites for informal consultation in September 2018, and the change in the way “windfalls” are calculated, and after detailed discussion with DMBC, the Town Council has concluded that sufficient new houses can be accommodated within the existing settlement boundary. There is no longer a need to extend the settlement boundary and therefore this proposal (with the accompanying map) has been deleted from the Submission Plan.

Housing Policies

Policy H1 New Housing in Bawtry

Proposals for new housing development within the built-up area of Bawtry and outside the conservation area will be supported subject to the following criteria:

- 1. New development is on previously developed sites or on infill sites within the settlement limits and where there is conformity with other statutory national and local planning policies. In particular, there should be no detrimental impact on local character, access is in accordance with Doncaster MBC guidelines and residential amenity is protected through consideration of overlooking, overshadowing, privacy and outlook.**
- 2. New buildings follow a consistent design approach in the use of materials, fenestration and the roofline to the building. Materials should be chosen to complement the design of a development and add to the quality or character of the surrounding environment. In cases where a noise assessment indicates unacceptable noise for a living environment, noise insulation and/or other mitigation measures may be an acceptable solution.**
- 3. New development proposals need not imitate earlier architectural periods or styles and could be the stimulus for the use of imaginative modern design using high quality traditional materials such as local stone in innovative ways.**
- 4. Development should not result in the loss of the whole or parts of garden areas or burgage plots which make a contribution to Bawtry’s historic and townscape character. New development that proposes a site density greater than the immediate surrounding area should provide clear justification to support the need for a higher density development and should demonstrate how full and effective integration into the surrounding built form and townscape will be achieved.**

Policy H2 Provision and Integration of Affordable Housing

Any proposals which trigger the threshold for an affordable housing²¹ requirement should integrate both the affordable housing and market housing across the site.

Justification

- 3.3.11 The community consultation showed that local people value the existing residential and historic character of Bawtry. The strong and distinctive local identity of the town is a significant asset and new housing should be in keeping with the local character, attractive, functional and sustainable, and provide for a variety of occupiers and tenures including suitable homes for younger people, families and older people. Consultation responses to the First Draft Plan indicated a preference for a mix of housing to benefit all age groups, with an emphasis on more smaller houses and fewer “executive” style homes. DMBC will apply guidance in the NPPF requiring a mix of housing to achieve inclusive and balance communities based on the local technical evidence on current and future demographic trends, market trends and the needs of different groups in the community.
- 3.3.12 A traditional mix of building materials should be adopted to support the character and architecture currently prevailing within the town. Any alterations or extensions to residential properties should use materials that are in keeping with the subject property where deemed appropriate. NDPs cannot set out technical standards, such as from guidance such as Building for Life²² or Code for Sustainable Homes²³ as these are addressed through Building Regulations. However, the NDP supports sustainable design in Section 3.5 Natural Environment.
- 3.3.13 Unusually for a town of Bawtry’s size there are no residential or nursing homes. A McCarthy and Stone development for the over 50s, with day time support available, comprising 34 flats has recently been built to provide suitable accommodation for older residents.
- 3.3.14 There are a range policies in the Core Strategy and saved UDP which relate to housing proposals and their design. In addition there are design policies in the following adopted supplementary planning documents;
- DMBC Supplementary Planning Documents Development Guidance and Requirements, July 2015;
 - Residential Backland and Infill Development, November 2010;
 - Development, Flood Risk and Drainage, October 2010; and
 - The South Yorkshire Residential Design Guide, July 2015.

²¹ See Appendix III - Definition of Affordable Housing

²² See <http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>

²³ See <http://www.breeam.com/uk-new-construction>

3.4 Amenities and Social Assets



Phoenix Theatre

Introduction

- 3.4.1 Bawtry is a distinct settlement of unique character, with a strong sense of community, identity and place, although not without its challenges. Most residents are pleased to be able to live in the town, although it is recognised that it needs some care and improvements. These views are expressed frequently by the active community groups in the town: Bawtry Retail Association, Bawtry Residents Group, and the Town Council. The latter launched a Community Forum in 2017 to try to encourage greater public participation in decisions about the town. However this did not prove to be successful and has been replaced by a joint Chair / Vice Chair meeting of BTC, BRA and BRG and all groups are now starting to work more closely together.
- 3.4.2 Well attended public events are staged fairly regularly, including a Christmas Fair, Christmas Carols Round the Tree, a Classic Car show, and a Sports Day and Gala. There is a plethora of special interest groups and societies, led by enthusiasts and volunteers, which meet at locations right across the town.
- 3.4.3 Bawtry is reasonably provided with the range of community facilities and services including health, education, social, recreation, services, and retail, such as would be expected in a small market town. The DMBC Settlement Audit February 2017 Update²⁴ gives Bawtry an overall score of 7 in Table 4: Detailed scores for Primary and Secondary Services, where the highest scoring settlements have a combined score of 12 and the lowest have a score of 0. In the consultation questionnaire distributed to residents many of these were highlighted, including the library, the health care centre, the Churches, the Post Office, and the town's community hall, the New Hall. There are, however, some deficiencies. Whilst Bawtry does have recreation grounds, the junior football club does not have sufficient facilities, there are no public parks,

²⁴ <http://www.doncaster.gov.uk/services/planning/settlement-audit>

and there are few resources targeted at the young and elderly. Additionally, the town currently (as at July 2018) does not have a bank or a Post Office.

Childcare and Education

- 3.4.4 Bawtry has two private nurseries and a primary school. The latter, Mayflower Primary School, is located on Station Road and is rated Good by Ofsted. It provides a nursery and foundation year and in 2016 pupil numbers were 277. Bawtry does not have a secondary school; students must use bus services, including special school buses, to access secondary education. Bawtry is in the catchment area for Hayfield School in



Auckley, Doncaster, and the majority of students attend this school, with sixth formers attending New College on the same site. Smaller numbers attend other schools in Doncaster centre, Cantley, Rossington, and a grammar school in Gainsborough. There are Further Education Colleges at The Hub in Doncaster centre and in Worksop.

Healthcare

- 3.4.5 There are two GP practices in the Healthcare Centre, and two dentists elsewhere in the town, one of them accepting private patients only. In addition to these primary health services, a chemist opens from Monday to Saturday and is conveniently situated on the High Street. There are two opticians. NHS secondary care is provided at Doncaster Royal Infirmary and Bassetlaw hospitals at Worksop and Retford. Sheffield hosts the majority of tertiary services for Bawtry residents.



Provision for the elderly and infirm

- 3.4.6 Modern shopping trends (increased use of out of town centres, the internet etc) can disadvantage the elderly, who are less likely to have private transport and may not be as comfortable with internet shopping as many younger people. Even where shops in Bawtry meet local needs, the elderly and infirm face significant obstacles getting into the town centre: heavy and speeding traffic, a lack of pedestrian crossings, broken and uneven paving, no dropped kerbs, and nowhere to sit down and rest in the town all contribute to poorer accessibility. Whilst Community Transport services exist to take people out of Bawtry, there is presently no service that takes people around within Bawtry.

Provision for the young

- 3.4.7 Primary and secondary school age respondents in the consultation process expressed both positive and negative views about living in Bawtry. The former were generic: “Bawtry is a great place to live” for instance, but the latter were more specific, complaining there was a dearth of resources that addressed the needs and preferences of young people. There are children's playgrounds, and junior sports teams, and there is a Junior Group at the Phoenix Theatre. There is also a branch of the Air Cadets – but few of their members appear to live in the town. The Community Library has an extensive children's section, which is actually very well used, and the library took some care to create a discrete Teenage Area – which is hardly used at all. There is no generic youth provision in Bawtry, and nor are any holiday activity clubs provided.
- 3.4.8 The school children had a "wish list" of facilities they would like to be introduced to Bawtry. Some items on this “wish list” of facilities were ambitious – such as a swimming pool, and a leisure centre – but others could be achievable, such as more junior sports team provision, a coffee bar targeted on youngsters, or a youth club. The expansion of the recreational provision occasioned by the opening of the new Pavilion on the Memorial Sports Ground has seen an increase in children's provision but the Junior Football Club has said that this still lacks sufficient football facilities for the junior teams, particularly during the overlap between the cricket and football seasons. Attempts to provide venues for young people have so far been met with a mixed response, but this remains an important issue for the NDP.
- 3.4.9 The NDP has a role in protecting existing community facilities and encouraging and supporting investment in new facilities to help strengthen local community assets as part of wider health and social objectives.

Amenities and Social Assets Policy and Proposals

Policy COM1 Protecting and Enhancing Local Community Facilities

The following local community and health facilities and amenities are of recognised importance:

- **New Hall**
- **The Community Library**
- **Churches and Church Halls**
- **The Phoenix Theatre**
- **The Cemetery**
- **The Allotments.**

These are shown on Map 8.

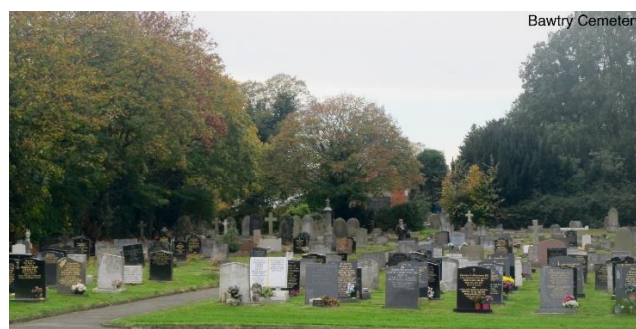
With the exception of the Cemetery there will be a presumption in favour of the re-use of such facilities for recreational, health, community type uses if proposals are well designed and there is evidence of need.

The change of use of these existing facilities to other uses will not be permitted unless either of the following applies:

- 1. The proposal includes alternative provision, on a suitable site within the town of Bawtry, of equivalent or enhanced facilities which are accessible by walking and cycling and have adequate car and cycle parking²⁵;**
- 2. The existing use has been discontinued or it is not viable and it can be demonstrated there is no demand for the facility or use of the building or site as an alternative community facility. If necessary, documentary evidence should be submitted by a chartered surveyor (or similar professional person) to demonstrate that the building has been marketed for community use purposes at a fair price for a minimum period of 6 months with no reasonable offers.**

Development which contributes towards the improvement of existing, or provision of new recreational, community and educational facilities will be supported subject to conformity with national guidance and local statutory planning policies.

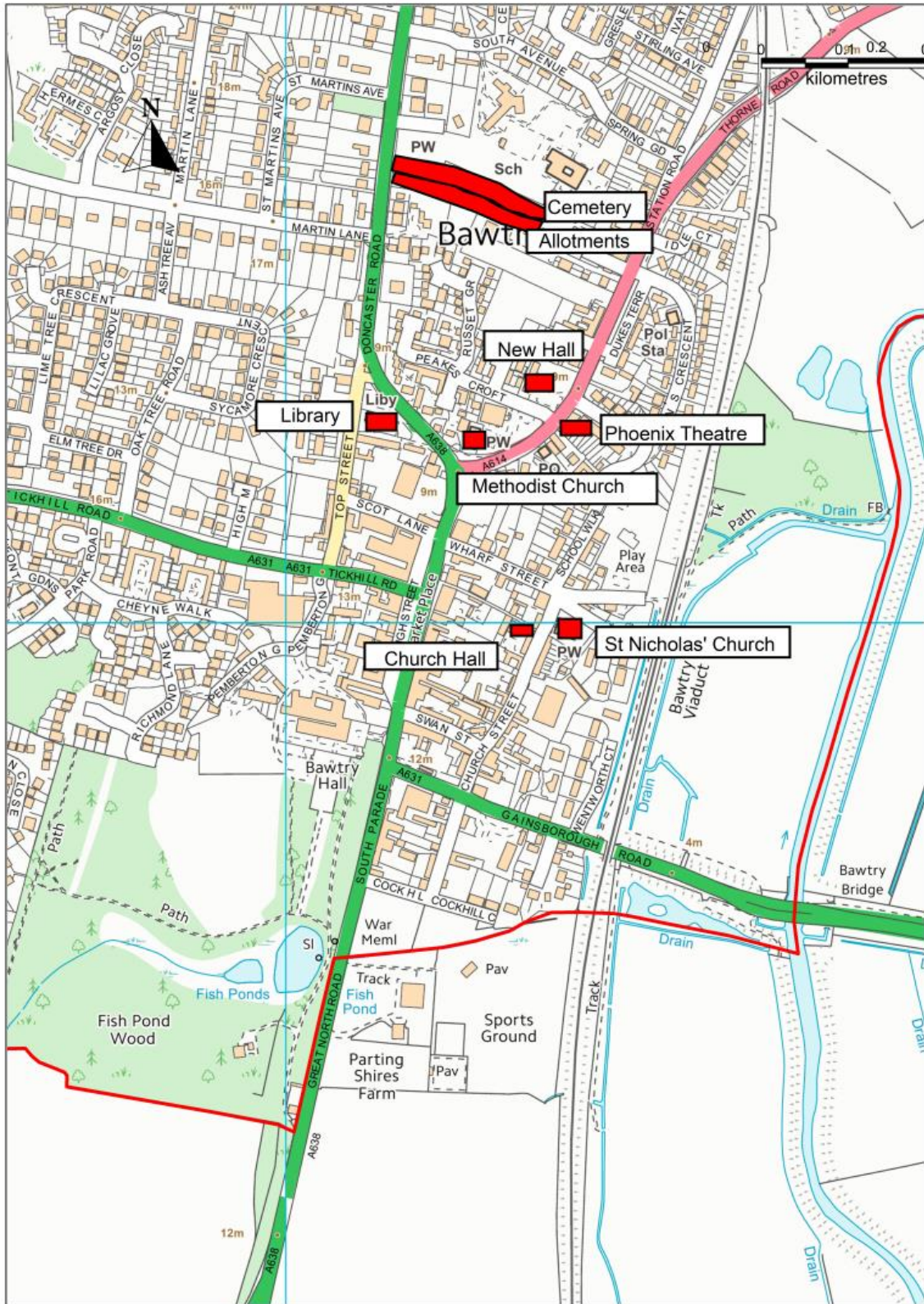
The Cemetery is protected from change of use or redevelopment.



²⁵ Accessibility Standards for some facilities are set in South Yorkshire Residential Design Guide (N1.2 Accessibility) <http://www.doncaster.gov.uk/services/planning/south-yorkshire-residential-design-guide-spd>.

DMBC Standards for Car Parking are set out in: <http://www.doncaster.gov.uk/services/planning/development-guidance-and-requirements-spd>

Map 8 Location of Community Facilities



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Justification



3.4.10 The New Hall, owned by the Town Council, functions as a community hall and is available for private hire. It hosts a number of different activities catering for all ages and interests, including hobbies, dance and fitness. It is also the location for Bawtry Town Council meetings.

3.4.11 Bawtry Community Library, the running of which was taken over from the Local Authority after planned closure, celebrated its 5th anniversary in March 2017, and is run by over 70 volunteers who provide a service from Monday to Saturday. Unlike many other community libraries that were established in 2012, Bawtry has not struggled for volunteers and has been able to maintain long opening hours. This is



testament to a degree of community spirit which exists in the town. In addition to the lending of books, audio books, DVDs etc, a book shop has been established and regular classes and activities such as monthly coffee mornings take place in the library and PCs are available for community use. There is also an initiative to use the Library as a visitor / heritage centre linked to the Heritage Trail initiative.

3.4.12 The Community Library already hosts monthly “surgeries” by the DMBC Ward Councillor. These are very positively received by residents. It would be helpful if DMBC and St Leger Homes, DMBCs “arm’s length” housing provider, could also commit to an occasional presence in the town, for instance by way of a regular “surgery”. This would avoid the need for residents needing to do 'face to face' business with these bodies of travelling into Doncaster, for DMBC, or Rossington, for St Leger Homes. For those without private transport, Doncaster is a bus ride away, and Rossington two bus rides. Sensibly, such surgeries would also be at the Library. The nearest service is within the ward in Rossington, which would require two buses.

- 3.4.13 There are three places of worship in Bawtry - St Nicholas (Church of England); Bawtry Methodist Church and the New Life Church which meets in the New Hall. St. Nicholas's and the Methodist Church have halls which are used by their congregations and the wider public.
- 3.4.14 The Town Council owns and operates a cemetery in the town and allotments which are rented to residents at modest fees.
- 3.4.15 Bawtry also has a small theatre – The Phoenix Theatre – run by very enthusiastic volunteers. As well as presenting drama, the theatre also hosts other events including regular film nights.
- 3.4.16 Doncaster saved UDP Policies CF1 and CDF2 protect existing community facilities defined on the proposals map and Policy CF5 supports the development of new community facilities. Core Strategy Policy CS1: Quality of Life supports proposals which strengthen communities and enhance their well-being by providing a benefit to the area in which they are located, and ensuring healthy, safe places where existing amenities are protected.

Amenities and Social Assets Actions for the Town Council

The Town Council will work with and liaise with the various groups to progress the following:

- 1. Encourage the Community Library to develop a central database of resources available to residents (and visitors), certainly available on a PC and ideally in a leaflet too. These should include details of activity and interest groups. Such a resource would supplement local publications which tell residents what's going on. These are Bawtry News, produced by Bawtry Churches Together every two months, and Bawtry Today, produced every month and delivered to every household and business in the Parish.**
- 2. Encourage DMBC and St Leger Homes to hold regular surgeries for Bawtry residents at the Community Library.**
- 3. Encourage the development of a community transport service within Bawtry.**
- 4. Support measures to improve public transport and to make the town centre more accessible and user friendly (see Highways, Traffic and Transport and Natural Environment sections), particularly for older and more infirm residents, who have said (in the consultation questionnaires) they feel quite isolated.**
- 5. Encourage improvements to youth provision in the town and to support any promising proposals.**
- 6. To look for opportunities to expand on facilities within the town for junior football.**

3.5 Natural Environment

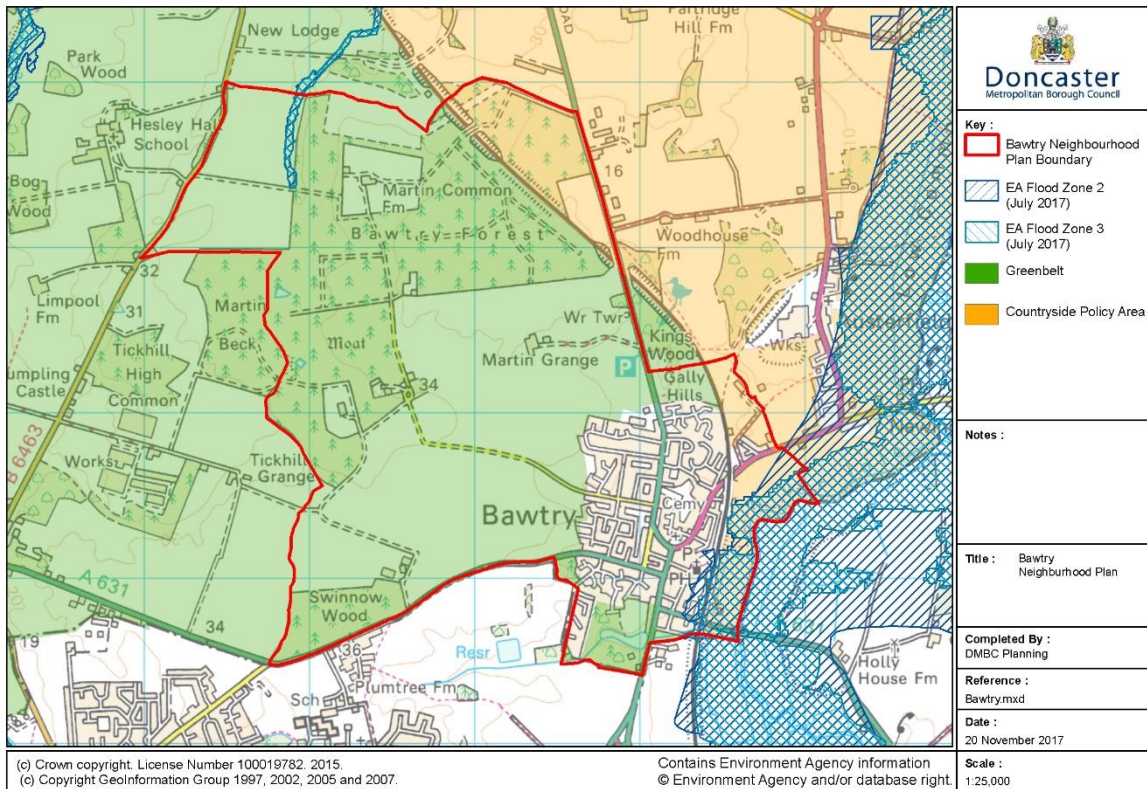


Introduction

- 3.5.1 Bawtry is a small market town set in a rural area. The built-up area of the town is surrounded by Green Belt and open countryside and the vast majority of the neighbourhood area remains open and undeveloped. The setting of the town within the wider rural environment is valued by both residents and visitors alike (as evidenced in the public consultation exercises).
- 3.5.2 The countryside surrounding Bawtry is largely forested or arable land with an area of grassland to the east in the flood plain of the River Idle. Although the town centre and land to the south of the parish is fairly flat, overall the land profile generally slopes upwards from south to north. Water drains into the River Idle just over the boundary in the county of Nottinghamshire. The town has a susceptibility to flooding around the River Idle. In the past there have been particular problems on Gainsborough Road and Station Road but drainage improvement works have been carried out at both sites. However, the land beneath the railway arches is still subject to regular flooding. There has also been a local flooding issue at the back of the houses around Martin Lane and DMBC has recently undertaken an improvement scheme to alleviate the problem.
- 3.5.3 Natural environmental assets in Bawtry parish include a distinctive, low lying rural landscape character, with areas of national and local wildlife importance and open spaces and green areas within the town. The NDP recognises the importance of these assets both in terms of their intrinsic value, and their significance in terms of Green Infrastructure (GI), linking the urban area to the countryside and supporting opportunities for healthy lifestyles and improving quality of life.
- 3.5.4 Particularly with the current Harworth/ Bircotes expansion, Bawtry is sufficiently near to major centres of population for its countryside to be attractive for recreational use. The

Neighbourhood Development Plan will support proposals for recreational uses provided that there is no detriment to the natural environment and wildlife, nor undue impacts on the rural character of the countryside, and that they are appropriate to the purposes of the Green Belt.

Map 9 Green Belt, Countryside Policy Area and Flood Risk



Natural Environment Policies and Proposals

Landscape Character

Policy NE1 Protecting Local Landscape Character

Development proposals should be designed and sited to minimise any adverse visual impacts on local landscape character as described in Doncaster Landscape Character and Capacity Study.

In particular proposals for new development should incorporate the following landscape design principles:

1. Where possible, new proposals should be sited in dips in the landform with a layout following either with the contours of the landform or the straight edges of surrounding features.

- 2. Mature trees on sites should be protected. Additional screening in the form of new woodland/trees clumps and hedgerows using species characteristic of the Landscape Character Area is encouraged whenever possible.**
- 3. Where possible, development should be sited and designed in relation to public rights of way to reduce enclosure and loss of views to create attractive routes and mitigate against crime by maintaining surveillance.**

Justification

- 3.5.5 Bawtry neighbourhood area lies within Natural England National Character Area 39. Humberhead Levels²⁶ which is "a flat, low-lying and large scale agricultural landscape bounded to the west by the low ridge of the Southern Magnesian Limestone and to the east by the Yorkshire Wolds (north of the Humber) and the Northern Lincolnshire Edge with Coversands (south of the Humber) ... in the south it merges in to the Trent and Belvoir Vales and Sherwood."
- 3.5.6 Doncaster Landscape Character Assessment and Capacity Study (2007)²⁷ identifies and describes eight landscape character types in Doncaster. Bawtry is within Sandlands Heath and Farmland Landscape Character Type (H1) which has the following key characteristics:
- Gently rolling raised ridge of sandstone.
 - Medium to large scale intensive arable farmland with rectangular fields.
 - Fragmented and missing hedges characteristically lined with bracken.
 - Geometric landscape with straight roads, straight edged conifer plantations and fields.
 - Large scale coniferous forestry plantations and smaller scattered mixed deciduous and coniferous woodlands.
 - Historic large farmed estates which have changed to educational and institutional uses.
 - A few large settlements including both market towns and a mining settlement.
 - Road and rail transport corridor.
 - Long distance views to lower ground, many wooded skylines, other enclosed views due to landform and woodlands.
- 3.5.7 The landscape capacity for new housing in this area is considered to be moderate. New development proposals on the edge of the built-up area will be constrained by the town's designation as a conservation town, inset within the Green Belt. Any proposed changes to the Green Belt boundary is a strategic matter to be determined by DMBC through the emerging new Local Plan process and therefore it is not something the NDP can address.
- 3.5.8 Saved Doncaster UDP environmental policies protect areas in the Green Belt and countryside. Core Strategy Policy CS3: Countryside sets out how the countryside will be protected and

²⁶ <http://publications.naturalengland.org.uk/publication/1843305?category=587130>

²⁷ <http://www.doncaster.gov.uk/services/planning/doncaster-landscape-character-assessment-and-capacity-study>

enhanced and Policy CS16: Valuing our Natural Environment supports proposals which enhance landscape character while protecting its local distinctiveness.

Biodiversity

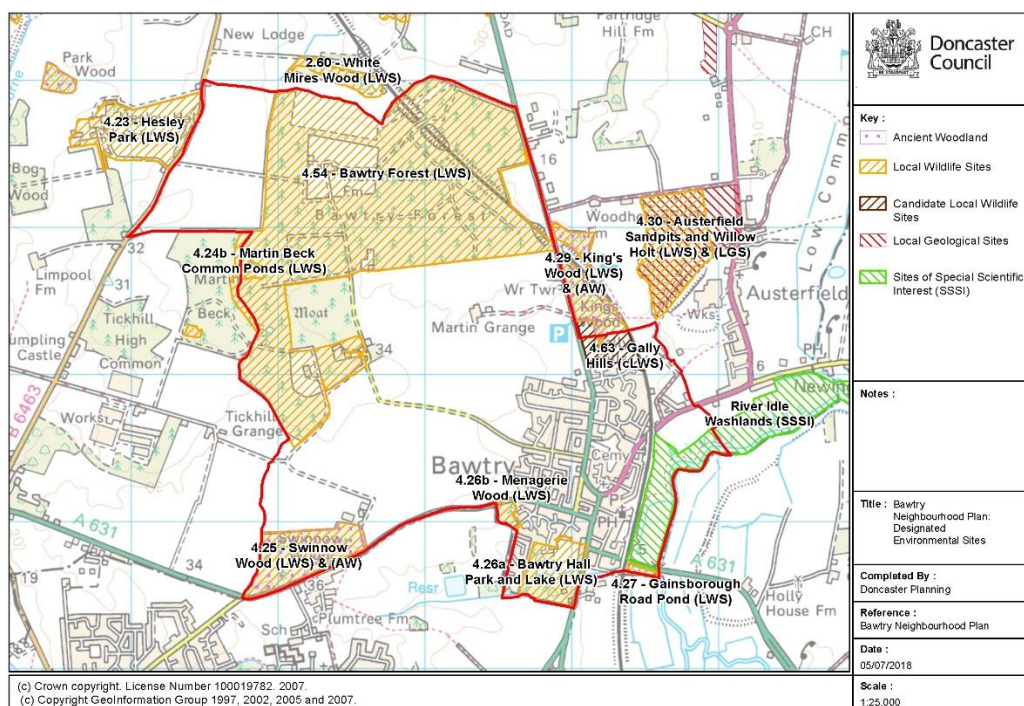


Policy NE2 Protecting and Enhancing Local Biodiversity

Development proposals should protect and enhance wildlife sites and corridors in Bawtry as identified on Map 10 according to their local and national significance. Any development which impacts on a wildlife area or corridor should provide appropriate new habitats commensurate with the impacts of the development to enhance existing nearby wildlife sites and provide opportunities to reverse habitat fragmentation.

Opportunities should be taken wherever possible to incorporate features into new build or retro fitted buildings which are beneficial to wildlife. This could include for instance the incorporation of roosting opportunities for bats or the installation of bird nest boxes and swift boxes as part of new development proposals.

Map 10 Wildlife Sites in Bawtry



Justification

- 3.5.9 Bawtry Forest, a Local Wildlife Site, comprises an extensive area of woodland to the north and west of the parish. Bawtry Forest is mostly flat Forestry Enterprise managed woodland which contains many paths for walkers and horse riders. Hidden in the woods are the ruins of a 13th century moated manor house and evidence of Second World War military activity. Bawtry Forest covers an extensive area of the underlying Sherwood sandstone ridge to the north east which although highly modified through coniferous plantation, does retain many elements of healthy woodland ground flora. This woodland is a major landscape and biodiversity feature which is a significant recreational resource for the Bawtry community.
- 3.5.10 There is an area of ancient woodland at Swinnow Wood to the south of the Parish and several local wildlife sites including one in the park at Bawtry Hall Park. There are trees and hedgerows in the wetlands beyond the railway line and in the fields off Martin Lane.
- 3.5.11 Part of The Idle Washlands Site of Special Scientific Interest (SSSI) lies to the east of the town of Bawtry and adjacent to the railway embankment. The site comprises good examples of wet grassland plant communities and attracts large numbers of wintering and passage waterfowl. The Washlands are important as feeding and roosting sites for populations of wintering and passage waterfowl including Bewick's, whooper and mute swans, wigeon, teal, pochard, snipe and a variety of other wildfowl and wading birds. Additional interest is provided by the breeding bird community which includes snipe and redshank.²⁸ The significance of this site may not be well known in the town.

²⁸ Natural England Designated Sites - River Idle Washlands SSSI
<https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001749>

- 3.5.12 Doncaster Biodiversity Action Plan (LBAP) 2007 sets out plans and proposals to preserve existing habitats, recreate lost habitats and increase the populations of locally significant and vulnerable species.²⁹
- 3.5.13 Saved Doncaster UDP Policy ENV 21 protects trees and woodlands. Core Strategy Policy CS16: Valuing our Natural Environment supports proposals which enhance the Borough's ecological networks and habitats.

Natural Environment Actions for the Town Council:

- 1. The Town Council will work with DMBC and other organisations concerned with nature conservation, to encourage management regimes and physical improvements which increase the wildlife value of open spaces.**
- 2. The Town Council will work to promote the River Idle Washlands SSSI as a biodiversity site of national significance within its boundary and aim to increase local residents' and groups' understanding of its value and importance.**

Public Open Spaces

Policy NE3 Protecting and Enhancing Open Spaces and Recreational Facilities

The open space and recreational facilities identified on Map 11 shall be retained for their current use and protected from any form of development which reduces their amenity value or function for recreational purposes unless:

- 1. An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or**
- 2. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
- 3. The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.**

There will be a presumption in favour of the incorporation of small and incidental green areas and open spaces into new development unless it can be demonstrated that:

- 4. They have limited current or potential amenity or nature conservation value, or**
- 5. It is not viable or functional in design terms to**

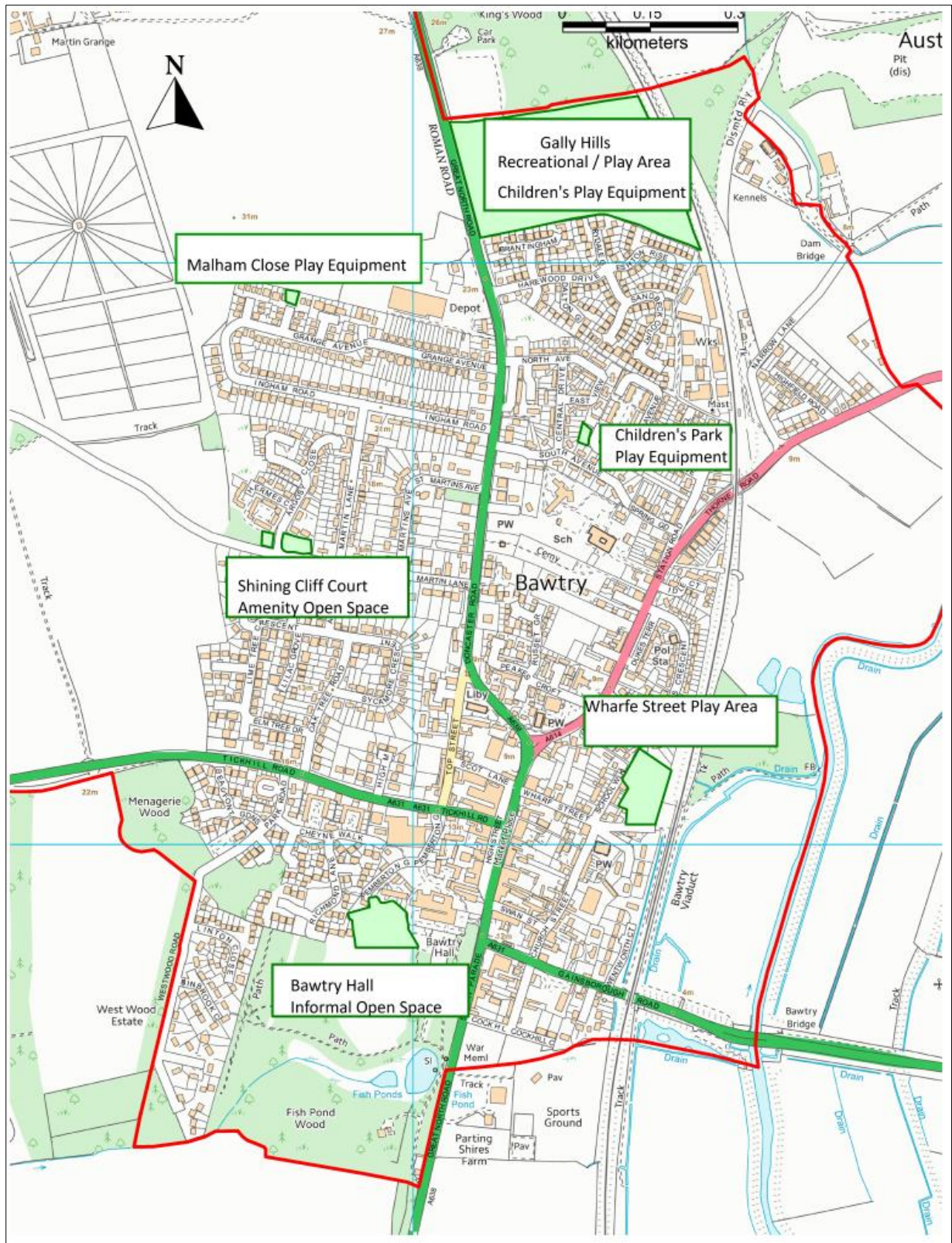
²⁹ <http://www.doncaster.gov.uk/services/environmental/doncaster-biodiversity-action-plan>

incorporate them into the development.

Proposals for new and improved outdoor sport provision and recreation facilities, including new parks, will be supported provided that:

- 6. Any necessary structures or buildings are sited and designed sensitively to blend into the surrounding landscape, in terms of scale, colour and materials; and**
- 7. Appropriate screening is provided as part of landscaping schemes to minimise visual impacts; and**
- 8. Safe places are created for social interaction which have natural surveillance.**

Map 11 Protected Open Spaces and Recreational Facilities



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Justification



- 3.5.14 Sports fields and play areas are part of the green infrastructure, and the existing facilities within the town are valued by the community as shown in the responses to the questionnaire and community consultation. Unfortunately, Bawtry does not have any public parks, a fact remarked upon by respondents in our consultation questionnaire survey. The Town Council owns land used for allotments by local residents, for which there is a lengthy waiting list.
- 3.5.15 Bawtry has a reasonable range of open spaces with an area of allotments, a cemetery, the Church grounds, the Memorial Sports Ground, Mayflower school grounds, and the grounds around the library and the New Hall, and the Pinfold. Open spaces and recreational facilities are shown on Map 11. Wharf Street Recreation area consists of a large grassed area available for informal games, plus a fenced games court and a children's play area. The Memorial Sports Ground, on the southern edge of the town (located in the Parish of Scrooby) is leased to Bawtry Action for Recreation and Sports. A new Community Sports Pavilion has been constructed there. This provides facilities to support junior (boys and girls) and senior football clubs, cricket and bowls teams. A large function room is also available, used for fitness classes and private parties. There is another children's playground in a greenfield area immediately adjacent to the northern limit of the town. This area, known as Gally Hills recreational and play area, would potentially be suitable for the creation of a public park and/or additional junior football pitches. The large grassed area at Wharf Street recreation area might also be suitable for an additional junior football pitch.
- 3.5.16 The DMBC Green Space Audit 2013³⁰ identifies four informal open spaces with Malham Close, Wharf Street and Kingswood Close having some level of play equipment. Wharf Street also has a Multi-Use Games Area (MUGA). A play equipment installation was considered for a grassed area in the Pemberton Ings housing development, funded by the developers, but the residents did not want the same because of the lack of a car parking facility for users and the funds were diverted to other projects. The Green Space Audit suggests that from a desk top analysis the priority would be to increase the quantity of informal and formal provision for the community or create a public park.

³⁰ See Doncaster LDF Green Space Audit (Part One A) Assessment of Provision by Community Profile Area Evidence Base July 2013 Appendix One: Community Profile Area Green Space Audit Provision and Summaries <http://www.doncaster.gov.uk/services/planning/green-space-documents>

3.5.17 Other identified open spaces in Bawtry in the Green Space Audit include the following:

- **Shining Cliff Court** - amenity (Housing), area 0.24 hectares

A predominantly mown grassed area, on the corner between Martin Lane and Argosy Close, between a housing development and Martin Lane. The land slopes steeply down to the main road, with a belt of trees at the bottom. It does not appear to have any specific amenity value beyond being an open green space.

- **Bawtry Hall** - informal, area 0.6 hectares

An open, grassed area within or adjacent to the grounds of Bawtry Hall. Proximity to the latter, and its historically numerous "Private - Keep Out" signs has probably resulted in many people believing it is private land. It is, nevertheless, used by some members of the public, including dog walkers.

These are also identified on Map 11.

3.5.18 The Town Council has a role to play in identifying and protecting accessible open spaces. This will contribute toward creating an environment where access to activities is made easier and healthy lifestyles are supported. There may be an opportunity to use the Robin Hood Airport Investment Fund to help create a public park.

3.5.19 The Health Profile for Doncaster, Public Health England, 2017³¹ advises that the health of people in DMBC is generally worse than the England average. Life expectancy for both men and women is lower than the England average. Priorities in Doncaster include increasing physical activity and the links between good health from incidental exercise and being able to access open space is well established. Health is about more than access to medical treatment and services. It is about lifestyle, including routine and informal exercise and fitness for all ages and interests.

3.5.20 Playing fields, sports pitches and incidental informal open spaces and children's play space, are protected through planning policies. Some allotments, woodlands and areas of nature conservation value are protected by other legislation as well as planning policies.

3.5.21 Bawtry also has a number of incidental open spaces. These areas tend to be amenity road verges, landscaped or 'grassed' incidental open spaces around buildings (such as the library) and residential areas, which have little or no recreational value. They do, however, make an important contribution to the environmental quality of the town and could provide opportunities for food growing. As such they contribute positively to the urban aesthetic, and green infrastructure, and should accordingly be protected.

3.5.22 The Memorial Sports Ground is an important facility for the Bawtry community but is not included in this Neighbourhood Development Plan as it is outside the parish boundary and

³¹ <https://www.gov.uk/government/statistics/2017-health-profiles>

within the Bassetlaw District Council area. The facility is owned by the town council and managed on its behalf by the organisation Bawtry Action for Recreation and Sport (BARS).

3.5.23 Doncaster UDP Saved policies include various policies which protect existing facilities and support the provision of new facilities. Core Strategy Policy CS1: Quality of Life supports proposals which "provide opportunities for people to ... have access to good quality housing, local services, sport, leisure, religious and cultural facilities."

Green Infrastructure (GI)

Policy NE4 Green Infrastructure

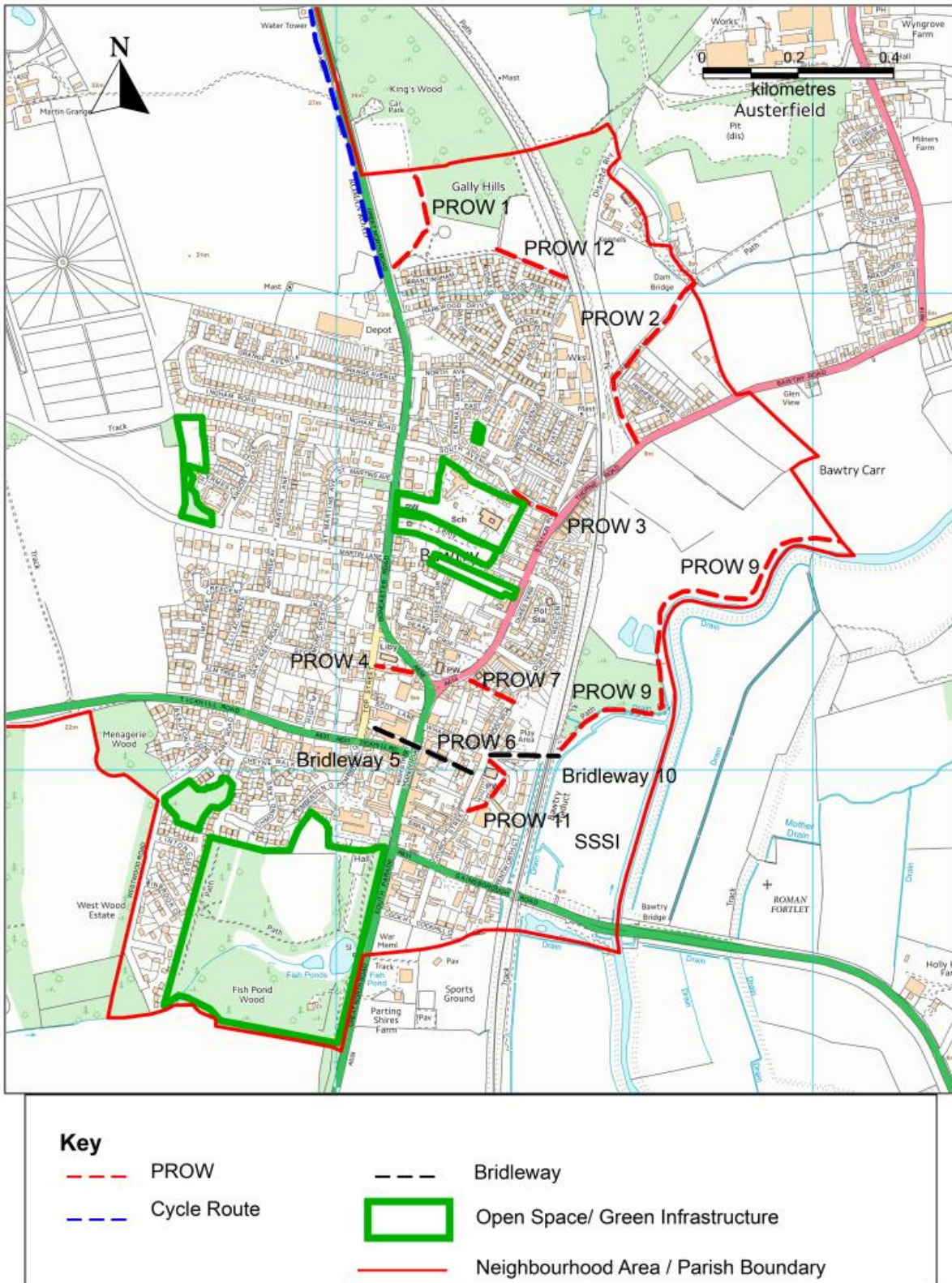
New development should protect and where possible enhance existing green infrastructure assets as shown on Map 12. Development which delivers the creation of new multi-functional green infrastructure will be supported.

Where possible, opportunities should be taken to improve linkages between existing green corridors in order to contribute towards ecological enhancements, flood risk and water quality management, and to enhance the landscape and historic character of Bawtry Parish. Proposals should demonstrate how these networks will be achieved and maintained.

Public Bridleway leading to the railway viaduct and the Washlands SSSI



Map 12 Green Infrastructure and Public Rights of Way



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Justification

- 3.5.24 Green Infrastructure (GI) is "a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities" (NPPF Annex 2: Glossary)
- 3.5.25 The natural and semi natural open spaces, water courses and footpaths and cycle routes combine across Bawtry parish to provide a GI network within the town which links to the wider countryside, and this network is shown on Map 12. A healthy natural environment is important to the wellbeing of Bawtry residents, maintaining the rural character of the town, and making it an attractive place for visitors.
- 3.5.26 There is a need to protect and enhance these assets and to ensure that they are accessible to the local community for the enjoyment and benefit of all. The Neighbourhood Development Plan will seek to achieve this by encouraging new development to link to and enhance existing networks.
- 3.5.27 It is important to recognise the importance of biodiversity in sustainable communities and the Neighbourhood Development Plan therefore also seeks to conserve and enhance the local GI, linked to the Blue Infrastructure³² around the River Idle, to foster plant and animal wildlife in the parish. Development proposals provide important opportunities to restore or establish green infrastructure which will maintain or create wildlife corridors, including the planting of trees and hedgerows, wildflowers, and wetland creation. Such opportunities will be sought to encourage the diversity of wildlife in the parish.
- 3.5.28 Doncaster Core Strategy Policy CS2: Growth and Regeneration Strategy sets out that "distinctive and vibrant communities will be supported through: provision of local facilities and improved access to these by creating walkable neighbourhoods; ... and protection and enhancement of the green infrastructure network (including key green wedges)".

Natural Environment Actions for the Town Council

- 3. The Town Council will work with DMBC and other organisations to develop a GI network that ensures that the community continues to be well served with a range of open-spaces, but with better functional and habitat connections between them.**

³² Blue infrastructure is linked to water. It includes pools, ponds and pond systems and water courses.

Encouraging Walking and Cycling

Policy NE5 Improving Accessibility for Walkers, Cyclists and Horse Riders

Development proposals when possible should include linkages to existing footpaths and cycle routes in order to improve connectivity between existing networks and enhance the attractiveness of walking and cycling in and around the town. Schemes should include cycle parking and storage facilities in accordance with guidelines³³ and be appropriate to the scale of the development.

Development proposals should ensure that existing Public Rights of Way (PROW) including footpaths, cycle routes and bridleways, which cross or adjoin their sites, are retained and improved to support walking and cycling and enhance Green Infrastructure (see Map 12).

When a development provides new PROW or proposes revisions to existing routes, paths should avoid the use of estate roads wherever possible, and preference will be given to routes through landscaped areas or open spaces away from vehicular traffic.

New and existing routes should not be enclosed on both sides by high fences, walls or hedging which can lead to narrow, unattractive corridors with limited overlooking.

Justification



3.5.29 The public consultation showed that local people value the countryside and walking opportunities and are concerned about the impacts of traffic in the town centre.

³³ South Yorkshire Residential Design Guide
<http://www.doncaster.gov.uk/services/planning/south-yorkshire-residential-design-guide-spd>

- 3.5.30 The parish has a relatively limited Public Rights of Way (PROW) network, with a few short lengths of public footpaths and bridleways. Routes connect to longer sections on the eastern side of the Parish particularly along the River Idle. There is also a dedicated cycle/walking path that starts just past the Kingswood estate, on Doncaster Road, and which connects to the Greenway into Doncaster town centre (Doncaster Greenway).
- 3.5.31 This network should be extended to help improve access to the countryside and biodiversity and support healthy lifestyles by encouraging walking and cycling. New development within the parish should, where possible, aim to improve and extend this walking and cycling network, with particular emphasis on safety.
- 3.5.32 PROWs have the potential to be multifunctional to provide healthy sustainable access within parts of the parish for residents, contributing to the character of the town and providing attractive heritage trails for visitors. They can contribute to the Green Infrastructure and biodiversity by acting as habitats themselves, as wildlife corridors to others and, where appropriate, serving as open space.
- 3.5.33 The Neighbourhood Development Plan seeks to reduce car usage, not just as a desirable lifestyle choice, but also to relieve the already congested town centre. When there is evidence in traffic impact studies, development shall be designed to improve connectivity to the town centre and existing infrastructure either by cycling or walking.
- 3.5.34 Doncaster Core Strategy Policy CS9: Providing Travel Choice supports proposals which improve the number and quality of opportunities for walking and cycling both as part of the highway and as part of the wider green infrastructure network. Further guidance can be found in the South Yorkshire Residential Design Guide including connectivity to existing routes, legibility and directness of walking provision and inclusive design principles (N5.2 Walkable neighbourhoods <http://www.doncaster.gov.uk/services/planning/south-yorkshire-residential-design-guide-spd>).



Reducing Carbon Emissions

Policy NE6 Reducing Carbon Emissions and Encouraging Sustainable Design

Proposals for low carbon energy generation schemes will be encouraged provided they comply with relevant national and local policies and do not impact negatively on the local landscape character or historic environment.

Development should comply with DMBC adopted standards for cycle parking and electric vehicle charging points.

New buildings should be set back from the carriageway of busy roads to reduce public exposure to the highest levels of pollution. Schemes should also incorporate tree planting and open spaces where appropriate in line with other policies in the Neighbourhood Development Plan.

Where there is a potential conflict between maximising energy and resource efficiency and ensuring new buildings are designed sensitively in relation to local context, the priority will be given to visual impact on local character where schemes are located within or impact upon the setting of the conservation area and to sustainable design in other areas.

Lighting schemes should be designed sensitively to minimise energy consumption and limit any adverse impacts on wildlife.

Justification

- 3.5.35 NDPs are required to promote sustainable development and to provide a positive planning framework which responds to the challenges presented by climate change. Unchecked climate change poses a serious global threat to human welfare, the natural environment and economic development. As with all communities around the world, Bawtry has a responsibility to play its part in addressing climate change through economic and lifestyle choices. Carefully planned sustainable development will support Bawtry's efforts to reduce carbon dioxide emissions. To support this, the Neighbourhood Development Plan seeks to increase the amount of energy generated locally from renewable and low carbon sources and to reduce consumption through good design.
- 3.5.36 DMBC advised during the Regulation 14 public consultation that design standards requiring new properties to be set-back from the carriageway of busy roads, is a very effective way of reducing public exposure to the highest levels of pollution. Tree planting and protection and provision of green space can also make significant contributions to improving air quality.
- 3.5.37 There are only a limited number of solar panels in Bawtry at the current time, and no local wind turbines. It is important to be mindful of any impact on the visual aspect of the town,

particularly in the conservation area. Where planning permission is required for any schemes, proposals will be judged on their impact on landscape, visual amenity, noise, safety, ecology and the conservation of the built environment.

- 3.5.38 Lighting can impact adversely on wildlife, particularly bats. The reduction of night time illumination of commercial signage and of general illumination will be sought provided it does not significantly endanger security.
- 3.5.39 By using more locally generated renewable energy, residents and businesses in Bawtry will be responsible for generating lower carbon emissions. Bawtry will therefore make a greater contribution to reducing global carbon emissions, the main cause of climate change.
- 3.5.40 Doncaster Core Strategy Policy CS14: Design and Sustainable Construction sets out that the design and layout of development must also be designed to adapt to a changing climate, whilst helping reduce the causes of climate change, by using energy, water and materials in the most efficient way as possible.

3.6 Highways, Traffic and Transport

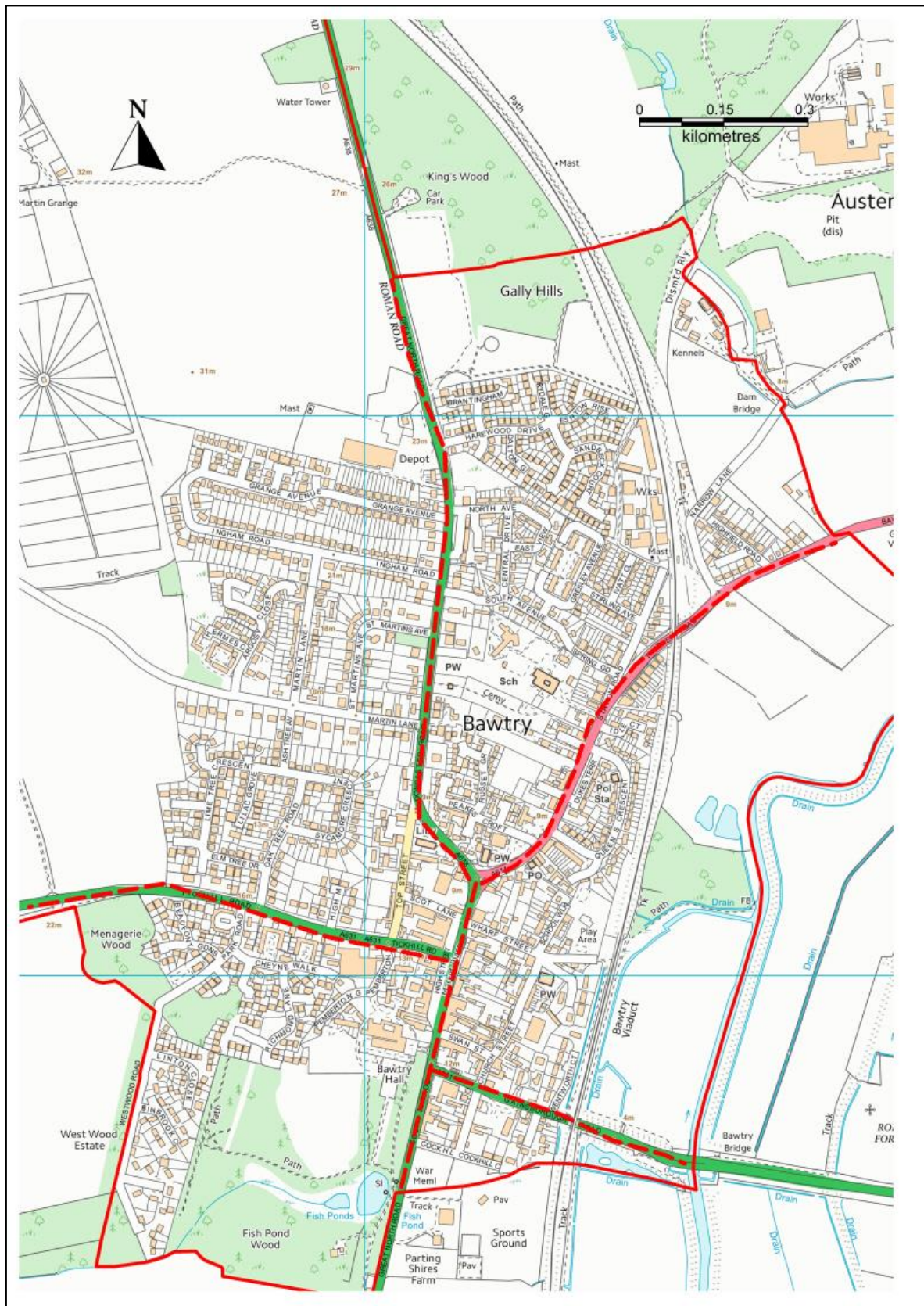


Introduction

- 3.6.1 The centre of the town spans the historically important Great North Road (A638) and is also at the confluence of two major A roads (A631 and A614). As a consequence, Bawtry experiences constant traffic. This has an adverse impact on the town centre environment in terms of noise, air quality, visual impact and pedestrian accessibility and safety, and therefore its attractiveness to visitors is compromised. Air Quality was monitored in 2013 by DMBC. This indicated that whilst concentrations were below the objective, it remains at a level where air quality will need to be carefully considered as further development comes forward. It should also be noted that traffic levels have increased significantly since then. The west to east A631 is also an important historic route from Sheffield, through Tickhill to Gainsborough and Lincolnshire and links with the M18 (junction 1, close to the M1). The A1(M) could be viewed as a Bawtry by-pass, but considerable traffic still travels through Bawtry to Doncaster. The opening of the FARRRS link road to the M18 (junction 3) at Parrot's corner, was seen as an opportunity for some north-south (and south-north) traffic to by-pass the town thus reducing traffic through Bawtry. However, despite there not being any hard evidence to support it, residents' very strong perceptions are that traffic has actually increased through the town, particularly in respect of heavy goods vehicles (HGVs). The final section of the FARRRS link road was opened in June 2018 and appropriate traffic counts will now be requested from DMBC to support residents' perceptions. Adding to this problem is the fact that the Airport remains signposted from the motorway network through Bawtry.
- 3.6.2 It is no surprise that traffic and travel concerns were included in many of the responses from residents to the Neighbourhood Development Plan consultation. The town is not 'pedestrian friendly'. It also has problems of parking, volume of HGVs and traffic speeds outside the town

centre. The major routes through the town have a 30-mph speed limit, but the north section of Doncaster Road (A638), and part of Thorne Road (A614), are 40 mph. A 20-mph school crossing zone has recently been introduced on Thorne Road (A614). BTC has been lobbying DMBC for some time for a consistent 30 mph limit on all through routes to be extended to the town boundaries and will continue to do so. Whilst the existing average traffic speed counts on the A638 and A614 indicate speeds only marginally in excess of the current limits (but certainly in excess of the desired 30mph limit on Doncaster Road), it is not considered that they are a true reflection of the actual situation. As such, individual vehicle speed checks will be required to substantiate residents' perceptions. Additionally, the STATS 19 data referred to in paragraph 3.1.24 indicates that 4 of the vehicle collision accidents over the last 5 years were on Doncaster Road, 2 of which involved pedestrians injured within the current 40 mph limits. Through routes are shown on Map 13.

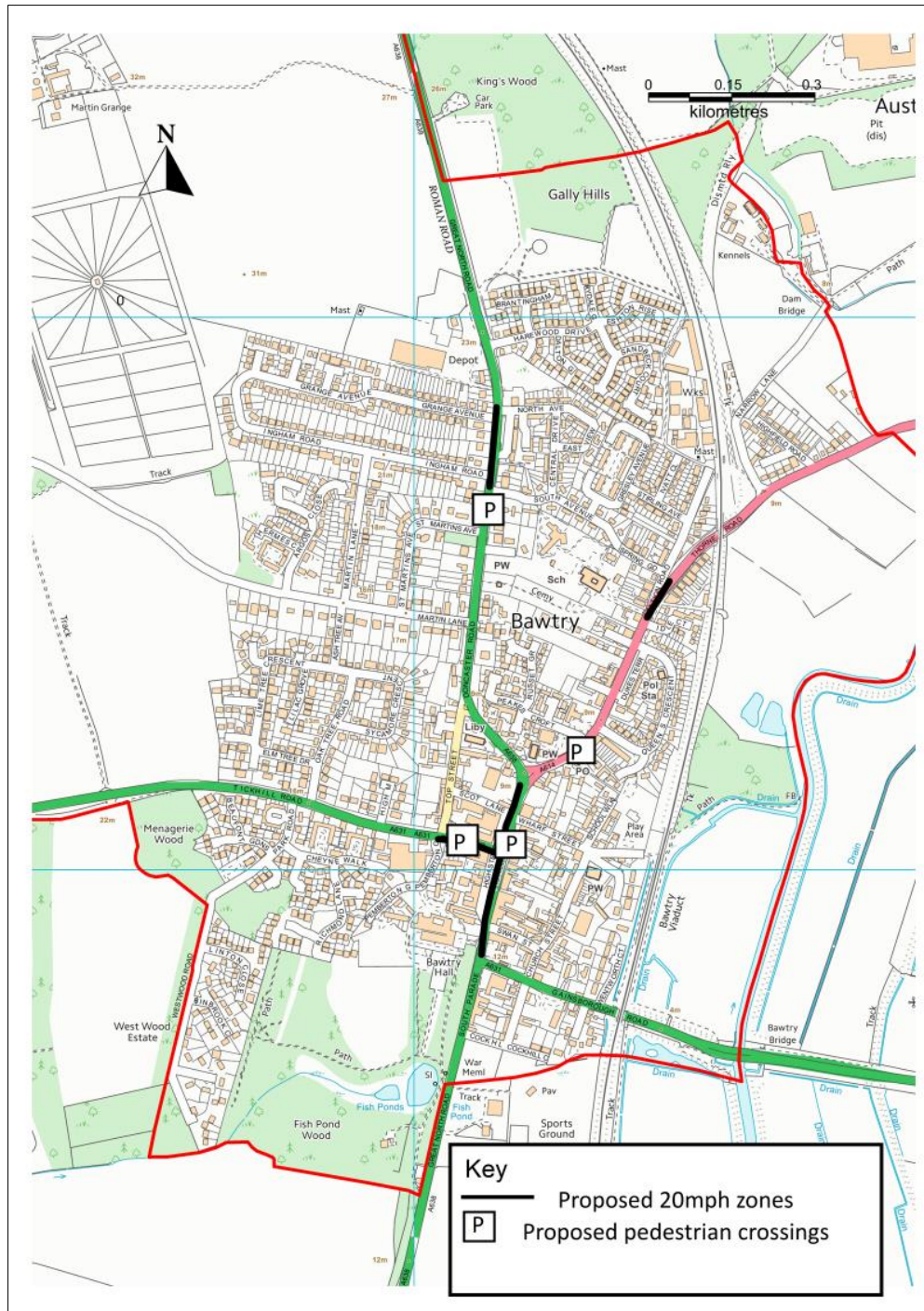
Map 13 Through Routes



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3.6.3 There is only one location for pedestrians to cross the High Street, which is by means of the signal controlled crossing near to the Market Cross, at the south end of the town. Again the STATS 19 data indicates that there have been 11 vehicle collision accidents over the last 5 years on the High Street (including the Tickhill Road junction), 3 of which have involved pedestrians injuries.

Map 14 Proposed Speed Limits and Pedestrian Crossings



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- 3.6.4 Market Hill is owned by Bawtry Town Council but, with the exception of the footpath on the west side of this area, the other highways and footpaths within the centre of the town are generally adopted and thus maintained by DMBC as public highways. The status of the footpath on the west side of Market Hill is unknown. DMBC currently consider this to be a public highway, but privately maintained, although its adoption status is disputed by the Town Council. Recent emergency repair works to the footpath have been carried out (without prejudice to liability) by the Town Council as a public duty to make the footpath safe for pedestrians. Negotiations are being carried out with DMBC regarding the future adoption of this footpath as a publicly maintained highway. As the footway is part of the overall improvement scheme for Market Hill, its progress may be considered as part of that scheme.
- 3.6.5 There is a dedicated cycle/walking path that starts just past the Kingswood estate on Doncaster Road, but it is, in parts, very uneven. It connects to the Greenway which goes into Doncaster town centre. DMBC are currently looking at the feasibility of extending this cycle route.
- 3.6.6 Current bus service provision is 4 buses an hour going to Doncaster and buses to Retford, Worksop, Blyth, Gainsborough and Misson running throughout the day from Monday to Saturday. The services reduce to 1 per hour in the evening. On a Sunday there is 1 bus per hour to Doncaster/Worksop. Many residents do not use buses and very few visitors use the bus to come to Bawtry.
- 3.6.7 It is recognised that efficient and effective transport is required to support sustainable development and economic growth in any small town such as Bawtry. A balance needs to be found between accommodating lorry traffic for delivery and supply to/from shops and businesses, and ways to minimise adverse impacts on residents, visitors and the historic environment. Residents have expressed a clear desire to see a reduction in traffic speed, and volume of through traffic (which contributes very little to the prosperity of the town), especially HGVs.

Highways, Traffic and Transport Policies and Proposals

Policy T1 Supporting Measures to Improve Traffic Management through the Town Centre

If there is adequate evidence of traffic impacts from development proposals, planning conditions or obligations may be imposed in accordance with national guidance.

In particular the following measures will be encouraged and supported to improve the town centre environment and to make it a more welcoming and safe place for pedestrians, cyclists and those with impaired mobility:

- 1. Implementation of highway improvements to ensure a sustainable vehicular traffic movement strategy for Bawtry;**
- 2. Introduction of measures to control the speed of traffic wherever possible;**

- 3. Improving links within the town for walking, cycling and access to public transport (bus services) including enhancing the local public rights of way network, and the provision of town centre seating;**
- 4. Giving greater priority to pedestrians and cyclists over vehicular traffic and providing dedicated cycle routes wherever possible;**
- 5. Designing schemes to improve accessibility for people with differing needs including visual impairments, dementia, age friendly and mobility issues;**
- 6. Provision of additional pedestrian crossing points on main roads, dropped kerbs at crossing points, widening of pavements, and identification of 'safe routes to school' schemes;**
- 7. Mitigating traffic impacts in residential streets, and measures to improve children's safety in the vicinity of schools; and**
- 8. Improving facilities at bus stops and shelters including provision of seating and travel information.**
- 9. Improving highway safety and minimising traffic congestion.**

Justification

- 3.6.8 National and local planning policy supports a shift towards more sustainable transport modes and this Plan acknowledges that consideration needs to be given to a balance of provision in favour of sustainable transport modes. Traffic speed on all the major routes through the town has been highlighted by residents as a significant issue. There is currently an inconsistency in speed restrictions through the town, and it is felt that the 30-mph limit should be applied to all the major routes within the town boundary, and potentially a 20-mph limit through the High Street. These concerns lie outside planning policy however and will require consultation with DMBC Safer Roads in relation to possible provision of Traffic Regulation Orders.
- 3.6.9 The major classified (former trunk) road through the town has established its prominence, and success, but is also now largely responsible for the town's accessibility and environmental problems. No standard traffic engineering solutions have been identified that can solve the town's issues but, rather, a combination of physical and legislative measures to improve the quality and environmental standards will be required. In order to achieve any level of success, the co-ordination of all relevant parties is absolutely necessary as, of course, is the ability to raise the levels of finance required. The Town Council will work closely with DMBC to identify and provide evidence for a suitable package of measures to address Bawtry's travel and transport issues.
- 3.6.10 The Department for Transport report "Road Traffic Estimates: Great Britain 2016"³⁴ indicates that for the Local Major Road Network ('A'- roads managed by local authorities), the Annual

³⁴ <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2016>

Average Daily Flow (AADF) is 13,900 vehicles (two way over a 24 hour period on a typical stretch of road), with Lorries (all types) representing 4% of the vehicle miles travelled. AADF is based on a normal weekday count between March and October and represent averages for the UK. In this context, these averages are merely being used here for comparison purposes.

3.6.11 Doncaster MBC have undertaken the following recent traffic counts on Doncaster Road and High Street (both A roads and part of the Local Major Road Network):

- Doncaster Road - automatic counter over 7 days in October 2016. The average (weekday) flow was 14,156 vehicles (just above the AADF average figure). However, Lorries made up approximately 11.5% of that flow.
- High Street - automatic count in June 2017. The average weekday flow was 18,324 vehicles (approximately 32% above the AADF average figure) with around 9.5% being Lorries.

3.6.12 For Doncaster Road, there was a manual count in October 2009 (the same month as the 2016 survey). The 2-way daily flow was 9776 vehicles. So, over the 7-year period to October 2016 there was an increase of 4380 vehicles (a 23% increase). Although this was a 'one day' count, it does indicate a major increase in traffic volume, especially compared to the national average 2.4% decrease in traffic on urban 'A' roads over the 10-year period to September 2016. There was an automatic count on this section in June 2009, which indicated an average weekday (workday) flow of 11,470. Even using this count, there is an increase of 2,686 vehicles - still a 27.5% increase.

3.6.13 New development, such as fracking, within close proximity of Bawtry, may also increase local traffic. Currently iGas are carrying out testing/exploratory drilling works at Misson. The planning requirement during this phase of works is for traffic to access the site from the north, thus avoiding Bawtry. However, it is uncertain whether such restrictions would be required if the site becomes fully operational. Also, there is a growth within the area of national companies with local distribution depots. As has already been agreed with DHL, arrangements need to be made with these companies to encourage them to adopt preferred lorry routes avoiding travelling through Bawtry. Such an agreement could also be sought with Hudson's Yard (located on the north side of the town) for HGVs to only access their yard from the north but only if a new planning application was submitted. Routeing agreements are secured through planning application process either by S106 or condition. The routeing would therefore need to meet the 3 tests of CIL or 6 tests of condition and could not be applied retrospectively.

3.6.14 Many of the hazards deterring residents and visitors are associated with the highways and their safety issues. The lack of pedestrian crossings, and condition of the footpaths (see Figure 4), are other main concerns with regard to pedestrian safety. Additional evidence regarding these issues is currently being sought. An initial Community Street Audit (led by DMBC) is being undertaken in October and further work will follow as necessary.

Figure 4 Pedestrian Hazards - Poor Quality Pavements



3.6.15 As with most towns, Bawtry has some older residential areas with narrow streets where planning for car ownership and future growth was never considered (such as South Avenue and North Avenue). This has resulted in vehicles parking on the footpaths and verges so as not to block the roads. Additionally, with the growth in car ownership, many properties in the town have insufficient 'off street' parking which again results in vehicles being parked on the highway and, quite often, blocking the footpath.



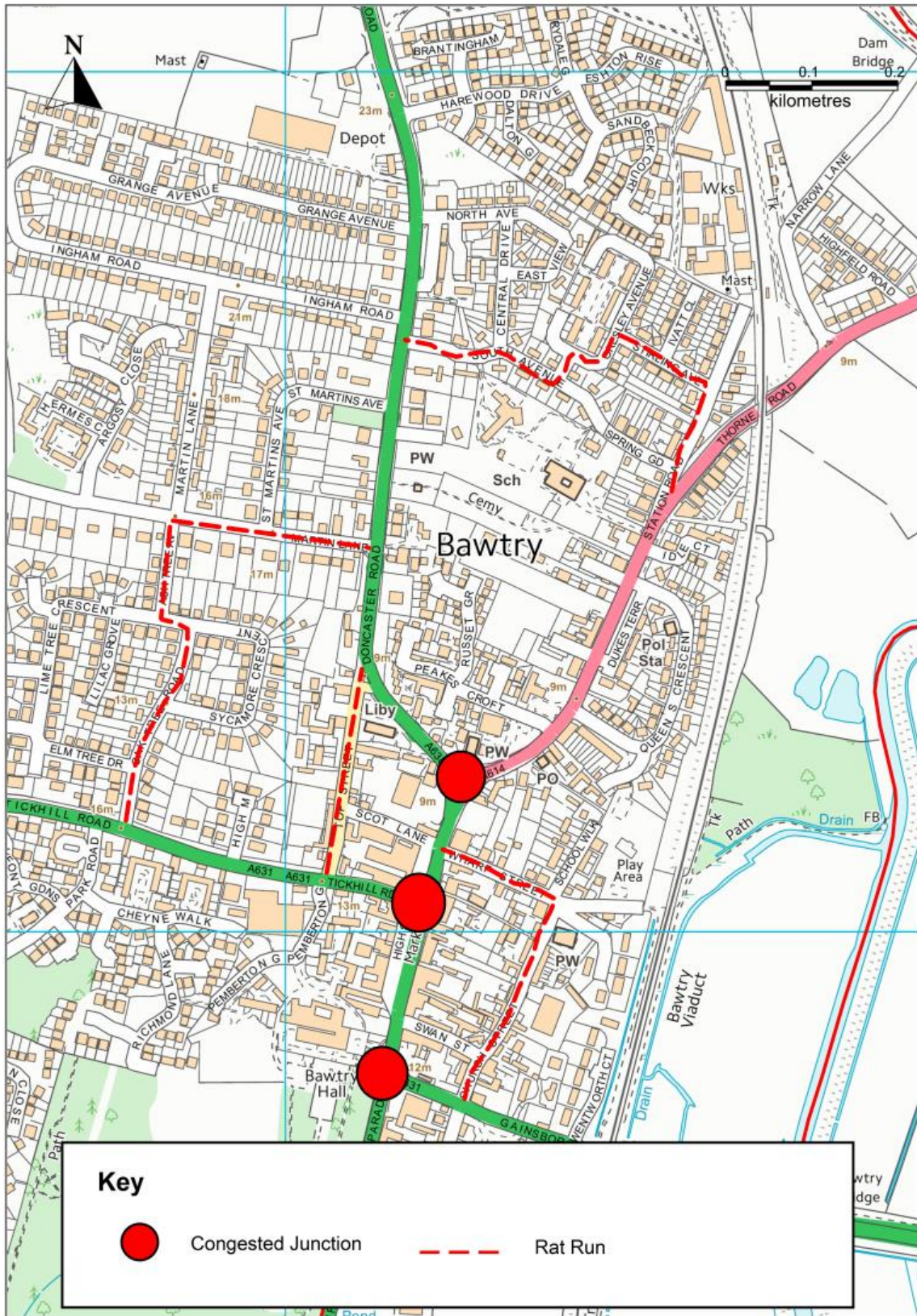
Parking on Pavements

- 3.6.16 Residents have told us that this practice is becoming problematical both for safety reasons (by preventing free passage for pedestrians), and for damage to the highway (particularly the grass verges). It is acknowledged that there is not any 'quick fix' for this problem as DMBC do not have any budget to rectify the numerous such problems throughout the Borough.
- 3.6.17 This practice has also started to occur on 'kerbside' verges on the main routes through the town. This prevents machinery access and destroys the grass which makes the area look unsightly - it is cited in Bawtry Town Council's 'Image of the town initiative' as an issue that needs tackling before the problem escalates (see Appendix V). These offenders generally live in properties that do have sufficient 'off street' parking but, for convenience, choose to park one of their vehicles on the highway. The practice is not illegal 'per se' but offenders can be prosecuted by DMBC for damage to the highway. This is being considered by DMBC and, in conjunction with DMBC, every effort will be made to encourage offenders to cease this practice. Both DMBC and BTC have recently sent out 'courtesy' letters to a few offenders in an attempt to curtail the problem before it starts to escalate. Additionally, reference to this issue has been made in the BTC Section of the local magazine 'Bawtry Today' in Appendix VI.
- 3.6.18 The High Street/Tickhill Road (A631) junction in the centre of the town has particular alignment and capacity problems, and is considered to be unsafe, and difficult for pedestrians to negotiate. The congestion experienced along the High Street has led to 'rat-runs' being sought along Wharf Street/Church Street and along Top Street.
- 3.6.19 The type of access to the newly opened Sainsbury's is inappropriate to its current use (being a footpath crossing rather than a defined access) and there is a perception that it is dangerous for pedestrians to cross due to the continual movement of vehicular traffic. There is a vital need for an additional crossing point on the High Street to the north of Tickhill Road (A631) in the vicinity of the chemist, and also to cross the busy A631 junction itself. A similar need exists for the ability to safely cross Station Road (A614) near to the doctor's surgery. At the moment, anyone who is less mobile, aged or visually impaired simply could not contemplate crossing

Doncaster Road, Tickhill Road or Station Road unaided and thus have restricted pedestrian access to the town's services.

- 3.6.20 Improvements to pedestrian and cycle links are important to Bawtry so that people are encouraged to leave their cars at home. The town is relatively flat but does rise considerably to the north along Doncaster Road (A638). The town is nucleated, with most dwellings within easy reach of the centre. Improving conditions for pedestrians and cyclists is an objective of this Plan. These issues will be highlighted by the Community Street Audit mentioned in 3.6.14.
- 3.6.21 Elderly residents, those with mobility problems and, indeed, families with young children from some of the more outlying residential areas of the town have explained in consultation processes that they are afraid to tackle the journey into the centre which leaves them isolated from the community, and the town's amenities. The reasons cited being uneven and broken paving, overhanging trees and hedges, cars parking on the footpath and just the volumes and type of traffic.
- 3.6.22 The centre of town also presents a number of accessibility challenges to many groups within our community. The need for seating in the town centre for older or infirm people to rest after walking from the outlying residential areas is a must and walking in the centre of town needs to be a pleasurable experience.
- 3.6.23 As mentioned earlier, damaged pavements and kerbs that may be considered unsightly to many of us can present a real hazard to others, as can street furniture 'clutter'. The need for more dropped kerbs to more easily allow the use of mobility scooters around the town has also been highlighted. Arrangements have been made with DMBC to carry out a 'community street audit' to assess all the accessibility issues mentioned above. In general these concerns lie outside the planning framework. However through the planning process developer contributions could be sought where the CIL or planning conditions tests are met.

Map 15 Congested Junctions and Rat Runs



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- 3.6.24 There is mixed opinion about the current bus services, with marginally more residents considering the service to be inadequate. Suggestions for new destinations for buses, included Sheffield, Tickhill, Austerfield, the tree estate and Robin Hood airport. Some of the suggested improvements included having later buses, unified ticketing for Doncaster buses, and to have a shelter for the Retford/Harworth/Gainsborough service. The re-opening of the railway station was also suggested, but it is accepted that this is unachievable.
- 3.6.25 It is noted that bus services which are not well used may be vulnerable to being withdrawn. Encouragement to use the public transport available in the town would help. It may seem an obvious observation but with our society's obsession with the car, public transport seems to get overlooked. This may be considered more of an issue for our elderly residents, with people aged over 75 making up 7.5% of Bawtry's population.
- 3.6.26 Residents advised that parking on Tickhill Road was dangerous, that parking hours and charges at Market Hill car park should be reduced or abolished and nuisance and insufficient parking were amongst the top concerns. The waiting restrictions on Tickhill Road have recently been extended but have had the effect of moving the problem to further along the road.
- 3.6.27 Residents have made it clear that they would like to see some form of residents free 'short-term' parking scheme introduced on Market Hill, as well as consideration of 'residents only' parking on some of the streets outside the Town Centre boundary. Any potential scheme could incorporate short term visitor parking provision. There is also a desire to introduce free evening, Sunday and Bank Holiday parking arrangements, which was evidenced by a petition from residents in 2014. Such proposals will be assessed alongside the desire to promote sustainable travel modes.
- 3.6.28 DMBC saved UDP Policy T 24 supports innovative forms of public transport. Core Strategy Policy CS9 supports improvements to travel choice.
- 3.6.29 This NDP aims to encourage joint working between Doncaster MBC, Nottinghamshire County Council, Bassetlaw District Council, Highways England, and the Town Council, to agree solutions to manage the impact of existing and proposed large scale developments in adjoining areas on the roads in and around Bawtry. Bassetlaw, within Nottinghamshire County Council, is included due to the potential impact of the current Harworth expansion. Where appropriate, developers should provide a transport assessment.
- 3.6.30 It is recognised that many of the aspirations and highways and traffic proposals are outside the remit of land use planning, but this Neighbourhood Development Plan also aims to influence planning applications wherever appropriate to promote its objectives and achieve a long term sustainable strategy for traffic management and transport improvements. This may involve better working arrangements with developers, local schools and public transport providers, to reduce the impact of development on the community.
- 3.6.31 DMBC have set guidelines for requiring transport assessments. The principles of transport assessments, travel plans and transport statements are contained within section 4.2 of Doncaster Council Development Guidance and Requirements: Supplementary Planning

Document (<http://www.doncaster.gov.uk/services/planning/development-guidance-and-requirements-spd>). The thresholds set are based on Department for Transport guidance on transport assessments (<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>).

Highways and Traffic Actions for the Town Council

- 1. The Town Council will work with DMBC to prepare a “Town Centre Movement Strategy”. The components of this approach will be:**
 - A. Minimisation of traffic through the town centre.**
 - B. Improved pedestrian safety and movement in the town centre.**
 - C. Improved provision for cycle movement.**
 - D. Improved public bus operations and facilities.**
 - E. Provision for electric vehicle charging.**
 - F. Car parking demand management and provision of alternative car parking locations.**

- 2. The Town Council will work with DMBC to attempt to resolve as many of the 'on street' parking problems as possible, as well as educate motorists through appropriate publicity.**

- 3. The Town Council will continue to work with Doncaster MBC to improve the general image of the highways in the town, including progressing such measures as:**
 - Improved road and footway maintenance standards**
 - Protecting highway grass verges from traffic over-run**
 - Reducing street furniture ‘clutter’ within the town centre**
 - Improving highway grass cutting and street sweeping standards**
 - Improving the standard for sign cleaning**
 - Improving the appearance of the town with improved highway planted areas, hedges and trees and hanging baskets**
 - Reducing litter along the highway**
 - Eliminating 'kerbside' grass verge parking on the main routes through the town.**

- 4. The Town Council will work with all highway authorities, logistics companies, Robin Hood Airport, and other relevant parties to ensure, as far as possible, the re-direction of through traffic (particularly HGVs) away from Bawtry.**

- 5. The Town Council will work with DMBC to resolve the issue of the Market Hill footpath and implement an improvement scheme in keeping with its conservation area status.**

- 6. The Town Council will work with DMBC, the South Yorkshire Passenger Transport Executive and the bus operators to improve provision, planning and operation.**

- 7. The Town Council will continue to press the Local Highways Authority (DMBC) to address concerns about high traffic volume and congestion, speeding, and the lack of pedestrian crossings in a comprehensive and effective manner.**
- 8. The Town Council will encourage DMBC and Bassetlaw District Council to fulfil their “Duty to Co-Operate” with regard to the expansion of Harworth-Bircotes upon Bawtry. Where concerns are identified, including those generated by increased traffic volume, they should be addressed effectively.**
- 9. The Town Council will encourage DMBC to carry out the proposed improvement scheme for the High Street / Tickhill Road junction and the design to prevent HGVs from negotiating the left turn into Tickhill Road at speed.**
- 10. The Town Council will encourage DMBC to monitor traffic in Bawtry regularly and consistently, to allow comparisons over time to be made and trends identified.**

Appendices

Appendix I Listed Buildings and Scheduled Monuments, Bawtry ³⁵

There are 47 listed buildings and scheduled monuments in the Parish of Bawtry. These are:

1. PREMISES OF C W WADDINGTON LTD AND ATTACHED WING WALLS

Heritage Category: Listing Grade: II

Location:

PREMISES OF C W WADDINGTON LTD AND ATTACHED WING WALLS, 32, HIGH STREET, Bawtry, Doncaster

2. BANK HOUSE

Heritage Category: Listing Grade: II

Location: BANK HOUSE, 48 AND 48A, HIGH STREET, Bawtry, Doncaster

3. 50, HIGH STREET, 2 AND 2B, WHARF STREET

Heritage Category: Listing Grade: II

Location: 50, HIGH STREET, 2 AND 2B, WHARF STREET, Bawtry, Doncaster

4. THE GRANBY

Heritage Category: Listing Grade: II

Location: THE GRANBY, HIGH STREET, Bawtry, Doncaster

5. DOWER HOUSE RESTAURANT

Heritage Category: Listing Grade: II

Location: DOWER HOUSE RESTAURANT, HIGH STREET, DOWER HOUSE RESTAURANT, MARKET PLACE, Bawtry, Doncaster

6. MARKET CROSS

Heritage Category: Listing Grade: II

Location: MARKET CROSS, MARKET PLACE, MARKET CROSS, HIGH STREET, Bawtry, Doncaster

7. GARAGE PREMISES OF BARTON OF BAWTRY

Heritage Category: Listing Grade: II

Location: GARAGE PREMISES OF BARTON OF BAWTRY, 9, 11 AND 13, MARKET PLACE, GARAGE PREMISES OF BARTON OF BAWTRY, 9, 11 AND 13, HIGH STREET, Bawtry, Doncaster

8. CROWN HOTEL MARKET PLACE

Heritage Category: Listing Grade: II

Location: CROWN HOTEL, HIGH STREET,

³⁵ Historic England

<https://historicengland.org.uk/listing/the-list/>

9. 1, YORKSHIRE, Bawtry, Doncaster YORKSHIRE

Heritage Category: Listing Grade: II

Location: YORKSHIRE, 1, SOUTH PARADE, Bawtry, Doncaster

10. 12, SOUTH PARADE

Heritage Category: Listing Grade: II

Location: 12, SOUTH PARADE, Bawtry, Doncaster

11. DOVECOTE AND STABLES TO REAR OF NO 9 SWAN STREET (FORMING PREMISES OF M.A. MORRIS AND OF J.H.M. BUTT LTD)

Heritage Category: Listing Grade: II

Location: DOVECOTE AND STABLES TO REAR OF NO 9 SWAN STREET (FORMING PREMISES OF M.A. MORRIS AND OF J.H.M. BUTT LTD), SWAN STREET, Bawtry, Doncaster

12. BAWTRY HALL

Heritage Category: Listing Grade: II*

Location: BAWTRY HALL, TICKHILL ROAD, BAWTRY HALL, SOUTH PARADE, Bawtry, Doncaster

13. IRON GATE OPPOSITE ENTRANCE TO MASONIC HALL

Heritage Category: Listing Grade: II

Location: IRON GATE OPPOSITE ENTRANCE TO MASONIC HALL, TICKHILL ROAD, Bawtry, Doncaster

14. HARWORTH HOUSE

Heritage Category: Listing Grade: II

Location: HARWORTH HOUSE, TOP STREET, Bawtry, Doncaster

15. WHARF FARMHOUSE

Heritage Category: Listing Grade: II

Location: WHARF FARMHOUSE, WHARF STREET, Bawtry, Doncaster

16. MILEPOST APPROXIMATELY 300 METRES TO NORTH OF JUNCTION WITH NORTH AVENUE

Heritage Category: Listing Grade: II

Location: MILEPOST APPROXIMATELY 300 METRES TO NORTH OF JUNCTION WITH NORTH AVENUE, BAWTRY ROAD, Bawtry, Doncaster

17. OVAL SECTIONED HEADSTONE TO MARTHA BREWERTON SITUATED APPROXIMATELY 12 METRES TO NORTH OF CHURCH OF ST NICHOLAS

Heritage Category: Listing Grade: II

Location: OVAL SECTIONED HEADSTONE TO MARTHA BREWERTON SITUATED APPROXIMATELY 12 METRES TO NORTH OF CHURCH OF ST NICHOLAS, CHURCH ROAD, Bawtry, Doncaster

18. WESLEYAN CHAPEL

Heritage Category: Listing Grade: II

Location: WESLEYAN CHAPEL, CHURCH WALK, Bawtry, Doncaster

19. PINFOLD ON NORTH SIDE OF JUNCTION WITH HIGH STREET

Heritage Category: Listing Grade: II

Location: PINFOLD ON NORTH SIDE OF JUNCTION WITH HIGH STREET, DONCASTER ROAD, Bawtry, Doncaster

20. WHARF HOUSE

Heritage Category: Listing Grade: II

Location: WHARF HOUSE, 2, CHURCH STREET, Bawtry, Doncaster

21. REST HAVEN

Heritage Category: Listing Grade: II

Location: REST HAVEN, 38, CHURCH STREET, Bawtry, Doncaster

22. 3, 5, 7, 9 AND 11, DONCASTER ROAD

Heritage Category: Listing Grade: II

Location: 3, 5, 7, 9 AND 11, DONCASTER ROAD, Bawtry, Doncaster

23. PREMISES OF M WOMACK

Heritage Category: Listing Grade: II

Location: PREMISES OF M WOMACK, HIGH STREET, Bawtry, Doncaster

24. EQUITY HOUSE

Heritage Category: Listing Grade: II

Location: EQUITY HOUSE, 39 AND 41, HIGH STREET, EQUITY HOUSE, 39 AND 41, MARKET PLACE, Bawtry, Doncaster

25. 8 AND 10, SOUTH PARADE

Heritage Category: Listing Grade: II

Location: 8 AND 10, SOUTH PARADE, Bawtry, Doncaster

26. 5, SWAN STREET

Heritage Category: Listing Grade: II

Location: 5, SWAN STREET, Bawtry, Doncaster

27. 2 AND 4, SWAN STREET

Heritage Category: Listing Grade: II

Location: 2 AND 4, SWAN STREET, Bawtry, Doncaster

28. 14, SWAN STREET

Heritage Category: Listing Grade: II

Location: 14, SWAN STREET, Bawtry, Doncaster

29. MASONIC HALL

Heritage Category: Listing Grade: II

Location: MASONIC HALL, TICKHILL ROAD, Bawtry, Doncaster

30. HARWORTH HOUSE

Heritage Category: Listing Grade: II

Location: HARWORTH HOUSE, TOP STREET, HARWORTH HOUSE, HARWORTH PLACE, Bawtry, Doncaster

31. THE POPLARS

Heritage Category: Listing Grade: II

Location: THE POPLARS, 3, WHARF STREET, Bawtry, Doncaster

32. THE DUTCH HOUSE

Heritage Category: Listing Grade: II

Location: THE DUTCH HOUSE, WHARF STREET, THE DUTCH HOUSE, CHURCH STREET, Bawtry, Doncaster

33. BAWTRY BRIDGE

Heritage Category: Listing Grade: II

Location: BAWTRY BRIDGE, GAINSBOROUGH ROAD, Bawtry, Doncaster

34. GROVE HOUSE AND GROVE COTTAGE

Heritage Category: Listing Grade: II

Location: GROVE HOUSE AND GROVE COTTAGE, WHARF STREET, Bawtry, Doncaster

35. 6 AND 8, SWAN STREET

Heritage Category: Listing Grade: II

Location: 6 AND 8, SWAN STREET, Bawtry, Doncaster

36. DOUBLE BARN AT HALL FARM (PREMISES OF YORKSHIRE BOTTLE COMPANY LTD)

Heritage Category: Listing Grade: II

Location: DOUBLE BARN AT HALL FARM (PREMISES OF YORKSHIRE BOTTLE COMPANY LTD), TICKHILL ROAD, Bawtry, Doncaster

37. COACH HOUSE AND STABLE IMMEDIATELY TO REAR OF GROVE HOUSE

Heritage Category: Listing Grade: II

Location: COACH HOUSE AND STABLE IMMEDIATELY TO REAR OF GROVE HOUSE, WHARF STREET, Bawtry, Doncaster

38. LEIGH HOUSE

Heritage Category: Listing Grade: II

Location: LEIGH HOUSE, 4, WHARF STREET, Bawtry, Doncaster

39. CHURCH OF ST NICHOLAS

Heritage Category: Listing Grade: I

Location: CHURCH OF ST NICHOLAS, CHURCH STREET, Bawtry, Doncaster

40. STUDIO ANTIQUES

Heritage Category: Listing Grade: II

Location: STUDIO ANTIQUES, 34 AND 36, CHURCH STREET, Bawtry, Doncaster

41. BAWTRY BRIDGE

Heritage Category: Listing Grade: II

Location: BAWTRY BRIDGE, GAINSBOROUGH ROAD, Scaftworth, Bassetlaw, Nottinghamshire

42. 22, HIGH STREET

Heritage Category: Listing Grade: II

Location: 22, HIGH STREET, Bawtry, Doncaster

43. 2, 4 AND 6, SOUTH PARADE

Heritage Category: Listing Grade: II

Location: 2, 4 AND 6, SOUTH PARADE, Bawtry, Doncaster

44. 1 AND 3, SWAN STREET

Heritage Category: Listing Grade: II

Location: 1 AND 3, SWAN STREET, Bawtry, Doncaster

45. Bawtry War Memorial

Heritage Category: Listing Grade: II

Location: Bawtry War Memorial, Great North Road (A638), Bawtry, South Yorkshire, Bawtry, Doncaster

46. Market Cross

Heritage Category: Scheduling

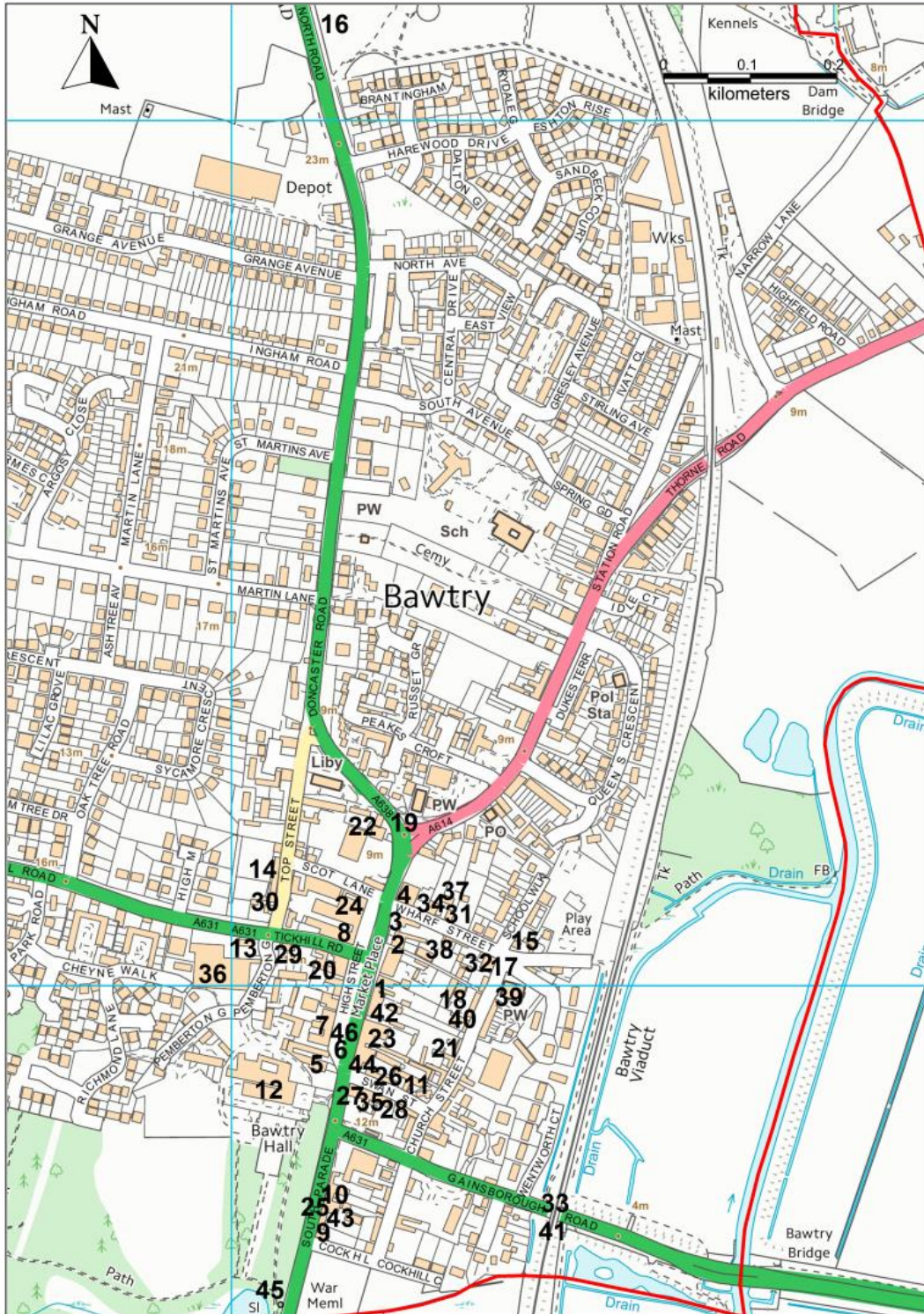
Location: Bawtry, Doncaster

47. Manor Holt moated site

Heritage Category: Scheduling

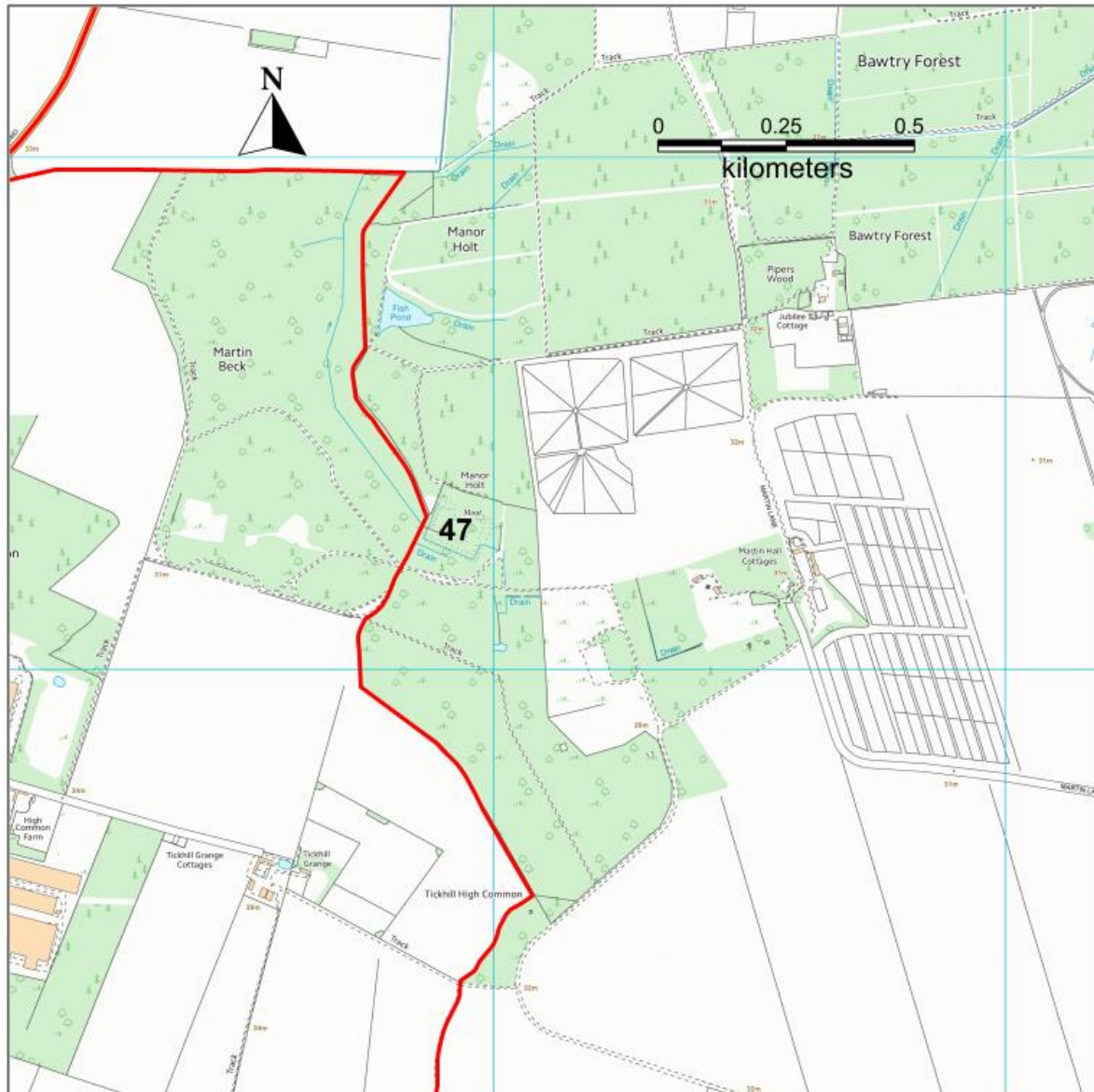
Location: Bawtry, Doncaster

Map 16 Location of Listed Buildings and Scheduled Monuments



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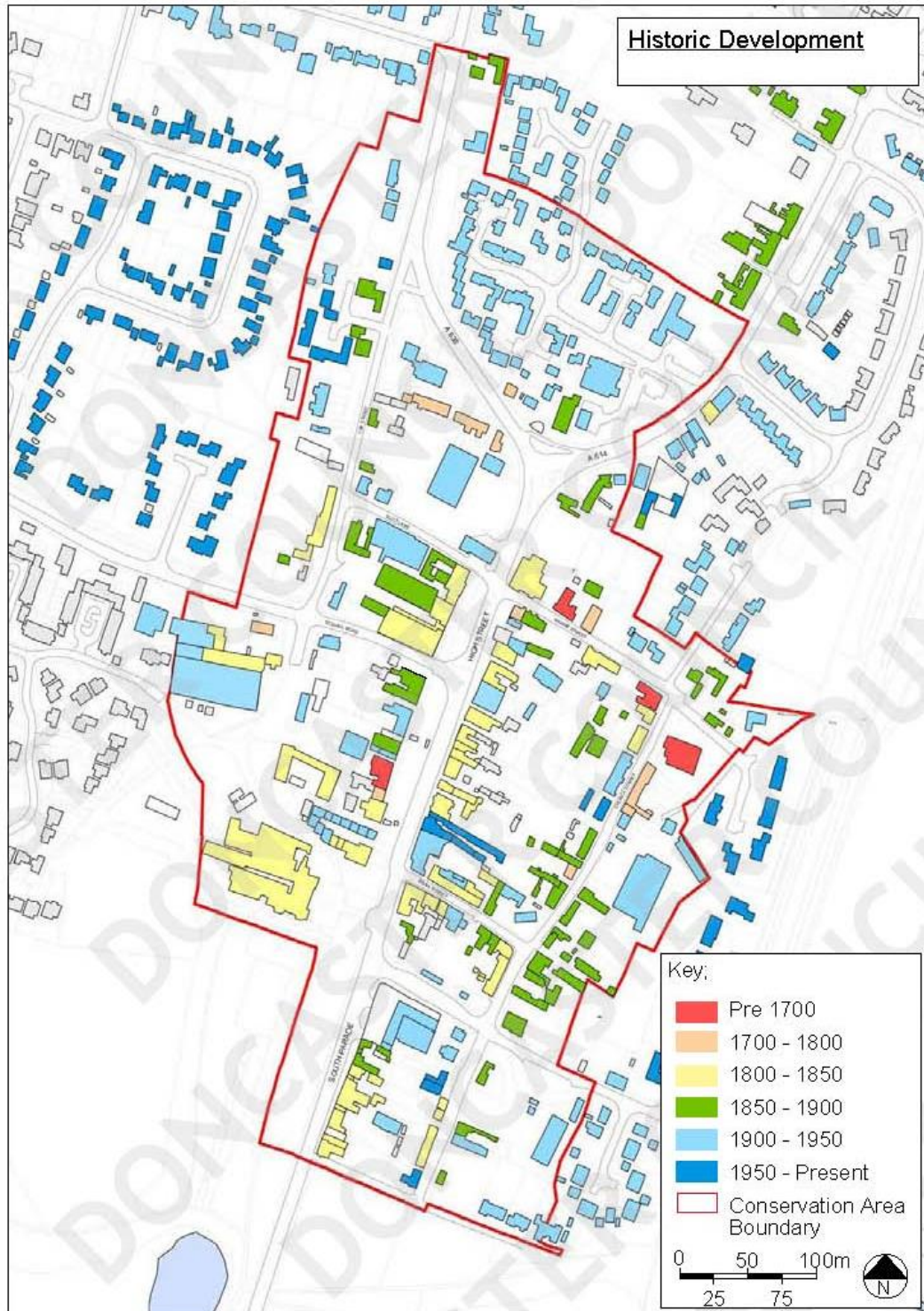
Map 17 Location of Scheduled Monument No. 47. Manor Holt Moated Site



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Appendix II - Maps from DMBC Conservation Area Appraisal

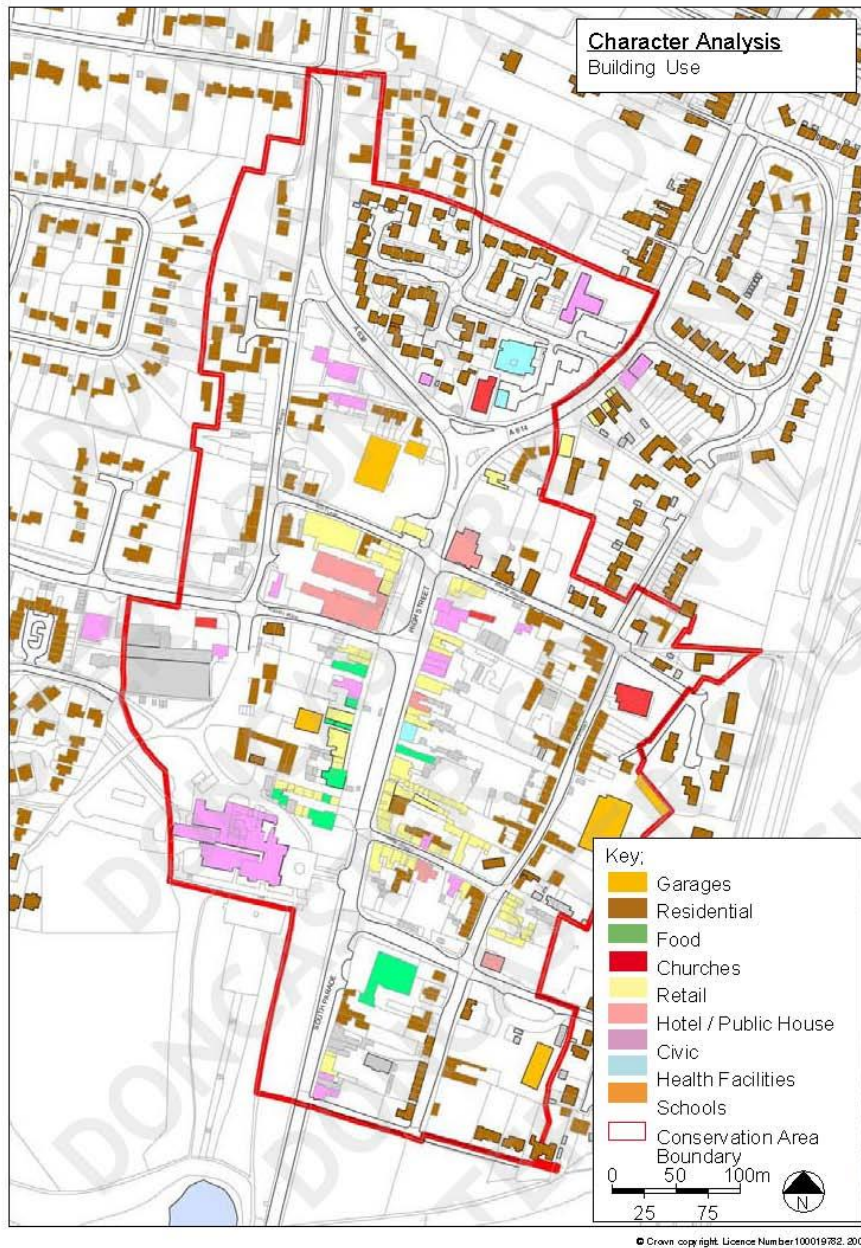
Map 18 Historic Development



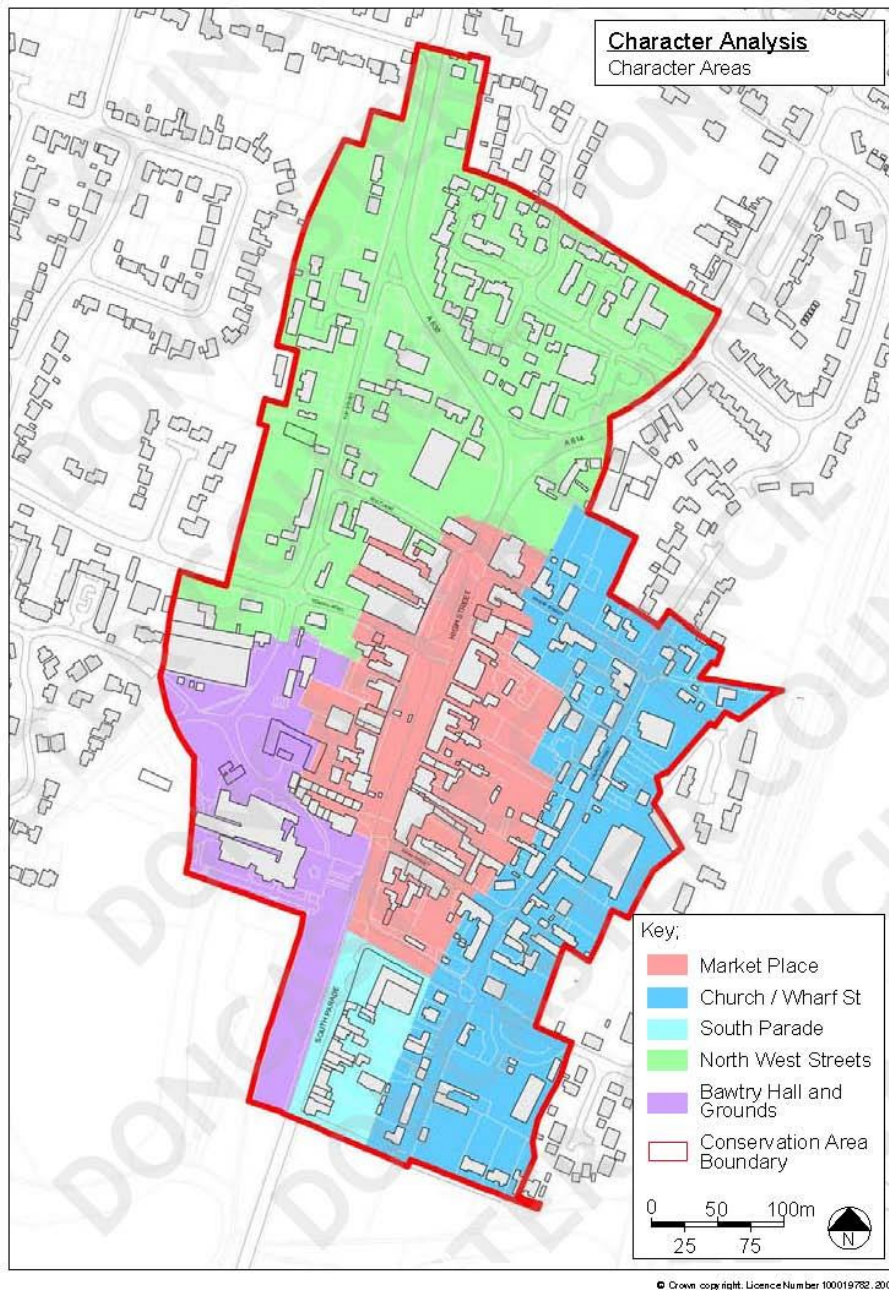
The dates of buildings are based on data taken from historic maps, written descriptions, and particularly in the case of the more recent buildings, from observation on site. It may not be entirely accurate and in the case of multi-period buildings gives only the date of the main period as evidenced from the exterior.

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Map 19 Building Use (as at February 2015)



Map 20 Character Areas



Appendix III - Definition of Affordable Housing

National Planning Policy Framework, March 2012

Annex 2: Glossary

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.

Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

Appendix IV - The Memorial Sports Ground (MSG)

At Section 3.5 of this Plan, The Natural Environment, reference is made to the MSG. Whilst commonly regarded as being part of “Bawtry”, the MSG is actually in the adjoining Parish of Scrooby. Being outside the Plan’s designated area the Plan’s policies cannot therefore be applied to the MSG, and the references made are therefore for “completeness” only.

Some significant measure of protection is, however, available for the amenity. Although the MSG and its facilities are operated by a registered charity, Bawtry Action for Recreation and Sports (BARS), they are actually owned by Bawtry Town Council (BTC). The MSG is leased to BARS, the last lease being dated 2016, with a term of 30 years. The lease provides for BARS’ Permitted Use of the MSG to be “for the purpose of recreational and sporting activities”.

Scrooby Parish Council has commenced the process of making its own Neighbourhood Development Plan. BTC will liaise with Scrooby Parish Council with a view to them incorporating such extra protections to the MSG in their Plan as may be appropriate.

Appendix V - Bawtry Town Council Initiative

ACTIONS TO IMPROVE THE IMAGE OF BAWTRY – improvements to major routes through the town

Position Statement – 13/05/18

Total Budget 2018/19 - £5,000

1. Boundary signs & sign cleaning

New boundary signs erected on the main routes into the town – sponsorship now being sought.

DMBC have been requested to carry out appropriate cleaning on all signs on the main routes through the town – particularly dirty fronting Bawtry Hall (where signs also obscured by overhanging vegetation).

2. 30 mph speed limit for all major routes through town + 20 mph school zones (Station Road & Doncaster Road) & High Street.

No BTC budget requirement.

Station Road 20 mph school zone installed.

Sections of Doncaster Road & Thorne Road still at 40 mph.

DMBC being lobbied, with Rachael Blake support – but no progress so far.

Support also being sought from the Mayor & Caroline Flint MP.

BRG Petition submitted.

High Street 20 mph is a 'long-term' vision as part of central area improvements.

3. Improved grass cutting & street sweeping standards

Budget requirement circa £11k for weekly cutting - sponsorship required but not auctioned so far.

Current DMBC standard is 13 cuts/year (approx. 17 day frequency). Ongoing discussions with DMBC Area Management Team. Need for 'tidying up' works after the main cutting operation due to type of machinery used.

4. Litter-free environment

Appropriate litter bin provision – BTC erected some new bins in 2017.

Current provision under continual review – mixture of BTC & DMBC bins.

Allowance required for additional regular bin emptying (£5.25 per bin per week).

DMBC has been requested to carry out regular litter picking along all the approaches, both outside and within to the town. A regular (monthly) 'community litter pick' is now in place which Rachael Blake has been organising – supported by DMBC.

5. Quality flower beds/planters + hanging baskets on lamp columns

Potential sponsorship opportunity with more 'year round' colour required.

DMBC have been asked to assist with expertise on planting requirements but little progress so far.

Current planter locations to be established & new scheme prepared.

Old planters to be re-sited/replaced as necessary but Market Hill to remain until improvement works are carried out.

DMBC permission required for hanging baskets on lamp columns.

Allowance to be made for maintenance/watering/seasonal re-planting.

6. All fronting hedges/trees adequately maintained

No BTC budget requirement, except where it owns any frontage land.

In conjunction with DMBC establish all frontage ownerships.

DMBC regularly requested to cut back trees/hedges, as appropriate, on highway land.

DMBC also regularly asked to issue notices to all private ownerships where trees/hedges overhanging. Current issue with Doncaster Road (east side) from Kingswood down to the library area where considerable sections need cutting back to establish the footpath width. The recent Gas Board works have exposed the actual footpath width on the section opposite the Library.

BTC/BRG publicity campaign to encourage all frontagers to carry out appropriate maintenance?

7. Verge maintenance, trees & weed growth

No current BTC budget requirement.

DMBC have been requested to carry out appropriate highway verge maintenance/reinstatement e.g. particularly fronting Bawtry Hall & the war memorial + Doncaster Road (east side - north of Harewood Avenue). The Bawtry Hall frontage was sown with wildflower seed last year but has proven to be unsuccessful – to be planted again.

To identify any potential verge areas for additional daffodil planting etc - possibility of sponsorship. DMBC would carry out this planting on highway land.

DMBC has carried out some 'edging back' of highway verges to maintain the appropriate footpath widths, with a commitment to carry out additional works on an annual basis – Area Management Team looking at potential use of DMBC element of BTC handyman to assist with this as well as weed growth at the back of footways. DMBC recently cleared Tickhill Road (south side) but needs regular attention.

DMBC recently carried out the removal of basal growth to the trees on the Tickhill Road verges. Some trees on Doncaster Road still need treatment.

Need to ensure that the Gas Board carries out grassed verge reinstatement after their works.

8. Hudson's Yard frontage

No BTC budget requirement.

BTC had some dialogue with the owners, who had been very co-operative.

New frontage hedging (with interspersed tree planting) was carried out in March 2016 but has been slow to become established. Now starting to improve and they are continuing to develop this as well as to plant the 'return' section on the south side of their entrance – to help obscure the 'side on' view of the trailers.

The owners were looking at re-vamping their parking arrangements, so as to have cars rather than large trailers at the frontage. However, they have found that this is not possible.

9. Ingham Road guard rail.

No BTC budget requirement.

DMBC do not have the budget to replace the railing and have recently carried out some minor repairs to it.

Need to ensure that adequate maintenance is carried out as promised i.e. weed spraying & removal of leaves.

10. Condition of highway (footpaths & carriageway)

Highway issues are continually being reported to DMBC, and particular emphasis needs to be given to those footpaths in, and around, the town centre.

Rachael Blake has regular site inspections with DMBC.

BTC has recently carried out emergency temporary repairs (without prejudice) to the Market Place footpath.

11. Lorry routing & HGV weight restrictions through Bawtry

This is a difficult issue because the main routes through the town are classified roads. The number (and size) of HGV's appear to have increased since the opening of the FARRRS road.

Discussions ongoing with DMBC regarding an advisory lorry routing strategy to avoid Bawtry as far as possible, and potential weight restrictions through the town.

12. Parking on kerbside grassed highway verges

There appears to be an increasing trend for this type of nuisance parking. DMBC are sending out letters to appropriate residents. BTC to include some publicity in the monthly newsletter and to consider sending out its own letter if the problem persists. Although such parking is not illegal offenders can be prosecuted for damage to the highway.

Appendix VI Bawtry Today, June 2018

Community

Newsletter

Bawtry Town Council - June 2018

Annual Meetings

The Annual Town and Annual Town Council meetings were held on the 8th May. The Mayor delivered his Annual Report at the town meeting, which can be viewed in full on the Town Council website www.bawtrytowncouncil.com

Councillor Alan Claypole was elected as the Town Mayor for the ensuing year and thanks was given to Councillor Kirkham for all his efforts in the post over the last two years which had covered some challenging times for the Council.

Taxi Rank

Progress regarding the taxi rank is now underway with DMBC providing assistance to ensure the legal requirements are met. At the May meeting members agreed on the location of the parking bays that will double as a rank outside the operational car parking hours. It is hoped that the provision of the rank can now progress without further delay.

Litter Pick

After another very successful litter pick in Bawtry, Ward Councillors Rachael Blake and Mick Cooper are continuing with the monthly event with the next pick on the 2nd June starting at the Mayflower and heading into Bawtry. Equipment is provided to any volunteers so come along and help keep Bawtry tidy!

Highway Verges

Members are currently working on initiatives that improve the image of Bawtry. It has been noted that verge parking is becoming an issue on the major routes through the town, particularly on Station Street and Doncaster Road. It is an offence to damage the verges by parking on them and we would ask all residents to please avoid parking on verges wherever possible.

Dog Fouling

Dog fouling is a problem in many areas and the dog wardens have been recently operating in Bawtry with fines being issued at Wharf Street play area, where some owners have been caught not picking up after their pets. Fines can be given up to £1000, which makes it an expensive walk in the park!

BARS, the charity who operate the Memorial Sports Field have also recently adopted a new "code of conduct" at the recreational ground which requires owners to walk their dogs on a lead, away from the sports pitches and always pick up after their pets.

The Town Council would ask all dog owners to clean up after their pets, wherever they are in the town, and ensure that they always have a means to do this.

War Memorial Relocation

Plans for the relocation of the war memorial are still underway, albeit at a slower pace than the Council would want. However with a utility search soon to be undertaken it is hoped that planning will be granted in the next few weeks and work can commence.

General Data Protection Regulations

Many residents will no doubt have received emails from businesses advising of the changes they are making to their privacy policies. This is to comply with the new General Data Protection Regulations that come into force on the 25th May. Bawtry Parish Council have also updated their privacy policy which can be viewed on their website or a hard copy can be obtained from the Clerk.

As a result of the new legislation the Council has also agreed that Councillors personal details will no longer be published in newsletters or online. All members will also be provided with dedicated council email addresses. This will take effect in the next few weeks. The Council will encourage residents to contact councillors in the first instance by email. A new council phone number and correspondence address will also shortly be operational with full details of all changes to be included in next months edition.

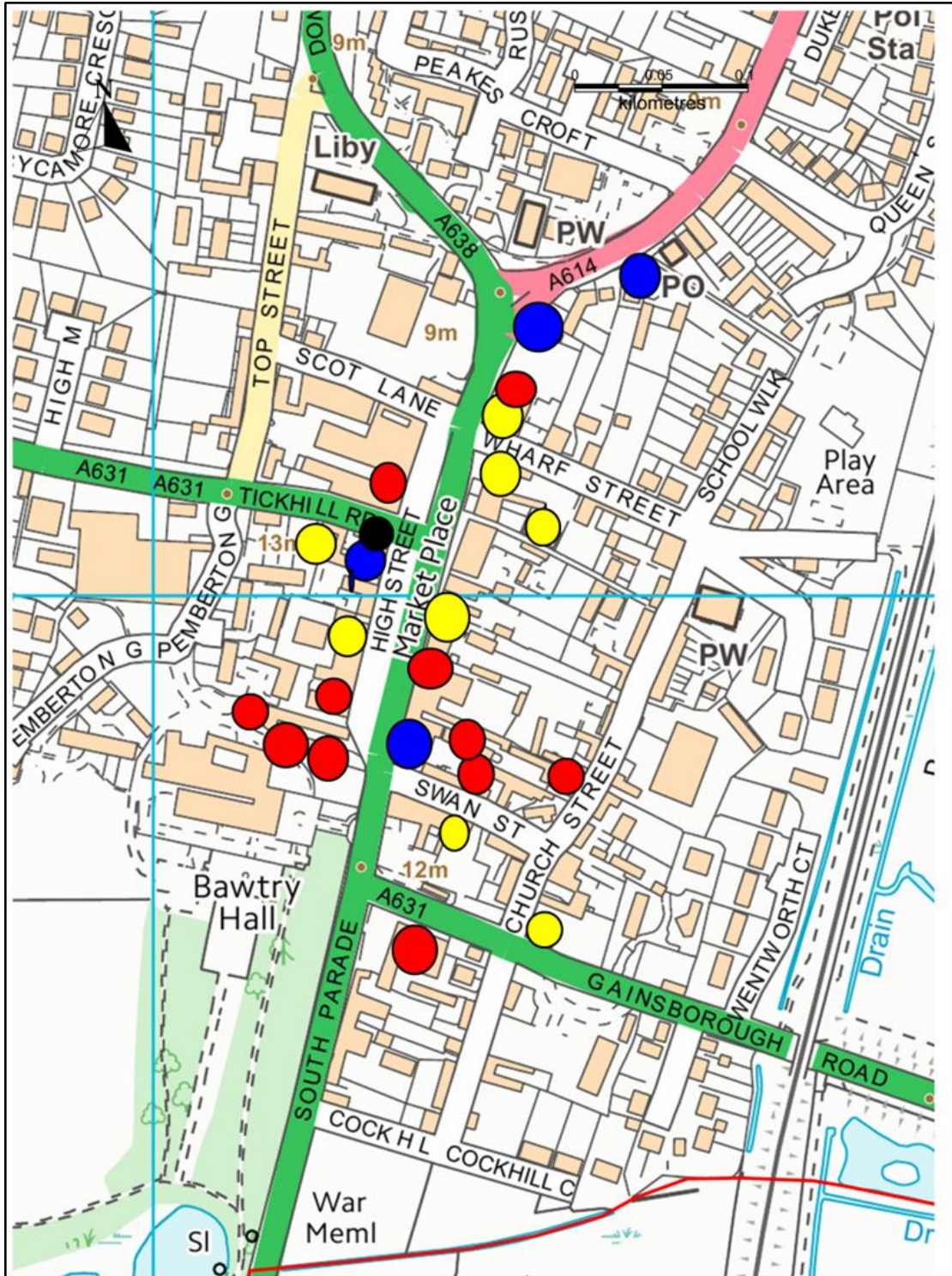
The next Council meeting is on Tuesday 12th June at 7.00pm. Residents & Businesses are welcome to attend BTC meetings. There is a 15 minute public discussion period for specific questions to be put to Council. Please come along & get involved.

50 BAWTRY TODAY

TO ADVERTISE CALL 01302 969696

Appendix VII

Map 21 Number of Licensed Premises in the Town Centre, November 2017



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